Goodbye Bangladesh, hello Philippines?
On March 18th 2009 the Bangladeshi High Court of Justice ordered the closure within two weeks of all ship-breaking yards operating without environmental clearance. Considering the state of all the ship-breaking yards in the country this would mean completely closing down the field. The decision also prohibits the importation of vessels which have not undergone any preliminary extraction of hazardous materials (asbestos, PCBs, heavy metals, hydrocarbons …) To prepare an appeal against this decision the industries obtained a delay of three weeks. In the meantime, the vessels continue to arrive and are beached in Chittagong. We are left to see how this decision will be followed up, the decisions effects and if it will encourage the Bangladeshi government to put standards in place and follow up the environmental and social conditions of ship-breaking or if the demolition market will move elsewhere: due to the crisis the Japanese ship owners have an influx of vessels to be demolished and are pushing the Filipino government to launch into the demolition business.

Even cars carriers are sent to be demolished
The world economic crisis and the slowing down of exportations continue to decimate the fleets of old container ships, bulk carriers and general cargo ships. Alone these three categories add up to 214 vessels, which represents more than three quarters of the vessels sent to be demolished. In the past few years the tankers represented close to half of the vessels sent to be demolished; this year they tallied only 31 (11%).
Even cars carriers are victims of the crisis. In 2008, only three vessels of this type left the worldwide fleet; during the first three months of 2009 we have already counted fifteen. The Japanese ship-owner MOL Mitsui OSK Lines also announced that they would soon be sending fifteen car carriers more than 25 years old to be demolished they contain asbestos, hydrocarbons and radioactive substances in the smoke detectors.

The rush continues
From January 1st to April 3rd, 272 vessels (against 288 vessels for all of 2007) have left to be demolished representing a cumulative recycling of more than 2.2 million tons of metal. Even though it slowed down at the end of the quarter the pace of vessels leaving the waters has been stable. During this period, India with 138 vessels (51%), was ahead of Bangladesh 78 (29%). The abundant vessels offer at the end of their lives allows Pakistan with 28 vessels (10%), China 19 (7%), Turkey 5 (2%) to stay present within the market. The United States have gone back to cleaning up their reserve fleet and sent 4 old vessels to be demolished. Concerning the total of metal to be recycled, India confirm their leading place with more than 1 million tons (49%) ahead of Bangladesh with 764,000 t (34%).

177 vessels (65%) have previously been detained in harbours worldwide with close to 80% for bulk carriers and general cargo ships; 87 (32%) were controlled by a non IACS society (International Association of Classification Societies). 100 (37%) were built in the European Union or in Norway; 106 (39%) were operating under a European flag or had owners from the European Union or the European Free Trade Association (EFTA) of which 44 (16%) were Greek. The Tuvaluan and Saint-Kitts-and-Nevis flags are popular for the last trips.

The age of these end-of-life vessels leaving the waters from the period of January 1st to April 3rd 2009 ranged between 21 and 53; the average age was 31 years. 51 vessels were less than 150m in length, 159 measured between 150 and 199m and 62 between 200 and 315m.

The prices offered by the ship-breaking yards have risen regularly around 50 US $ per ton reaching up to 300 US $ on the Indian sub-continent. In the meantime from the month of March, China gave the signal of a notable decrease in the buying price, quickly followed by India, and later by Bangladesh and Pakistan. In the United States, the prices vary from 4 to 43 US $ per ton. The demolition of Hattiesburg Victory a veteran of the last World War used to provision the United States forces, (see page 29), will cost the American Government 1,016,000 US $.

On the demolition shelves, one will notably remark in particular the ex-Vicky, sadly known in the North of France (see page 6). A former crude oil floating storage unit, the Knock Taggart (see page 5), was sent to be demolished in her current state in India. A reminder that a similar vessel owned by Total, the Serepca 1, was recently emptied of 15 tons of PCB before being proposed for demolition.
Car carrier


Tanker


Diyyinah. IMO 8101070. Tanker. 192 m in length, 10,446 t. United Arab Emirates flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB. Owned by ADNATCO (United Arab Emirates). Sold for demolition to Bangladesh.


Knock Taggart (ex-Agamemnon, ex-London Enterprise). IMO 7388932. Tanker converted into a Floating Production, Storage and Offloading unit. 270 m in length, 20,657 t. Singaporean flag. Classification society Det Norske Veritas. Built in 1974 in Gothenburg (Sweden) by Gotaverken Arendal. Owned by Fred Olsen Marine Services AS (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India at 270 US $ per ton.

Knock Taggart. 2007
© Reinier Meuleman

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Milwaukee. Tanker. 200 m in length, 14,210 t. United States flag. No Classification society; struck from the naval register in april 1997. Built in 1969 in Quincy (Massachussets, United States) by General Dynamics. This replenishment oiler of the Wichita class served during the Vietnam War. She was deactivated in 1994 and her title transferred to the US Marad in 2001. Sold for demolition to Bay Bridge Enterprises, Chesapeake (Virginia). 56.410 US $, i.e. 4 US $ per ton.

Minerali (ex-Pride, ex-Vicky, ex-Bear G, ex-Jarmina). IMO 7922180. Tanker. 243 m in length, 15,986 t. Greek flag. Classification society Det Norske Veritas. Built in 1981 in Frederikshstad (Denmark) by Nye Frederikstad. Owned by Navitas Maritima (Greece). Detained in 2002 in New York City (United States), and in 2003 in Piombino (Italy) and Kenner (United States). In January 2003, the single hull double bottom tanker Vicky, then flying the Turkish flag, was carrying 66,000 tons of gasoline from Antwerp to New York City; in spite of the safety measures she ran into the wreck Tricolor a car carrier grounded in the eastern Channel, and leaked hydrocarbons from the ruptured tanks at the bow. Sold for demolition to India at 300 US $ per ton with 1,500 t of bunkers.


Savannah. Tanker. 200 m in length, 13,236 t. United States flag. No classification society; struck from the naval register in October 1998. Built in 1970 in Quincy (United States) by General Dynamics. This replenishment oiler of the Wichita class served during the Vietnam War, was deactivated in 1995 and her title transferred to the US MARAD; she was laid up in the James River Reserve Fleet (Virginia). Sold for demolition to the ESCO Marine Shipyards, Brownsville (Texas). 515.726 US $, i.e. 39 US $ per ton.


Gas carrier


Jag Vayu (ex-Herdis, ex-Helios, ex-Lord Kelvin). IMO 7413244. Gas carrier. 192 m in length, 11,880 t. Indian flag. Classification society Det Norske Veritas. Built in 1978 in Marina di Carara (Italy) by Nuovi Apuania. Owned by Great Eastern Shipping Co Ltd (India). Announced sold as is in Colombo (Sri Lanka) for demolition in India at 265 US $ per ton, but she was finally beached in Bangladesh in March.


Chemical tanker


Container ship

Addiriyah. Container ship. 183 m in length, 8,830 t. Saudi Arabian flag. Classification society Lloyd’s Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai HI. Owned by United Arab Shipping Co (Kuwait). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition to Bangladesh at 278 US $ per ton.

Ankara. 18th May 2008, outbound Rotterdam (The Netherlands) © Fred Vloo


Dolores (ex-CSAV Rio Amazonas, ex-P&O Nedlloyd Nina, ex-Kota Sempen, ex-Zim Chicago, ex-City of Haifa, ex-Nelson Bay, ex-Sea Breeze, ex-OOCL Breeze, ex-Scandutch Gallia). IMO 8501555. Container ship. 181 m in length, 9,766 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1987 in Emden (Germany) by Thyssen Nordsee. Owned by Maritime Gesellschaft für Marxist Dienstleistungen Mbh (Germany). Sold as is in Singapore for demolition to Bangladesh at 340 US $ per ton including 500 t of bunkers and 1,620 t of iron granulates used as permanent ballast.


Jebel Ali. IMO 7802251. Container ship. 183 m in length, 8,679 t. United Arab Emirates flag. Classification society Lloyd’s Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition to India at 270 US $ per ton.

Louis (ex-Hibiscus, ex-Galatee, ex-Soldrott). IMO 7921253. Container ship. 150 m in length, 6,105 t. Bahamian flag. Classification society Bureau Veritas. Built in 1979 in Rostok (Germany) by Neptun VEB. Owned by Ocean Star Management (Greece). Announced sold for demolition to Bangladesh, she was finally “beached” in India. 305 US $ per ton.


Seven Seas Aurora (ex-Eagle Wind, ex-San Martin 1, ex-San Martin). IMO 8417211. Container ship. 165 m in length, 6,045 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Lubeck-Siems (Germany) by Flender. Owned by C&KCL Co Ltd (South Korea). Sold for demolition to Bangladesh.


Bulk carrier

Agios Gerassimos 1 (ex-Agios Gerassimos, ex-Holly). Bulk carrier. 170 m in length, 6,969 t. Maltese flag. Classification society Polski Regestr Statkow. Built in 1977 in Oppama (Japan) by Sumitomo HI. Owned by Flanmare Shipping Inc (Greece). Detained in 1999 in Brake (Germany) and in 2004 in Montoir (France). Sold for demolition to India at 265 US $ per ton.

Agios Gerassimos 1. September 2008, at Drapetsona repair quay (Greece). © Jukka Koskimies


Bars (ex-Rhea, ex-Schumy, ex-General Pradzynski). IMO 7358080. Bulk carrier. 201 m in length, 9,875 t. Cambodian flag. Classification society Inclamar. Built in 1976 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Detained in 1999 in Leixoes (Portugal), in 2002 in Pohang (South Korea), in 2005 in Koper (Slovenia) and in 2007 in Tianjin (China). Owned by Bulcom (Cyprus). Sold for demolition to India at 300 t of bunkers including 360 US $ per ton.


Castillo de Belmonte (ex-Castillo de Montearagon). IMO 8026579. Tanker converted to bulk carrier. 273 m in length, 27,063 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Aft section built in 1984 in El Ferrol (Spain) by Bazan and assembled to the fore and midbody from the Castillo de Lopera; rebuilt in 1996 with fore and cargo sections from the Castillo de la Luz, shortened from 287 to 273 m and converted to bulk carrier. Owned by Elcano Naviera (Spain). Sold for demolition to Bangladesh at 270 US $ per ton.

Castillo de Simancas (ex-Castillo de Lorca). IMO 8026581. Tanker converted to bulk carrier. 273 m in length, 27,063 t. Bahamian flag. Classification society Lloyd’s Register of Shipping. Aft section built in 1984 in El Ferrol (Spain) by Bazan and assembled to the fore and midbody from the Castillo de Lorca; rebuilt in 1996 with fore and cargo sections from the Castillo de Lopera (rebuilt in 1985), shortened from 287 to 273 m and converted to bulk carrier. Owned by Elcano Naviera (Spain). Detained in 2006 in Gijon (Spain) and Hamburg (Germany). Sold for demolition to Bangladesh at 270 US $ per ton.


Hedwig Oldendorff (ex-Beemoth, ex-Grouper, ex-Algarrobo, ex-Nord Atlantic, ex-Cast Orca). Ore/Bulk/Ore carrier converted to bulk carrier. 281 m in length, 30,368 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Oldendorff Carriers (Germany). Sold as is in Shanghai (China) for demolition in Bangladesh at 308 US $ per ton.


Natty (ex-Hebei Progress, ex-Feilong, ex-Corona Light, ex-Bobilna). IMO 8132859. Bulk carrier. 253 m in length, 17,790 t. Panamanian flag. Classification society China Classification Society. Built in 1982 in Constanza (Romania) by Constanza SN. Owned by Good Faith Shipping Co SA (Greece). Detained in 2003 in Genova (Italy) and in 2006 in Dangin (South Korea). Sold for demolition to Bangladesh.


San Nicholas 1. November 2008, Bosphorus. © Fehmi Ulgener


Sidratul Muntaha (ex-Pavel Rybin 2, ex-Pavel Rybin). IMO 7372127. Bulk carrier. 169 m in length, 6,450 t. Comorian flag. Unknown classification society. Built in 1975 in Mukaishima (Japan) by Hitachi. Detained in 2004 in Yeosu (South Korea) and in 2007 in Rizhao (China). Sold for demolition to Bangladesh.


Stone Topaz (ex-Tonci Topic). IMO 7432616. Bulk carrier. 223 m in length, 12,600 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Aoi (Japan) by Ishikawajima-Harima. Detained in 2000 in Brindisi (Italy), in 2002 in Lisbon (Portugal) and in 2008 in Hamburg (Germany). Sold for demolition to India at 280 US $ per ton including 200 t of bunkers.


Svyataya Yelizaveta (ex-Mister Michael). Bulk carrier. 224 m in length, 12,812 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Emden (Germany) by Rheinstahl Nordseewerke GmbH. Owned by Fedcomshipping (Russia). Detained in 1997 in Rotterdam (The Netherlands), in 1999 in Newcastle (United Kingdom), in 2002 in Hamburg (Germany), in 2003 in Antwerp (Belgium), in 2004 in Rotterdam (The Netherlands) and Hamburg (Germany) and in 2006 in Kavkaz (Russia). Sold for demolition to India at 275 US $ per ton.

Svyatoy Nikolay (ex-Baska, ex-Budowlany). IMO 7361556. Bulk carrier. 145 m in length, 4,300 t. Panamean flag. Classification society Polski Regestr Statkow. Built in 1976 in Travemünde (Germany) by Schichting. Owned by Fedcomshipping (Ukraine). Detained in 2002 in Antwerp (Belgium), in 2003 in Bilbao (Spain), Belfast (United Kingdom) and Arkhangelsk (Russia) and in 2004 in Savona (Italy). Sold for demolition to India at 240 US $ per ton.


Unfair Lady (ex-Fair Lady, ex-Ribera, ex-Unamuno). IMO 7625055. Bulk carrier. 186 m in length, 8,319 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Puerto Real (Spain) by Espanoles. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2002 in Oslo (Norway) and Myrtle Grove (United States), in 2003 in Amsterdam (The Netherlands) and in 2007 in Bordeaux (France). Sold for demolition to India.


Wisdom C (ex-Macedonia Hellas, ex-Docevirgo). IMO 7433464. Bulk carrier. 200 m in length, 9,583 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Cosmoship Management SA (Greece). Detained in 1999 in Antwerp (Belgium), Rostock (Germany) and New Orleans, in 2000 in Kwinana, (Australia), in 2002 in Bilbao (Spain) and London (United Kingdom), in 2004 in Ravenna (Italy) and in 2007 in Chalkis (Greece). Sold for demolition to India.


General cargo


BSLE Prestige (ex-Nasr, ex-Zurbaran, ex-Lavrio, ex-Slavonija, ex-Srbija, ex-Konkar Poseidon). IMO 7717729. General cargo. 193 m in length, 8,598 t. Panamanian flag. Classification society RINA. Built in 1980 in Pula (ex-Yugoslavia) by Uljanik. Owned by Bogazzi & Figli Spa (Italy). Detained in 2004 in Antwerp (Belgium) and Tees (United Kingdom) and in 2006 in Cartagena (Spain) and Savona (Italy). Sold for demolition to India at 250 US $ per ton.


Hattiesburg Victory. IMO 5143869. General cargo. 138 m in length, 4,118 t. Built in 1945 in Los Angeles (United States) by California Shipbuilding. One of the few remaining Victory ships built during World War II to carry cargo needed by U.S. forces all over the world. She served as a commercial steamer for three years for the American Hawai Steamship Co immediately after the war and then returned to the US MARAD and placed in the Beaumont Reserve Fleet. She was reactivated as a troopship during the Korean War and again from 1965 to 1970 during the Vietnam War. Deactivated in 1988 for the last time and laid up in Beaumont. Dismantlement contract awarded to ESCO Marine Inc, Brownsville (Texas) at a cost to the Federal Government of 1.016.000 US $.


Ibn Bassam. IMO 7429009. General cargo. 175 m in length, 7,673 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition to India at 275 US $ per ton.


King Carrier (ex-Oh San Tok). IMO 7738668. General cargo. 160 m in length, 3,676 t. Georgian flag. Classification society Korea Classification Society. Built in 1975 in Huichon (North Korea) by Chongjin SY. Owned by Taedongdonggang Sonbak Co Ltd (North Korea). Renamed King for her last trip. Sold for demolition to India.

Kranj. IMO 7507227. General cargo. 147 m in length, 5,950 t. Saint-Vincent-and-the-Grenadines flag. Classification society Lloyd’s Register of Shipping. Built in 1976 in Osaka (Japan) by Mitsu. Owned by Splosna Plovba Doo (Poland). Detained in 2003 in Hong Kong and Qingdao (China), in 2005 in Hong Kong (China), in 2006 in Chennai (India) and in 2007 in Masan (South Korea). Sold for demolition to India at 270 US $ per ton.


**Stella M** (ex-Interocean 2, ex-Moinesti). IMO 8503890. General cargo. 130 m in length, 3,534 t. Panamanian flag. Classification society Registrol Naval Roman. Built in 1985 in Tulcea (Romania) by Tulcea SN. Owned by Transocean Services Srl (Romania). Detained in Italy in 2004 in Naples and in 2006 in Leghorn. Sold as is in Ajman (United Arab Emirates) at 164 US $ per ton and towed for demolition to India.


Yantelles (ex-Krasnoyarsk). IMO 6825414. General cargo. 102 m in length, 1,959 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1968 in Nystads (Finland) by Uusikaupunki. Owned by Oceaninterbusiness (Russia). Detained in 2000 in Vladivostok (Russia) and Yantai (China), in 2002 in Vostochny (Russia) and Ulsan (South Korea), in 2002 in Kushiro and Ishinomaki (Japan) in 2003 in Vostochny (Russia), and in 2009 in Ulsan (South Korea). Sold for demolition to China at 200 US $ per ton.


Heavy load carrier
Ro-Ro (cargo)  


Oniks (ex-Glades, ex-Rakvere, ex-Tallinnhaven, ex-Nikolay Vilkov). IMO 7730018. Ro-Ro. 139 m in length, 6,036 t. Saint-Kitts-and-Nevis flag. Classification society International Ship Classification. Built in 1977 in Leningrad (Russia) by A.Zhdanov. Owned by Natie Shipping Co Ltd (Russia). Detained in 2005 in Hamburg (Germany) and Antwerp (Belgium) and again in 2006 in Hamburg. Sold for demolition to Bangladesh.

Reefer  


Pietari Glory (ex-Norman Star, ex-Humboldt Rex n° 2, ex-Ew Andes, ex-Humboldt Rex). IMO 7809314. Reefer. 168 m in length, 7,079 t. Classification Society Russian Maritime Register of Shipping; class suspended for survey overdue. Built in 1979 in Mihara (Japan) by Koyo. Owned by Polaris Maritime Ltd (United Kingdom). Sold as is in Falmouth (United Kingdom) for demolition to India at 165 US $ per ton. The 1985-built Pietari Cliff, another ship of this owner, was expected as well for demolition; she was eventually sold to a Latvian owner and is still sailing as the Tribor.


Ferry / cruise ship


Regal Empress (ex-Caribe 1, ex-Caribe, ex-Olympia). IMO 5262835. Cruise ship. 186 m in length, 14,297 t. Bahamian flag. Classification society Bureau Veritas. Built in 1953 in Glasgow (United Kingdom) by A Stephens & Sons. Owned by Imperial Majesty Cruise Line (United States). Detained in 2001 and 2002 in Portland (United States) and in 2003 in Port-Everglades (United States). Sold as is in Fort Lauderdale (United States) for demolition in India at 215 US $ per ton.


Sources
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