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In February 2009, « because of the restricted visibility due to foggy conditions » the chemical tanker Kashmir loaded with 30,000 t of oil condensates used by the petrochemical industry collided with the container-ship Sima Saman 13 km off Dubai. The fire which broke out was only brought under control late at night. The plume of smoke darkened the industrial zone and the port of Jebel Ali, south of Dubai all day long. Five months later the Kashmir was sold for scrapping and towed to India. Soots, residual liquids, melted materials, released asbestos and PCB, dioxins, the working conditions are particularly dangerous for labourers while breaking up damaged ships.

Inconsistency in the United States

The US MARAD carries on with the destocking of its old troop and cargo carriers and other auxiliary ships. Eight of them have left the Reserve Fleets of James River (Virginia) and Beaumont (Texas). Taking into account the metal market prices and the bad condition of a number of hulls, the dismantling in the United States of these more or less vintage and more or less rusted ships has cost this time to the US MARAD between 42 and 96 $ US per ton. However four ships have been sold between 2 and 25 $ US per ton.
The US MARAD shows off honorable and self-governing intentions regarding the scrapping of her old ships (each press release announcing the recycling of an obsolete reserve ship ends up with a notice stressing upon the « environmentally sensitive manner » and « the recycling and disposal of materials in accordance with state and federal law. ») but it seems that some ships are getting away with it.

Two veterans, the *Chattahoochee* and the *Nodaway*, respectively 52 and 66 years of age, have been clearly scrapped through another path, exportation. These vintage oil transporters which have been supplying the American Pacific fleet were sold in December 2006 to Teraoka Co Ltd, a Japanese shipbuilding and repair yard. Deflagged from the United States to Mongolia, they were then classified by International Ship Classification, established in Singapore along with the Mongolian, Tuvalu and Kiribati maritime registers. According to the memorandum of Tokyo they are afflicted with 110 and 163 target factors and consequently subjected to « very high risk ». At the end of the game they have been sold to a Japanese scrapping yard.

The fate of two other ships which have been serving the US Navy for 25 years, the *PFC James Anderson Jr* and the *1st Lt. Alex Bonnyman* suggest more queries as to the robustness of the US dismantling process of national ships and the enforcement of the US moratorium on exportation in effect since 1998.
These two ships built in Denmark in 1979 and 1980 as Emilie Maersk and Emma Maersk have been operated under long term charters since 1984 by the US Navy, then jumboized and converted in Sparrows Point by Bethlehem Steel. Placed in service under the direction of the Military Sealift Command in the Maritime Prepositioning Ship Squadron at the Diego Garcia Base in the Indian Ocean, they have been carrying equipment to support the United States fleet. These ships are not property of the American Authorities but belong to Wilmington Trust Co. Bank On July 15th 2009, the shipping press announced that the two ships have been sold for demolition in India; deflagged to Saint-Kitts-and-Nevis and renamed Anders and Bonny. The American environmentalist NGOs asked the EPA (Environment Protection Agency) to prevent the sailing from Norfolk of these two ships suspected to contain asbestos, PCBs and other toxic materials in spite of the reassuring statement of Denmark. The new owner Star Maritime Corp maintains that the two auxiliary ships equipped with an helicopter platform will be assigned to a sugar traffic between Brazil and India. At the end of August, the EPA has « no reason to retain the ships », they say, while Anders has already left Norfolk Harbour heading for Santos (Brazil) according to the official statement. Will she be loaded with sugar bound for India and then be scrapped?

Meanwhile, the US merchant ships continue to be beached in Asia without too much soul searching from their American owners. The Hari Bhum and the Perla II have just arrived in Alang as for the Global Patriot beached in Bangladesh under her new Mongolian flag, preceded in the same deflagging process by the ex-Overseas Washington and ex-Perseverance (see the bulletins Ship-breaking.com # 6 and #9).
A good intention in the United Kingdom
Simultaneously in Europe, the United Kingdom is launching a frontal attack and is retaining since August, 5th the Margaret Hill planned to be dismantled in India. This LNG Carrier, built in 1974 in Norway, has been laid up in Southampton since November 2008. Though she is flying the Marshall Islands flag, the Margaret Hill is owned by V Ships UK and is on that account according to the European Commission terminology « a ship with a strong link to the European Union ». Therefore the rules prescribed by the European Commission through its Green Paper are likely to be applied to this ship. The British Environment Agency brings up the European regulation forbidding the exportation of toxic wastes towards non OECD countries and emphasises that the permission for this ship to sail will only be given if the dismantling country has the necessary agreements and technical means in place. LNG carriers built in the seventies – like the Margaret Hill – are riddled with asbestos.

It remains to be seen whether the commercial realities will not be stronger than the best intentions. As a matter of fact, at the same time the general cargo carriers Boularibank, Tikeibank and Gazellebank, the bulk carrier Alinda, the reefer Alcazar Carrier and the container ship Hyundai Admiral, all owned by British companies and likewise the container-ship ANL Explorer flying the Union Jack are to be scrapped in India, Bangladesh or China, all of them being non-OECD countries.

The destocking continues
The crisis continues to weigh on the freight charges. In order to enable their rise, the world ship-owners would plan to get rid of 20 to 25% of the merchant fleet. In the same trend, several members of the ECSA (European Community Ship owners’ Association) propose to destroy 20% of the ships taking the age as criterion.

Concerning the container ships, 59 ships (26%), they constitute the first of the categories sent to breakage. This is the annual stock sale. The average age of container ships for their death sentence is
of 26 and a half years. If one adds the 42 general cargo carriers and the 26 bulk carriers, one obtains 55% of the ships to be demolished. Speculation and consequently the use of floating storage became less attractive with the increase of the oil price, thus supporting a return on the market of demolition of tankers, 51 (23% against 14% in the preceding bulletin), that is to say 28% in tonnage due to the sale of five VLCC (Very Large Crude Carrier), all left for Bangladesh.

Among the ships leaving the fleet, 100 (44%) were operating under European flag or had ship-owners of the European Union or the EFTA (European Free Trade Association) including 37 (16%) Greek; 89 (39%) were built in the European Union or in Norway.

Sub-standards ships are departing in priority, but they are not demolished in the countries, in particular European countries, where they were under detention(s): 128 ships (56%) have been previously detained in harbours worldwide with close to 80% for bulk carriers, general cargo carriers and reefers; 44 (19%) were controlled by a non IACS classification society (International Association of Classification Societies).

The age of end of life vessels leaving the waters during the period of June 27th to September 24th, 2009 ranged between 17 years for the container ships *Hyundai Admiral* and 67 years for the US MARAD rescue ship *Escape*; the average age continues to decrease; in 2008 it was 32 years, today it is 29 years, and even less if excluding the American veterans. 54 were less than 150 m, 121 measured between 150 and 199 m and 54 between 200 and up to 324 m in length.

From June 27th to September 24th, 2009, 229 ships departed for demolition. The summer rhythm accelerated again, with an average of 18 ships leaving each week. In number of ships to be demolished as well as in tonnage, India with 95 ships (41%) remains the number 1 destination, ahead of Bangladesh 50 (22%) and China 47 (21%). With 9 ships each, Pakistan marks time but Turkey makes its return. The accumulated demolition will allow the recycling of more than 1.8 million tons of metals. Since the beginning of the year, 686 ships left the world fleet representing 5.8 million tons of metals. The number of ships to be demolished in 2009 will be close to 1,000 units.

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**The ships to be broken up : tanker, chemical tanker, gas carrier, passenger ship, ferry, container ship, general cargo, bulk carrier, cement carrier, reefer, cattle carrier, car carrier, ro-ro, others.**

**Tanker**


Chattahoochee. IMO 8450615. Tanker. 92 m in length, 2,367 t. Mongolian flag. Classification society International Ship Classification. Built in 1957 in San Francisco (United States) by Bethlehem Steel. Former replenishment oil tanker for the US Pacific fleet. Based in Tsuneishi (Japan) since 1997. Sold in december 2006 by the US MARAD to Teroaka Co (Japan) with her sistership Alatna and another vintage tanker, the Nodaway. Deflagged from United States to Panama, and then Mongolia. Sold for demolition to a local Japanese ship-breaking yard.


Lyra (ex-Jersbek, ex-Cape Island). IMO 8200292. Tanker. 92 m in length, 1,668 t. Togolese flag. Classification society International Register of Shipping. Double hull ship built in 1982 in Büsum (Germany) by Büsmer. Owned by Soysay Shipping (Turkey). Detained in 2008 in Setubal (Portugal) and Antwerp (Belgium) and in 2009 in Bandar Khomeini (Iran). Sold for demolition to India. 265 $ US per ton.


Voo Shee II. IMO 8500874. Tanker. 247 m in length, 18,773 t. Taiwanese flag. Classification society American Bureau of Shipping. Single hull ship built in 1986 in Keelung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Kaohsiung (Taiwan) for demolition in China. 325 $ US per ton.

Chemical tanker


Jo Oak. IMO 8112495. Chemical tanker. 175 m in length, 10,709 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double bottom ship built in 1983 in Bergen (Norway) by Bergen MV. Owned by JO Tankers AS (Norway). Sold for demolition to India. 680 $ US per ton, including 1,500 t of stainless steel.

Global Rio. IMO 8220589. Chemical tanker. 146 m in length, 5,773 t. Brazilian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Viana do Castelo (Portugal) by ENVC. Owned by Global Transporte Oceanico (Brazil). Sold as is in Rio de Janeiro (Brazil), for demolition in India. 300 $ US per ton, including 530 t of stainless steel.

Kashmir (ex-Cape Horn). IMO 8800248. Chemical tanker. 180 m in length, 8,771 t. Maltese flag. Classification society RINA. Double hull ship built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Martinoli Consulting Srl (Italy). In February 2009, the Kashmir loaded with 30,000 t of oil condensates collided with the container ship Sima Saman off the port of Jebel Ali south of Dubai and took fire. Sold as is in Fujairah (United Arab Emirates) and towed for demolition to India. 240 $ US per ton.


Gas carrier


Margaret Hill (ex-Hoegh Galleon, ex-Mystic River, ex-Asake Maru, ex-Pollenger, ex-LNG Challenger). IMO 7368841. Gas carrier. 261 m in length, 23,400 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1974 in Stavanger (Norway) by Moss. Owned by V Ships UK (United Kingdom). Sold for demolition to India. 365 $ US per ton including 3,600 t of stainless steel. On August, 5th the British Environment Agency retains the ship in Southampton on the suspicion she was heading overseas for illegal dismantling and breaking the rules of exportation of wastes. This is the first time the Agency stops a ship from being sent for demolition in an Asian country where there is « no authorized recycling site ». (see p 4)

Passenger ship
Gage. APA 168. Attack transport ship. 138 m in length, 6,720 t. United States flag. No classification society. Built in 1944 in the United States by Oregon Shipbuilding Co. Owned by US MARAD (United States). During World War II she was assigned to the Asiatic-Pacific Theater. Decommissioned in 1947, struck from the naval register in October 1958, and transferred to the US MARAD Reserve Fleet; she has since been rusting in James River (Virginia) where nesting peregrines prevents any recycling operations. Finally in July 2009 a contract for demolition is concluded with ESCO Marine, Brownsville, Texas (the United States) at a cost for the US MARAD of 564,910 $, i.e. 84 $ US per ton.


Ferry

Sara 3 (ex-Santa Catherine I, ex-Scirocco, ex-Rozel, ex-Keren, ex-St Edmund). IMO 7340710. Ferry. 130 m in length. Panamean flag. Classification society RINA. Built in 1974 in Birkenhead (United Kingdom) by Cammell Laird. Former Sealink ferry. Owned by Arab Ship Management Ltd (Syria). Sold for demolition to India.


Container ship

Hyundai Admiral, inbound Terneuzen (The Netherlands) August, 25th 2001. 275 m, 17 years of age, the youngest of the 59 container ships left for breakage. © Willem Van Maanen


City of Glasgow (ex-Express, ex-Choyang Express, ex-MSC Laura, ex-Zim Guan, ex-Durga Osaka, ex-Nedlloyd Express, ex-TFL Express, ex-Alltrans Express). IMO 7705427. Container ship. 157 m in length, 6,899 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Mukaishima (Japan) by Hitachi Zosen. Owned by Costamare Shipping (Greece). Unknown destination of demolition.


MSC Anastasia (ex-Pol Baltic, ex-Leverkusen Express, ex-CGM Lorraine, ex-Leverkusen). IMO 7020542. Container ship. 181 m in length, 8,600 t. Panamean flag. Classification society Germanischer Lloyd. Reefer built in 1970 in Ross (Germany) by Howaldtswerke DW; jumboized in 1978 and converted to container ship. Owned by MSC - Mediterranean Shipping Co (Switzerland). Detained in 2002 in Trieste (Italy), en 2004 et 2005 in Koper (Slovenia) and in 2007 in Constanza (Romania). Sold for demolition to India. 262 $ US per ton.


MSC Lauren (ex-OOCL Charisma, ex-Oriental Patriot). IMO 7820409. Container ship. 221 m in length, 15,235 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2001 in Lisbon (Portugal), and in 2007 in Le Havre (France) and Antwerp (Belgium). Sold for demolition to India. 245 $ US per ton.


Unknown classification society. Built in 1982 in Szczecin (Poland) by A Warskiego shipyards. Owned by Boluda Lines Sa (Spain). Detained in 2007 in Leghorn (Italy). Sold as is in Alicante (Spain) for demolition in India. 176 $ US per ton.


**Philippine Star (ex-Zim Mumbai 1, ex-MSC Cameroon, ex-Zim Shanghai, ex- Vesta, ex-Ville De Vesta, ex-Japan Sea, ex-Pacific Prosperity).** IMO 8408820. Container ship. 187 m in length, 8,628 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai HI. Owned by Ofer Ships Holdings (Israel). Detained in 2009 in Xiamen (China). Sold for demolition to India. 254 $ US per ton.


General cargo

Argus (ex-Pegasus, ex-Marijampole, ex-Kapsukas, ex-Kavgolovo). IMO 7053252. General cargo. 102 m in length, 1,959 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1971 in Rauma (Finland) by Hollming. Owned by Regal Co Ltd (Russia). Detained in 1998 in Rotterdam (The Netherlands) and Saint-Malo (France), in 2000 in Novorossiysk (Russia), in 2001 in Novorossiysk and Nakhdola (Russia), in 2002 in Vladivostok (Russia), in 2003 in Nakhdola and twice in Vostochny (Russia), in 2004 in Niigata (Japan) and in 2005 in Niigata (Japan) and Vladivostok (Russia). Sold for demolition to China.


Cape Cod (ex-Sheldon Lykes). IMO 5322037. General cargo. 150 m in length, 7,800 t. United States flag. No classification society. Built in 1962 in Sparrows Point (Maryland, United States) by Bethlehem Steel. Owned by US MARAD (United States); acquired from Lykes Lines in 1984 for 1.643.000 $ US. She has been serving as a cargo carrier under the direction the Military Sealift Command until 2001. Laid up int the James River River Fleet (Virginia). A demolition contract is concluded in August 2009 with All Star Metals LLC, Brownsville, Texas (the United States) at a cost for the US MARAD of 328.122 $, i.e. 42 $ per ton.

Captain P (ex-Jason Venture, ex-Patrick Delmas, ex-Ville de Dakar, ex-These). IMO 8031093. General cargo. 150 m in length, 6,150 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1980 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 2000 in New York (United States), in 2001 in Antwerp (Belgium), in 2006 in Houston (United States) and in 2008 in Venice (Italy) and Houston (United States). Sold for demolition to India.


Global Patriot (ex-Buffalo Soldier, ex-CGM Monet, ex-Monet). IMO 7504627. General cargo. 204 m in length, 14,203 t. United States flag dropped for the Tuvaluan flag for her last trip. Classification society American Bureau of Shipping. Built in 1978 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Jumboized in 1987. Owned by Global Containerlines (United States). Sold as is in Durban (South Africa) for demolition in India but she is finally beached in Bangladesh. 2,65 millions $ US, i.e. 187 $ US per ton.


Gulf Shipper. IMO 6411536. General cargo. 150 m in length, 5,842 t. United States flag. No classification society. Built in 1964 in New Orleans (United States) by Avondale Industries. Owned by US MARAD (United States). She leaves the Beaumont Reserve Fleet, Texas in July 2009 after a demolition contract was signed with ESCO Marine, Brownsville, Texas (United States) at a cost for the US MARAD of 145.726 $ US, i.e. 25 $ US per ton.

Hummer (ex-Dilay, ex-Tucan, ex-Gorgova). IMO 7942439. General cargo. 131 m in length, 3,231 t. Togolese flag. Classification society Turk Loydu. Built in 1980 in Galati (Romania) by Galati SN. Owned by Seashore Maritime Ltd (Greece). Detained in 1999 in Castellon de la Plana (Spain) and Novorossiysk (Russia), in 2000 in Barcelona (Spain), in 2001 in Las Palmas (Spain), in 2002 in Aveiro (Portugal) and in 2004 in Setubal (Portugal). Sold for demolition to India.


Kijea (ex-Iran Baghaei, ex-Ydra, ex-Almas, ex-Tannenbels, ex-Stratherrol). IMO 7502734. General cargo. 169 m in length, 7,638 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Gdansk (Poland) by Gdanska Lenina. Owned by Iran Shipping Lines (Iran). Detained in 1998 in Alicante (Spain), in 2002 in Eleusis (Greece), in 2007 in Antwerp (Belgium) and Cartagena (Spain) and in 2009 in Monfalcone (Italy). Sold for demolition to India. 292 $ US per ton.


**Makran.** IMO 7602235. General cargo. 159 m in length, 7,980 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nakskov (Denmark) by Nakskov SV. Owned by Pakistan National Shipping (Pakistan). Detained in 2006 in Bandar Abbas (Iran) and in 2007 in Mangalore (India). Sold for demolition to Pakistan. 315 $ US per ton.

**Nipa (ex-Ocean Rouge, ex-Amana, ex-Laine, ex-Adriana, ex-Navigator I, ex-Hastings, ex-Kremenschug).** IMO 8314615. General cargo. 173 m in length, 8,920 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Warnemünde (Germany) by Warnowerft. Owned by Marti Denizcilik (Turkey). Detained in 1998 in Hamburg (Germany), in 2001 in Baltimore (United States) and Antwerp (Belgium), in 2002 in Valencia (Spain), in 2003 in Antwerp (Belgium), in 2006 in Yokohama (Japan) and Shangai (China) and in 2007 in Singapore. Sold for demolition to Bangladesh.


Bulk carrier Fitzoy River, off Queensland (Australia). Tropical storm up ahead with water spouts. © Vesseltracker


Five Stars Global (ex-Beta I, ex-Beta, ex-Seawisher, ex-Federal Fraser). IMO 7404607. Bulk carrier. 183 m in length, 8,542 t. Panamean flag. Classification society Panama Shipping Register Inc. Built in 1977 in Mizushima (Japan) by Sanoyasu. Owned by Fuzhou Hanxing Shipmanagement (China). Detained in 2002 in Guangzhou (China), in 2006 in Ulsan (South Korea), and in 2007 in Pohang (South Korea) and Tianjin (China). Sold for demolition to China. 265 $ US per ton.


Iran Akhavan (ex-Philippine Success). IMO 8113009. Bulk carrier. 197 m in length, 7,711 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sevilla (Spain) by AESA. Owned by Iran Shipping Lines (Iran). Sold for demolition to India. 292 $ US per ton.


Reefer

Amfitrite I (ex- Amfitrite, ex-Bahiana Reefer, ex-Geeport). IMO 8003773. Reefer. 159 m in length, 6,500 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1982 in South Bank (United Kingdom) by Smith's Docks. Owned by Golden Trust Carriers SA (Greece). Detained in 1998 in Gdansk (Poland), in 2002 in Bremerhaven (Germany) and Jacksonville (United States) and in 2006 in Constanza (Romania). Sold for demolition to Turkey. 172 $ US per ton.


Crimmitschau. IMO 7932719. Reefer. 150 m in length, 6,150 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 2001 in Antwerp (Belgium). Sold for demolition to India.


Cattle carrier


Merino Express, Napier (New Zealand), March 2005 © Brent Hanson

Car carrier


**Ro-ro**

1st LT. Alex Bonnyman (ex-Emilie Maersk). IMO 7702059. Ro-ro (cargo). 230 m in length, 19,070 t. Deflagged from United States to Saint-Kitts-and-Nevis. Classification society American Bureau of Shipping. Built in 1980 in Lindo (Denmark) by Odense Staalskibvaerft. This former commercial ship is bought from Maersk in 1984 and converted for the US Navy in Sparrows Point (Maryland, United States) by Bethlehem Steel. Assigned to squadron 2 maritime prepositioning force at Diego Garcia in the Indian Ocean under the Military Sealift Command of the US Navy. She served during the Iraq War in 2003 carrying equipement and supplies for the marine brigades and during the Tsunami relief operations in January 2005. Owned by Wilmington Trust Co (United States). Sold as is in Norfolk (United States) for demolition to India. In the center of a polemic between the American NGOs and the Environment Protection Agency along with her sistership **PFC James Anderson**. (see p 2-3).


**PFC. James Anderson Jr** (ex-Emma Maersk). IMO 7702035. Ro-ro (cargo). 230 m in length, 19,070 t. Deflagged from United States to Saint-Kitts-and-Nevis. Classification society American Bureau of Shipping. Built in 1979 in Lindo (Denmark) by Odense Staalskibvaerft. This former commercial ship is bought from Maersk in 1984 and converted for the US Navy in Sparrows Point (Maryland, United States) by Bethlehem Steel. Assigned to squadron 2 maritime prepositioning force at Diego Garcia in the Indian Ocean under the Military Sealift Command of the US Navy. She served during the Iraq War in 2003 carrying equipement and supplies for the marine brigades and during the Tsunami relief operations in January 2005. Owned by Wilmington Trust Co (United States). Sold as is in Norfolk (United States) for demolition to India. In the center of a polemic between the American NGOs and the Environment Protection Agency along with her sistership **1st LT Alex Bonnyman** (see p 2-3).


**Divers**

**Escape.** ARS 6 Rescue and salvage ship. 64 m in length, 1,200 t. United States flag. No classification society. Built in 1942 in Napa (California, United States) by Basalt Rock Co. Owned by US MARAD (United States). This rescue ship of the US Navy supported the Mercury spaceflight program. Transferred to the US Coast Guard in 1978. Decommissioned and struck from the naval register in 1995. In August 2009 a demolition contract is signed with Bay Bridges Enterprises de Chesapeake, Virginie (United States) at a cost for th US MARAD of 115.000 $ US, i.e. 95 $ US per ton.

**Ortolan.** ASR 22. Class Pigeon submarine rescue ship. 76 m in length, 3,518 t. United States flag. No classification society. Built in 1969 in Mobile (Alabama, United States) by Alabama Ship Building and Dry-dock. Decommissioned on March 30th 1995 and struck from the naval register. Transferred to the US MARAD in 1999. She leaves the James River Reserve Fleet (Virginie) in July 2009 after a demolition contract was signed with ESCO Marine, Brownsville, Texas (United States) at a cost for th US MARAD of 325.090 $ US, i.e. 92 $ US per ton.
Suribachi. Ammunition ship. 155 m in length, 9,758 t. United States flag. No classification society. Built in 1956 in Sparrows Point, (Maryland, United States) by Bethlehem Steel Shipyard. She served during the Vietnam war. Decommissioned on December 2nd, 1994, struck from the naval register in 1996 and transferred to the US MARAD in 2000. Sold for demolition to International Shipbreaking Ltd, Brownsville, Texas (United States). 20.001 $ US, i.e. 2 $ US per ton.

Vietnam veteran Suribachi, AE 21, crossing Suez canal, August 1990. © US Naval Historical Center

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