Ship-breaking.com

A three month record
From September 25th to December 31st 2009, **315 vessels** have left to be demolished; a total which is superior to the number of vessels be demolished in 2006, or in 2007. The rhythm has considerably increased, with an average of 22 vessels sent weekly to demolition. The number one destination, whether in terms of number of ships or total tonnage, is India with 110 (35%), ahead of China 78 (25%) and Bangladesh 58 (18%). Pakistan and Turkey are still present in this booming market. Europe and to a lesser extent the United States and Canada have sent to local shipyards auxiliary vessels from their Navy, seized vessels such as the *Winner* or sensitive vessels such as the nuclear waste transporter the *European Shearwater*. The cumulative total of the demolitions will allow the recycling of more than 2.4 million tons of metal.

The flea market
The Russian nuclear powered icebreaker *Sibir*, the nuclear waste transporter *European Shearwater* and the only European nuclear powered commercial vessel *Madre*, ex-*Otto Hahn*, were all sold in different contexts. If Russia should assume the dismantling of the *Sibir* in Murmansk like they have already done with the other (nuclear powered) icebreakers *Lenin* and *Arktika* and if the United Kingdom has sent the *European Shearwater* to The Netherlands the ex-*Otto Hahn* has been transformed into a Greek transporter the *Madre* which was beached in an unscrupulous way in India. We can include in this nuclear clearance sale the American passenger ship *Platinum II*, ex-*Oceanic* (please see Ship-breaking # 12) arriving amidst a hot debate in Alang with the radioactive sources of her smoke detectors and her asbestos, PCBs and forged Kiribati papers. The Gujarat Maritime Board has after several months authorised the demolishing of the *Platinum II* after hull damages damaged following grounding on rocky banks off Alang.

*Otto Hahn © Reflets de l’OMI*
**Europe: when there is a will there is a way**

Among the vessels leaving the waters, 122 (39%) were under a European flag or had owners from the European Union or the EFTA (European Free Trade Association), of which 56 (18%) were Greek. 118 (37%) were built in the European Union and in Norway. Notwithstanding all the arguing about the feasibility of carrying out ship-breaking in European countries, it has to be underlined that ship yards in the United Kingdom, The Netherlands, Belgium and France, have already been selected to dismantle vessels belonging to European States or which were commissioned by them during their period activity. Thus The Netherlands seems to be specializing in dismantling nuclear waste transport ships such as European Shearwater. Following Hartlepool and the former Clemenceau the United Kingdom has opened a second front in Liverpool where the Grey Rover and the Sir Percivale two former auxiliary vessels of the Royal Navy will be dismantled. The Royal Navy has also entrusted the Van Heygen shipyard in Ghent Belgium the dismantling of the Brambleleaf. In France the Winner on old carrier seized by the French Navy for drug trafficking should finally be demolished in Brest by the end of summer but continuous delays have postponed the start of this operation.

**China**

China confirms their position in the market. Since their debut in the 60s their activity has varied it was in hibernation or in a period of experimentation in 2005-2007, demolishing less than 10 vessels per year. The demolition market has regularly increased throughout 2009. The shipyards were full and from September 25th to December 31st China is positioned just behind the Indian shipyards. In the future China will be a leader in the field. The Sereca 1 a tanker used by Total as a floating storage dock off the coast of Cameroon was demolished in China after the removal of pollutants were carried out by a French company (see page 10).

**Car ferries: hesitating between continuing activities and ending their life**

Fifteen old ferries and passenger ships have been sent to demolition. Their average age is 47 years. The ship owners extend the life of these vessels beyond reason. They often swing rapidly from Northern countries where they were built towards Southern countries where they end up as shipwrecks. Recently, the cases of the Onyx and the Pentalina B towed to Brest, in a beaten up state once again alerted Robin des Bois on the practicalities of the reselling and the vessels' end of life. The association has asked passenger ships unfit for navigation in Europe not be exported and in the cases of the Onyx and the Pentalina B that they be towed back to their country of origin to the cost of the Finnish and Scottish owners. They could also be towed towards in a nearby ship breaking yards.

**The profile of the outgoing ships**

General cargo carriers, 75 vessels (24%), represent the first category sent to be scrapped in terms of numbers; they are followed by container ships totalling 60 (19%). In volume, the container ships total approximately 700,000 t (28%) they precede tankers which are back into the market totalling 625,000 t (26%). Several VLCC (Very Large Crude Carrier) were sent to be scrapped including the world’s largest ship the Knock Nevis. After exploring options to demolish her in China the Norwegian ship owner has preferred the Indian option for financial reasons. Sub-standard vessels are fated in priority, but they are not demolished in the countries, notably Europe, where they have been detained: 160 vessels (51%) were previously detained in harbours worldwide with a rate of 70% for the bulk carriers, general cargo carriers and reefers; 91 (29%) were controlled by a Classification Society which does not belong to the International Association of Classification Societies (IACS). The average age of these end-of life ships leaving the waters from September 25th to December 31st 2009 range between 17 years for the tanker Braveheart and 105 for the Great Lakes cement carrier J.B. Ford; the average age is 30, the container carriers and car carriers are 25 years on average. Tankers are 27 years, passenger ships 47 years. 125 were less than 150 m in length, 188 measured between 150 and 199 m and 72 between 200 and 458.
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.

Nuclear powered ship or nuclear material carrier.

Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.

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.

**Vessels leaving for demolition**: Ferry (p 3) / Passenger ships (p 5) / Tanker. Focus: Bangladesh, Tankers’ Hell (p 5). / Chemical tanker (p 11) / Gas carrier (p 14) / Ore / Bulk / Oil carrier (p 14) / General cargo. Focus: Destination Alang, is the Otto Hahn a radioactive waste? (p 15) / Container ship (p 24) / Bulk carrier (p 30) / Cement carrier (p 34) / Ro-Ro (cargo) (p 35) / Reefer (p 37) / Car carrier (p 38) / Diverse (p 39).

**Ferry**


Passenger ship
*Flying Cloud* (ex-*Tuxtla*, ex-*Ave*, ex-*Oiseau des Iles*). IMO 5409665. Passenger ship. 63 m in length. Grenadian flag. Unknown classification society. The last three-masted ship built in 1935 in Nantes-Chantenay (France) by Dubigeon (the *Belem*’s shipyard) equipped with an auxiliary engine. She sailed in the South Pacific up until the end of the 50s. The Compagnie Française des Phosphates de l’Océanie used her to transport supplies and workers to the mines. In 1941 *Oiseau des Iles* was requisitioned by the Tahiti naval forces, and was returned to her ship owners in 1947. In 1957, she left for the west coast of Mexico. The Mexican career of the *Oiseau des Iles* renamed *Tuxtla* is not clear but her state degraded. In 1968 she was bought by the Windjammer Barefoot Cruises in Miami who used her as a luxury passenger ship in the Caribbeans. After her restoration she could transport 66 passengers and 28 crew members. Sold as is in Trinidad. Demolition destination unknown.

![Image of Flying Cloud](http://www.grand-voilier.com/cinqmats/projet/flyingcloud/index.html)

The *Flying Cloud*, ex-*Oiseaux des Iles*, sailing on a British Virgin Islands stamp

See also the following internet site [http://www.grand-voilier.com/cinqmats/projet/flyingcloud/index.html](http://www.grand-voilier.com/cinqmats/projet/flyingcloud/index.html)

Glory (ex-*Salamis Glory*, ex-*Regent Spirit*, ex-*Morning Star*, ex-*Constellation*, ex-*Danaos*, ex-*Anna Nery*). IMO 5018698. Passenger ship. 150 m in length, 6,936 t. Cyprus flag dropped for the Saint-Kitts-and-Nevis flag for her last trip. Classification society Lloyd's Register of Shipping. Built in 1962 in Pula (Croatia, ex Yugoslavia) by Uljanik. Owned by Salamis Lines Ltd (Greece). Sold as is in Limassol (Cyprus) for demolition in India.

Tanker

Focus: Bangladesh, Tankers’ Hell

In Ship-breaking.com # 17, the arrival for demolition of the tanker *Agate* was mentioned. The *Agate* belonged to a Singaporean company. On September 26th, an explosion and a fire shoot out from the back of the vessel. Seven men died instantly or from severe burns. They were using a blowtorch to cut out a tank. The rules concerning the emptying and cleaning of tanks prior to dismantling in Bangladeshi ship breaking yards are not high. The preliminary gas-free certificate is not required from the ship owner. The standard precaution is to control the potential risk of explosion on site before proceeding with heat related works. Careless shipowners or unaware of current practices in Chittagong take the opportunity to beach tankers which have not been cleaned and still contain gas. Bangladeshi shipyards offered the highest prices per ton that can be found on the world market. During ship breaking operations, twenty-six people officially died in 2009. Other casualties include women suffering from lung and skin cancer. At a later stage in the ship-breaking process women are employed to sift recuperated asbestos. Bangladesh scrapped 60% of oil tankers in 2009.

Ship-breaking.com # 12 addressed the subject of the ex tanker *Serepca 1* reconverted into a floating storage unit off Cameroon by the oil company Total. Brokers offered the *Serepca 1* for sale to Bangladesh. Total denied that their vessel could be dismantled in Bangladesh. This precision was presented in the ship-breaking bulletin n°13. At a later date Total chose an innovative preliminary decontamination and deconstruction process in a Chinese shipyard. However this final destination clearly lacks transparency but maximum precautions have been taken and Chinese yards are closely working with European experts and first tier maritime companies. It is rather remarkable that the *Serepca 1* hull was towed from Cameroon to China within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal. See *Serepca 1* page 10.


Captain Gurbachan Singh Salaria PVC. IMO 8224157. Tanker. 228 m in length, 13,116 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping House (India). Sold for demolition in Bangladesh. 292 $ US per ton.


**Grey Rover**. IMO 6923163. Tanker. 140 m in length, 2,345 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Hebburn (United Kingdom) by Swan Hunter. auxiliary vessel for the Royal Navy. Sold for demolition in the United Kingdom and towed from Portsmouth to Canada Graving Dock in Liverpool where it will be dismantled along with the Sir Percivale, another Royal Navy auxiliary ship.


**Keystone Texas** (ex-Sierra Madre). IMO 7908196. Tanker. 200 m in length, 10,532 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1981 in San Diego (United States) by National Steel. Sold for demolition in India. 375 $ US per ton including 1,000 t of bunkers.

**Knock Nevis** (ex-Jahre Viking, ex-Happy Giant, ex-Seawise Giant, ex-Porthos, ex-Oppama). IMO 7381154. Tanker. 458 m in length, 81,899 t. Singapore flag changed to a Sierra Leone flag for her last trip. Unknown classification society. Built in 1976 in Oppama (Japan) by Sumitomo. Owned by Fred Olsen Marine Services (Norway). The world’s largest vessel. Used as a floating storage unit by Maersk Oil in Qatar up until August 2009. At the end of her chartering the Norwegian ship owner renounced to selling the vessel to a Chinese shipyard for financial reasons. The shipowner then declared that she would continue to be a floating storage dock for a Malaysian company and finally he settled for a ship breaking yard in line with the IMO recommendations which enables him to gain a couple of million dollars. The vessel has a green passport including a list of hazardous substances on board. After deflagging and without classification; the Knock Nevis finally arrived in India under the name of Mont at the Priya Blue Industries shipyard were the Blue Lady ex-France has been demolished.


Naik Jadunath Singh PVC. Tanker. 228 m in length, 13,200 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI (India). Sold for demolition in Bangladesh. 300 $ US per ton.


Serepca 1 (ex-Kasprowy Wierch). IMO 7361257. Tanker. 284 m in length, 21,380 t. Cameroonian flag. Classification society Bureau Veritas. Built in 1974 in Ross (Germany) by Howaldtswerke-DW. Owned by Total (France). After reconstruction in 1983-1984, the vessel was used as Floating Storage Offshore (FSO) off the coast of Kole (Cameroon). In 2008, Robin des Bois inquired about the possible demolition of the Serepca 1 in the Bangladeshi shipyards which was denied by the company Total. The vessel was finally towed to China to the Jiang Yin shipyards situated near Shangai. Robin des Bois received the following information from Total about the practical details concerning the demolition of the Serepca 1:

**The Serepca 1 was an FSO with the following characteristics:**
L: 284 m, l: 43.4 m, Depth: 20.6 m, Light weight: 21,380 t anchored off Cameroon.

After her withdrawal and on the basis of the FSO “Green Passport”, the French company Sita removed the main pollutants (liquid PCBs, transformers, oils, neon, mercury, hazardous waste in dispersed quantities) and carried them towards Europe. The export of the waste to Belgium and France was carried within the framework of the Basel Convention. Firstly, the tanks of the FSO were cleaned and the sediments treated in a local Group Lafarge cement factory. Lastly after selecting the breaking site on a technical, HSE and financial basis, the FSO was finally dismantled in China in the Jiangyin demolition shipyard. The transfer of the FSO was carried out under the framework of the Basel Convention between China and Cameroon authorities. The strengths of this yard are 1) technical bases and experience concerning the dismantling of similar size ships, wet dock dismantling, large size infrastructures, neighbouring steel works, considerable experience, numerous past references (Maersk, Shell, Exxon), 2) HSE competences, ISO14001, OSHAS 18001 and 3) the capability of teams to follow European rules on removal of pollutant such as asbestos. Asbestos was concentrated on the passageway panels and in certain joints. There was no asbestos spraying. Therefore, the removal was done by teams trained by Dutch specialists. Conditioning was finally performed under good practices and waste was stored in the Wuxi storage site which is overlooked by Chinese authorities. The steel from the ship was reused.

Upstream, preliminary studies (Green passport, analyses…), the removal of pollutants carried out in Cameroon and the monitoring of operations in China have all enabled to respect HSE standards throughout the dismantling.


Chemical tanker


Gas carrier


Ore / Bulk / Oil carrier

General cargo
Madre (ex-Tal, ex-Anais, ex-Hua Kang He, ex-Carmen, ex-Norasia Helga, ex-Norasia Susan, ex-Trophy, ex-Otto Hahn) IMO 6416770. 172 m in length, 8,106 t. Liberian flag. Classification society China Classification Society. Built in 1968 in Kiel (Germany) by Kieler Howaldt. Ex ore carrier converted into a container carrier in 1983 then retransformed into a general cargo carrier in 1998. It is one of the four nuclear powered merchant ships in the world, named after the German radio chemist Otto Hahn, Nobel Prize winner in 1944 for his work on uranium fission. Owned by Alon Maritime Corp (Greece). Detained in 2003 in Mumbai (India) and in 2008 in Rotterdam (The Netherlands). Sold for demolition in India.

FOCUS : Destination Alang, is the Otto Hahn a radioactive waste ?
The project of the atomic ship Otto Hahn was studied and built in the experimental centre Geesthacht, next to Hamburg. It was launched in 1956 with co-financing from Euratom, the German Federal Government, 4 coastal landers in West Germany and 36 industrial companies. The invoice added up to 50 million German marks. The hull was built in Kiel and launched in 1964. Three years were necessary to finalise and install the uranium enriched reactor. Preliminary trials on a rolling bench installed in the Geesthacht centre enabled to adapt the reactor and peripherals to sea operating conditions. The participation of Euratom in the Otto Hahn project enabled the diffusion of all the experience to the 6 countries which at the time were part of the European Community. The program originated directly from the concept of Atoms for Peace and contributed to the development of the future nuclear submarines of the French Marine Nationale. 172 m in length, with 73 crew members and nuclear technicians. With her 3.5 tons of enriched uranium per year, her 18 knots in speed, her sleek design, the Otto Hahn became the first nuclear nightmare of West Germany. She was denied access in all the large commercial ports, the nuclear cargo ship would never fulfil the function of an ore carrying merchant ship; The Otto Hahn was simply a laboratory wandering in the North Sea and the Baltic Sea. Laid up in 1980, she was cut into three parts, following the original plan. The nuclear boiler was removed and the vessel was reconstructed with a conventional engine. Last owned by a Greek company, the ex Otto Hahn has just very discreetly been beached in Alang under the name of Madre and without any traceability. India was not informed of the specific characteristics of this new demolition candidate. Did Germany carry out a reliable protocol of decontamination of the vessel and how can one be convinced that the internal structures in the stern of the vessel are not radioactive or dangerous for the uninformed and unprotected manual workers?

At the same time an English cargo the European Sherwater is on her way to be demolished in The Netherlands. This old transporter of irradiated spent fuel will therefore be dismantled with precaution unlike the Otto Hahn.


Beriks. IMO 8897148. Fish trawler converted in 1990 into a cargo carrier. 54 m in length, 429 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Yaroslav (Russia) by Yaroslavskyi SZ. Sold for demolition in Turkey.


Captain Ali (ex-Hasan S, ex-Lenro, ex-Zeulenroda). IMO 6619920. General cargo. 92 m in length, 2,000t. Syrian flag. Classification society Turkish Lloyd. Built in 1966 in Rostock (Germany ex GDR) by Neptun VEB. Owned by Fahel & Partners (Syria). Detained in 2008 in Koper (Slovenia) and Rijeka (Croatia) and in 2009 in Marseille (France). Sold for demolition in India.


Earlham Victory. IMO 5095816. General cargo. 138 m in length, 4,426 t. United States flag. Unknown classification society. One of the 531 Victory Ships built in the United States during the second World War to compensate for the loss of vessels caused by German submarines. Built in 1945 in Richmond (United States) by Permanente Metals. Owned by US MARAD (United States). Veteran of the Vietnam and Korean wars, she was decommissioned in July 1970 and is rusting away ever since in Suisun Bay, California with fifty other vessels. Following a strict interpretation of federal regulations concerning the prevention of invasive species, coast guards now demand that prior to any moving or dismantling submerged ship parts should be cleaned of all existing organisms. There are no ship-breaking yards on the West Coast of the United States. The ship-breaking of old vessels has to be stopped in California. However there is an emergency: in a report ordered by the American Administration in 2007, test results showed that the sediments of the bay were polluted by mercury, lead, zinc, barium and copper and other metal pollutants. A quarter of the paint of this ghost fleet has flaked off, representing 21 tons of metal pollutants which threaten aquatic life in the bay and human health. These rundown vessels, some showing a list or letting in water, also contain asbestos, PCBs, mercury and oily residues. The American administration has decided to resume the elimination of the vessels.
which present the greatest risk to the environment, The vessels hulls should be cleaned at a drydock before being towed to a demolition shipyard in Texas via the Panama canal. The cleaning of the hulls will be taken out by BAE Systems in San Francisco and the demolition by the shipyard All Star Metals in Brownsville (Texas) with a total cost of 3.6 million dollars to the American government for both ships. ie. 409 $ US per ton.

The deck of the *Earlham Victory* covered with paint chips

*Eylul* (ex-*Kaukas*, ex-*Sea Wind*, ex-*Martynas*, ex-*Gaga*). IMO 8874328. General cargo. 84 m in length. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Komarno (Slovakia) by Slovenske Lodnice. Owned by E&S Ltd Corporation (Turkey). Detained in 2004 in Samsun (Turkey) and in 2008 in Batumi (Georgia) and Rostov (Russia). Sold for demolition in Turkey.


**Giz (ex-Little Kid I, ex-Baltiskiy 69).** IMO 6919069. General cargo. 96 m in length, 2,730 t. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Kaliningrad (Russia) by Yantar. Detained in 2002 in Rostov (Russia), in 2004 in Constanza (Romania) and in Bourgas (Bulgaria), in 2006 in Bourgas (Bulgaria), in 2007 in Poti (Georgia) and twice in Nikolayev (Ukraine), in 2008 in Gelenzhik, (Russia) and in 2009 in Kherson (Ukraine). Sold for demolition in Turkey.

**Green Island (ex-Queen Island, ex-Geringswalde).** IMO 7706744. General cargo. 120 m in length, 1,789 t. Sierra Leone flag. Classification society Horizon International Naval Surveying And Inspection Bureau. Built in 1977 in Rostock (Germany ex GDR) by Neptun VEB. Sold for demolition in India.


**Haya (ex-Captain Abdullah, ex-Rabee S, ex-South County, ex-Roe Buck).** IMO 7419119. General cargo. 125 m in length, 3,829 t. Georgians flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Pusan (South Korea) by Dae Sun. Owned by Cata Shipmanagement (Syria). Sold for demolition in Bangladesh.


**Legend II (ex-Celtic Star, ex-Lydia Flag, ex-Krios I, ex-Agellii K, ex-Pella, ex-Celtic Venture, ex-Monkchester, ex-Wayne Gate).** IMO 7024500. General cargo. 84 m in length, 2,950 t. Comorean flag. Classification society Hellenic Register of Shipping. Built in 1971 in Meira (Spain) by Construcciones. Detained in 1998 in Bremen (Germany), in 1999 in Alicante (Spain), in 2001 in Huelva (Spain), in 2002 in Marina di Carrara (Italy) and Alicante and in 2003 in Almeria (Spain) in Leghorn (Italy) and in 2004 in Eleusis and twice in Piraeus (Greece), in 2005 in Kdzerghi (Turkey), in 2006 in Koper (Slovenia) and Drepanon (Greece) and in 2007 in Brindisi (Italy). Sold for demolition in Turkey.


Pan American Victory. IMO 5269467. 138 m in length 4,400 t. United States flag. No classification society. Built in 1945 in Richmond (United States) by Permanente Metals. Owned by US MARAD (United States One of the 531 Victory Ships built in the United States during the second World War to compensate for the loss of vessels caused by German submarines. See Earlham Victory (pages 18-19) The cleaning of the hulls of the Earlham Victory and the Panamerican Victory will be taken out by BAE Systems in San Francisco and the demolition by the All Star Metals shipyard in Brownsville (Texas) with a total cost of 3.6 million dollars to the American government for both ships. ie. 409 $ US per ton.


Toronto (ex-San Vito, ex-Oksana D, ex-Petya Shitikov). IMO 7630373. General cargo. 88 m in length, 1,345 t. Sierra Leone flag dropped for a Tanzanian flag for her last trip. Classification society Dromon Bureau Of Shipping. Built in 1976 in Oltenita (Romania) by Ottenita SN. Detained in 2004 in Gaeta (Italy), in 2006 in Burnham (United Kingdom) in 2007 in Figueira da Foz (Portugal) and Ceuta (Spain) and in 2008 in Koper (Slovenia). Sold for demolition in Turkey.


Winner (ex-Amir 1, ex-Spica, ex-Samsun Partner, ex-Keoyang Topaz, ex-Bo Churn, ex-Calamus, ex-Gulf Gallant, ex-Kobe Maru n°7). IMO 7031577. General cargo. 101 m in length, 2,000 t. No flag. No classification society. Built in 1970 in Hashihama (Japan) by Hashihama Zosen. Detained in 1998 in Novorossiysk (Russia) and in 2001 in Sevilla (Spain). On June 13th 2002 Winner was intercepted off the coast of the Canary Islands by the Marine Nationale during an anti drug operation against cocaine trafficking. She was towed to Brest (France) where she has been rusting away in the military port waiting for the end of the legal processes. A demolition contract has finally been signed for her scrapping by Le Gall in the Penfeld basin n°4.


Zaven (ex-Iran Takhti, ex-Sargodha). IMO 7602194. General cargo. 159 m in length, 7,750 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Nakskov (Denmark) by Nakskov SV. Owned by Iran Shipping Lines (Iran). Detained in 2002 in Kobe (Japan), in 2004 in Lianyungang and in Rizhao (China) and in 2005 in Port Alma (Australia). Sold for demolition in India.

**Container ship**


Bulk carrier


**Hebei Express (ex-Sea Ace, ex-Baia de Aries).** IMO 8422591. Bulk carrier. 254 m in length, 17,421 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Constanza (Romania) by Constanza SN. Owned by HOSCO (China). Sold for demolition in Bangladesh. 325 $ US per ton.


**Iran Modares (ex-Gentle River, ex-Treana).** IMO 7618985. Bulk carrier. 182 m in length, 7,559 t. Iranian flag. Classification society Det Norske Veritas. Built in 1977 in Toyohashi (Japan) by Kanasashi. Owned by Iran Shipping Lines (Iran). Detained in 2001 in Hamburg (Germany) and Antwerp (Belgium). Sold for demolition in India.


Pine Trader (ex-Grain Trader, ex-Ellie, ex-Jablanica). IMO 7636781. Bulk carrier. 189 m in length 7,456 t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Split (Croatia, ex-Yugoslavia) by Brodosplit. Owned by Split Ship Management Ltd (Croatia). Detained in 1999 in Port-Cartier, Montreal, Quebec (Canada) and New Orleans (United States), in 2003 in Dartmouth (United kingdom), Quebec (Canada), Santander (Spain) and Trieste (Italy), in 2004 in Piraeus (Greece) and in 2007 in New Orleans (United States). Sold for demolition in India where she was towed to. 270 $ US per ton.


**Cement carrier**


Ro-Ro (cargo)


Daewoo Frontier (ex-Repubblica di Genova). IMO 8521206. Ro-Ro (cargo). 216 m in length, 15,796 t. Panamean flag. Classification society RINA. Built in 1988 in Castellammare (Italy) by Fincantieri; jumboized in 1990. After capsizing in the port of Antwerp, she went courageously back to service. Owned by Daewoo Logistics (South Korea). Detained in 2000 in Hamburg (Germany). Arrived and detained in Durban (South Africa) in July, she was auctionned as is for demolition in India. 245 $ US per ton.


**Equine** (ex-*Eva Oden*, ex-*Tor Belgia*). IMO 7800760. Ro-Ro (cargo). 170 m in length, 6,754 t. Belgium flag. Classification society Det Norske Veritas. Built in 1979 in Landskrona (Sweden) by Oresundsvarvet. Owned by Cobelfret Ferries NV (Belgium). Sold as is in Durban (South Africa) for demolition in India. 258 $ US per ton.


Reefer


Car carrier


**Diverse**

**Irradiated spent fuel carrier**

Research ship


Tugboat

Landing Ship Logistic (LSL)

Icebreaker
*Sibir*. IMO 7604491. Icebreaker. 148 m in length. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Saint Petersburg (Russia) by Baltiyskiy Zavod. Owned by Murmansk Shipping (Russia). One of the ten nuclear powered icebreakers built by the Russians. The *Sibir*, class-*Arktika* ship equipped with two reactors totalling 54 MW, was built to break ice 2.80 m thick. During 1989-90 she was used for the three weeks Arctic cruises taking tourists right up to the North Pole for 25,000 $ US. The *Sibir* returned to service after more than 10 years of immobilization for technical reasons from 1992 on. However the idea of extending her service to more than 30-35 years was given up. It will most probably be dismantled in Russia in Murmansk or in another port in Siberia.
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