Between January 1st and April 4th 2010, 233 ships were sent to be demolished. The rhythm remains elevated, with 18 ships per week. In number of ships to be demolished as well as tonnage, India, with 120 ships (42%), remains destination number 1 before Bangladesh with 55 (24%), Pakistan with 25 (11%), and China with 23 (9%). The accumulated demolition will permit the recycling of nearly 2 million tons of metal.

The crisis is over!
The prices offered by the demolition yards have significantly increased and continue to increase in the yards of the Indian subcontinent, but also in China; they have reached $400, even $500 for oil tankers and more for ships containing stainless steel. The record of the trimester was obtained by the Norwegian chemical tanker Spirit, bought for $780 per ton by an Indian yard, a price rarely reached even in 2008.

The twilight of tankers
There has been a great return of tankers, which began in the last trimester. While in 2009 they represented less than 20% of demolished ships, oil, chemical and gas tankers constituted the largest category of ships going to the breaking yards this trimester with 95 ships (41%). Despite announcements of an alleged boom in their demolition, only 37 were single-hull tankers. Their median age is 26.6 years while it is only 24.3 years for double-hull, double-bottom or double-wall ships, perhaps a sign that the difficulty of their upkeep shortens their careers. General cargo ships, with 53 (23%) as well as container ships with 27 (12%) and bulk carriers with 23 (10%) are marking time. In volume, the tankers together represent more than 1 million tons, or 55%, of recycled metal. 11 VLCC (Very Large Crude Carrier) were sent to the breaking yards. A number of ancient oil tankers, used for years as floating storage and without self propulsion, arrived at the end of their lives. For example, the case of the fifty year old Brazilian Presidente Floriano, the demolition of which was announced in 2003, but which continued acting as floating storage in the Amazon. The ship, towed from Manaus, was received at Alang as a “dead vessel.” (see p 9).

Presidente Floriano, August 14th, 2008, Manaus, Brazil. Launched in 1960, she is a true sistership to the Speedol Star from « Tintin and the Land of Black Gold » (1950). © Vladimir Knyaz

A rudderless Europe
Unlike Japan, which has just financially contributed to the experimental dismantling of the car carrier New York Highway in the local breaking yard of Muroran (see p 31), the European Union delays putting into reality its potentially good and compassionate resolutions concerning the dismantling of ships. Despite the proposals and consultation of the Environmental Directorate of the European Commission,
the regulatory advances are frozen. The shipping industry opposes the creation of a fund supplied by ships entering European ports, the establishment of a list of ships ready for demolition, and more generally any potential constraint on maritime transport activities.

European owners therefore continue to export their scrap with hardly any restrictions. The Margaret Hill was detained in summer 2009 by the British authorities, who suspected its demolition in Asia, then let it leave to continue its operations. In reality, the ship had passed a warm but idle winter in Dubai. It was just rechristened Chill and took on the flag of the Comoros, one of the worst flags of convenience on the blacklist of the Paris Memorandum. She may be in the Indian Ocean en route for demolition in a Chinese breaking yard. If one uses as a reference the French ship (formerly) Descartes destroyed in Bangladesh, there is at least 1,500 tons of asbestos aboard the Margaret Hill.

The MSC Nikita collided with the Nirint Pride on August 30, 2009 20 nautical miles off the Dutch coast, while she was returning to Anvers from Klaipeda (Lithuania). The ship was towed to Rotterdam and relieved of its cargo; this container ship built in 1980 has since been declared “lost” in light of the damage to its engine room. Despite the proximity of the breaking yards in Hartlepool, Belfast or Ghent, and contrary to what had happened for the MSC Napoli (property of the British company Zodiac Maritime) which was dismantled in Belfast by Harland & Wolff, the Swiss owner Mediterranean Shipping Company just sold the MSC Nikita (renamed Niki) for demolition in China. The Niki left in tow from Vlissingen for Shanghai on April 2. All identification marks of MSC have been erased, including on the chimney.

Onyx, the worst, Tor Anglia, the best

The pilgrimage of the Onyx from Autumn 2009 to Spring 2010

The symbol of the European Union’s willful blindness is the ferry Onyx, which departed from Vaasa (Finland), was immobilized in Brest (France), took refuge in Lisbon (Portugal), and toured the Mediterranean around Malta and Cyprus. After having crossed the Suez Canal, she is currently sailing in the Indian Ocean. She is expected soon by the ship breaking yards where her Indian owner sends its ships. (Cf. Rose S, p 29).
EU member countries pretend to believe in the continued operation of old and useless ships and let them leave for demolition in Asia. Rare are the European owners who assume their responsibilities concerning the demolition of their discarded ships.

The Danish owner DFDS, despite it all, has just sold its ro-ro Tor Anglia for demolition in a Chinese breaking yard while adding to the contract a clause according to which it reserves the right to approve the yard. Some of the pollutants were removed from the ship before its departure and its bilge waters will be pumped and then sent back for treatment in Europe. At the appeal of Robin des Bois, a commitment in this direction was made in France: “Support that the European Union require proof that the dismantling country has adequate capacity for the treatment or storage of dangerous waste or that it impose, as a transitional measure, the return to Europe of dangerous waste in the framework of the Basel Convention.”

Old ferries and passenger ships built in Europe consistently supply the Asian ship breaking yards and particularly the Indian ones, with toxic materials. The flow is persistent of these old ships originating from Germany, Denmark, France, Italy or the United Kingdom. They were used for a time for the risky transport of pilgrims to Mecca like the Mogador (formerly Pride of Cherbourg) or directly scrapped by their European owners like the Greek cruise ship Ivory, renamed Winner 5.

A failure in the United States
In the United States, the Maritime Administration continues the destocking of its old ships. The last two Victory Ships of the reserve fleet of California as well as an old oil tanker built in 1943 were the object of demolition contracts. An agreement was made between the federal government, the regional authorities of San Francisco Bay, and environmental associations in order to eliminate the sources of pollution due to the positioning of this old fleet in Suisun Bay. The Administration promised to assure the maintenance and cleaning of the ships. The ship decks should be cleared of paint flakes in under 4 months, the hulls cleaned within 2 years, the 28 ships in the worst state (there are 52 total) sent to be demolished before September 30, 2012 and the other waiting ships before September 30, 2017. All these veterans will undergo a preliminary cleaning of their hull in dry dock before leaving for the demolition yards of Texas via the Panama Canal.
But on the opposite side of recycling, which shows its respect for the environment and federal and state laws, US MARAD is renewing the old and economical method of reefing. One remembers that the day after the return of the *Clemenceau* to Brest in May 2006, the American Navy sank the aircraft carrier *Oriskany* without drawing reproach from ecologists. This practice, which is contrary to international legislation, has since been virtually abandoned. The American Administration has revived the practice: it is going make a “gift” to the Cayman Islands of another old ship built in 1945, the submarine support ship *Kittiwake*. The *Kittiwake* will be sunk the next 4th of July and will become an artificial reef for an exotic diving site after a cursory cleaning and the cutting of openings to permit divers to easily visit the ship; it will join the Cuban frigate of Russian origin 356, renamed *Captain Keith Tibbets* before its submersion in 1996. This “gift” permits the United States to save $170,000, the cost of demolition in an American breaking yard, at the rate of $96 per ton requested for the dismantling of the *Escape*, another support ship, in August 2009.

After the bars, the breaking yard

The substandard ships are prioritized for breaking, but they were not demolished in the countries, notably European, which detained them: at least 108 ships (47%) were the object of prior detention(s) in world ports, with a detention rate of more than 80% for bulk carriers; 67 (29%) were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or were without classification.

Years and meters

The age at the end of life for ships leaving the fleet during the period from January 1st to April 4, 2010 ranges from 16 years for the tanker *Eco Africa*, victim of a fire in October 2009 while offloading its cargo of crude oil (see p. x) and 65 years for the Victory Ships of the American Administration; the median age is 30 years; it is 26 years for tankers, 27 years for container ships and 39 years for ferries and passenger ships. 79 ships have a length of less than 150 m, 99 measure between 150 and 199 m and 55 between 200 and 336 m.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under a 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), or without a known classification.

Vessel and crew detained in port for deficiencies.

**Ships leaving for demolition:** Tanker (p 5) / Chemical tanker (p 11) / Gas carrier (p 15) / Passenger ship (p 15) / Ferry (p 16) / General cargo (p 17) / Ro Ro (p 23) / Container ship (p 24) / Reefer (p 27) / Bulk carrier (p 27) / Cement carrier (p 30) / Car carrier (p 30).


Eco Africa. IMO 9030929. Tanker. 275 m long, 25,000 t. Italian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1994 in Marghera (Italy) by Fincantieri. Owned by Carbofin Energia Trasporti (Italy). In October 2009, a fire occurred onboard the Eco Africa during the unloading of its cargo of crude oil in a terminal in the Gulf of Suez. The ship was towed to Dubai then sold for demolition in Pakistan.


Flying Officer Nirmal Jit Singh Sekhon. IMO 8311170. Tanker. 193 m long, 10,206 t. Indian flag. Classification Society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd -SCI (India). Sold as is in India for demolition in Bangladesh. $355 per ton.


Mission Santa Ynez. IMO 8450627. Tanker. 159 m long, 5,532 t. United States flag. Without a Classification Society; retired from the naval registry on November 1, 1990. Single-hull ship built in 1943 in Sausalito (United States) by Marinship Corp. Owned by US MARAD (United States). The recycling of the three Californian ships Rider Victory, Winthrop Victory, and Mission Santa Inez will cost a total of $3.4 million for the American government.


**Presidente Floriano** (Dead Vessel) IMO 5284194. Tanker. 241 m long, 12,250 t. Brazilian flag. Classification Society Bureau Veritas. Built in 1960 in Tsurumi (Japan) by Nippon Kokan; jumboized in 1968. Announced as sold for demolition in Brazil in 2003, the ship disappeared from all official databases. She was since used as floating storage on the Amazon near Manaus (Brazil) and has arrived in Alang in tow as a « dead vessel ». Sold for demolition in India.


**Tiheroula** (ex-La Roux, ex-United Peace). IMO 8316194. Tanker. 177 m long, 9,176 t. Liberian flag. Classification Society Lloyd's Register of Shipping. Double-wall ship built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Worldwide Green Tankers Ltd (Greece). She was chartered as La Roux by Trafigura simultaneously to the Probo Koala affair in 2006. Sold for demolition in Bangladesh.


**Vera Cruz A** (ex-Vera Cruz 1, ex-Vera Cruz, ex-Alpha Intelligence, ex-Anangel Intelligence, ex-Award, ex-Crown Award, ex-World Award). IMO 7932575. Tanker. 177 m long, 9,179 t. Panamanian flag. Classification Society unknown. Single-hull ship built in 1982 in Toyohashi (Japan) by Kanasashi. Owned by Worldwide Green Tankers Ltd (Greece). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.

Chemical tanker

Addarraq. IMO 7925716. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 at Dunkirk (France). Owned by Maroc Phosphor Océan (Morocco). Detained in 1999 in Genoa (Italy), in 2001 in Barcelona (Spain), in 2006 in Rotterdam (Netherlands) and in 2008 in Bremen (Germany). Sold for demolition to India at US$ 575 per ton. This ex phosphoric acid tanker is likely to contain some scales of radium and other progenies of uranium in tanks, valves and pumps.

Al Farabi. IMO 8000123. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 in Dunkirk (France). Owner Maroc Phosphor Océan (Morocco). Detained in 2001 in Lisbon (Portugal). In September 2006, the Al Farabi which was transporting molasses from Karachi (Pakistan) to Bristol (United Kingdom) was found with a 19 km hydrocarbon pollution in its wake. Diverted to Brest, she returned to the sea after a deposit of € 250,000 ($340,000). In December 2007, the owner, who denied the gas spill and blamed an accidental spill of cooking oil, was fined € 400,000 ($544,000). Sold for demolition in India. The same observation about radioactivity for the Addarraq can be made for the Al Farabi.

Al Farabi. IMO 8409678. Chemical tanker. 178 m in length, 12,568 t. Saudi Arabian flag. Classification Society Det Norske Veritas. Double hull ship built in 1986 in (South Korea) by Daewoo. Owned by Arabian Chemicalcarriers LLC (Saudi Arabia). Sold for demolition to Bangladesh. $470 per ton including 170 t of stainless steel.

Anitra (ex-Martha A). IMO 8513364. Chemical tanker. 132 m in length, 4,105 t. Liberian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1986 in Chofu (Japan) by Kyokuyo. Owned by Prime Marine Management (Greece) which is also the ship manager of the Gulf Jash, ex Probo Koala. Detained in 2007 in Amsterdam (Netherlands). Sold for demolition in India where she arrived under the name of Itra. $375 per ton.


**Spirit (ex-Bow Arar)**. IMO 7926291. Chemical tanker. 159 m in length, 8,339 t. Bahamian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in (South Korea) by Daewoo. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. $780 per ton including 1,700 t of stainless steel and fuel.

![Spirit, ex-Bow Arar. Rotterdam Maasvlakte, December 2008. © Vesseltracker](image)


**Transport (ex-Bow Transporter, ex-Owl Transporter, ex-Atlas Transporter)**. IMO 7923574. Chemical tanker. 173 m in length, 10,504 t. Liberian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1983 in Rijeka (Croatia) by 3 Maj. Owned by Delfi SA (Greece). Detained in 2006 in Rijeka (Croatia) and in 2009 in Belfast (United Kingdom and Bremen (Germany). Sold for demolition in Bangladesh. $420 per ton.


**Passenger ship**


**Winner 5** (ex-Ivory, ex-Aegean Two, ex-The Ausonia, ex-Ausonia). IMO 5031078. Passenger ship. 159 m long, t. Greek flag abandoned for that of Saint Kitts and Nevis for its last voyage under its new name of Winner 5. Classification Society RINA. Built in 1957 in Monfalcone (Italy) by Riuniti Adriatico. Owned by Core Marine Ltd (Greece). Detained in 2001 in Messina (Italy). Sold for demolition in India.
Ferry


*Mogador* (ex-*Nador*, ex-*Pride of Al Salam 1*, ex-*Pride of Cherbourg A*, ex-*Pride of Cherbourg*, ex-*Pride of Le Havre*, ex-*Viking Valiant*). IMO 7358298. Ferry 128 m in length, 7,280 t. Sierra Leone flag. Classification Society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft. Sold for demolition in India. $352 per ton.

*Oujda* (ex-*Pride of Al Salam*, ex-*Pride of Hampshire*, ex-*Viking Venturer*). IMO 7358286. Ferry. 146 m in length, 5,766 t. Sierra Leone flag. Classification society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft; extended in 1986. Owned by Arab Ship Management (Syria). Sold for demolition in India.


General Cargo


**Anna K** (ex-Safmarine Lobito, ex-Pritzwalk, ex-Katina). IMO 7818456. General cargo. 150 m long, 6,160 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1978 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 1998 in Saint-Petersburg (Russia) and in 2002 in Anvers (Belgium). Sold for demolition in India.


**Boris Babochkin** (ex-Vast Bangalore). IMO 8227264. General cargo. 162 m long, 6,931 t. Ukrainian flag. Without a classification society according to the last inspection of the state of port on March 13, 2009 in Pohang (South Korea.) Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Commercial Fleet of Donbass Ltd (Ukraine). Detained in 2004 in Contanta (Romania), in 2006 in Lisbon (Portugal) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India. $355 per ton.

Detained in 2009 in Mormugau (India). Sold for demolition in India. $430 per ton.

Uwajima (Japan) by Uwajima Zosensho. Owned by Pacific King Shipmanagement (Singapore). Panamanian flag. Classification Society Lloyd’s Register of Shipping. Built in 1979 in Innoshima (Japan) by Maruwa Zosensho. Owned by Ademar Shipping Lines SARL (Lebanon). Detained in 2003 in Chennai (India) and in 2007 again in Chennai (India) and in 2008 in Bandar Abbas (Iran). Sold for demolition in India. $320 per ton.


Elena (ex-Pearl, ex-Grace, ex-Bright Five, ex-Gemstar I, ex-Sun Star, ex-Al Razak). IMO 7621982. General cargo. 143 m long, 4,046 t. Comorian flag. Classification Society Phoenix Register of Shipping. Built in 1999 in Kolding (Denmark) and in 2002 in Nykobing Falster (Denmark) and in 2006 in Middlesborough (United Kingdom), in 1999 in Göteborg (Sweden), in 2000 in Mariager (Denmark) in 2001 in Kolding (Denmark) and in 2002 in Nykobing Falster (Denmark) and Wismar (Germany). Sold for demolition in India. $350 per ton.


Global Prosperity (ex-Bandama, ex-Ile de la Réunion, ex-Degas). IMO 7504603. General cargo. 164 m long, 10,713 t. Bahamian flag. Classification Society Bureau Veritas. Built in 1977 in Saint-Nazaire (France) by the Building yards of the Atlantic. Owned by Gulf Liner Shipping Agencies LLC (United Arab Emirates). Sold as is in Kandla (India) for demolition in India.


Irini Trader (ex-Nerint Trader, ex-Tolteca, ex-Angeliki D, ex-Pasewalk). IMO 7906980. General cargo. 150 m long, 6,150 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Detained in 2003 in Iquique (Chile) and in 2007 in Odessa (Ukraine). Sold for demolition to Bangladesh.


Maribel (ex-Baltic Stone, ex-Finnoak, ex-Tuira). IMO 7224966. General cargo. 118 m long, 3,716 t. Saint Vincent and Grenadines flag. Classification Society RINA. Built in 1972 in Turku (Finland) by Wartsila. Owned by Alfamarine Shipping Co Ltd (Syria). Detained in 2006 in Turku (Finland) and Larvik (Norway) and in 2007 in Pasalim (Spain) and Kotka (Finland). Sold for demolition in India. $350 per ton.


Sea Jay (ex-Donbass, ex-Manley Havant, ex-Saturn, ex-Las Coloradas, ex-Alvaro Perez). IMO 7602352. General cargo. 149 m long, 4,326 t. Saint Kitts and Nevis flag. Classification Society Russian Maritime Register of Shipping. Built in 1979 in El Ferrol (Spain) by SN Bazan. Owned by IT Maritime Engineering (Cyprus). Detained in 2000 in Cardiff (United Kingdom) and in 2002 in Lisbon (Portugal). Sold as is in Durban (South Africa) for demolition in India. $282 per ton.


Roll on/roll off
Danoosh (ex-Iran Bagheri, ex-Altenbels, ex-Statheks). IMO 7428811. Ro-ro. 169 m long, 7,760 t. Iranian flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Gdansk (Poland) by Lénine Shipyards. Owned by IRISL (Iran). Detained in 2001 in Incheon (South Korea), in 2007 in Koper (Slovenia) and in 2008 in Algeciras (Spain). In April 2009, the Danoosh collided with the Indonesian container ship Lagun Mas in the strait of Singapore. Damaged, it was grounded for the repair of the cargo compartment. Sold for demolition in India. $250 per ton.


Garibaldi. IMO 8020848. Ro-ro. 146 m long, 5,392 t. Italian flag. Classification Society RINA. Built in 1982 in Palermo (Italy) by Riuniti. Owned by Rete Ferroviaria (Italy). Sold as id in Italy for demolition in India. $180 per ton.


**Container ships**


**Formosa Container n° 1** (ex-Flame, ex-Niver Flame, ex-Penelope II, ex-Union Endeavour, ex-Dagmar Reeckmann, ex-Norasia Dagmar). IMO 8115631. Container ship. 176 m long, 9,140 t. Liberian flag. Classification Society Bureau Veritas. Built in 1982 in Wismar (Germany, former Democratic Republic) by Mathias Thesen. Owned by Formosa Plastics Marine Corp (Taiwan). Sold for demolition in India. $380 per ton.


**Jakarta Star II** (ex-Fas Semarang, ex-Jakarta Star I, ex-Zim Salerno, ex-City of Salerno, ex-ZIM Antwerpen, ex-ZIM Eilat). IMO 8100662. Container ship. 152 m long, 6,413 t. Cyprus flag. Classification Society Lloyd's Register of Shipping. Built in 1983 in Bremerhaven (Germany) by Schichau-Unterweser. Owned by ZIM Integrated Shipping (Israel). Sold for demolition in India. $403 per ton.


**MSC Toba** (ex-Maersk Toba, ex-Leda Maersk). IMO 7909413. Container ship. 270 m long, 18,558 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Staalskibs; extended in 1985. Owned by Costamare Shipping (Greece). Detained in 2007 in San Francisco (United States) and Shenzhen (China). Sold for demolition in India. $425 per ton.

**Niki** (ex-**MSC Nikita**, ex-Sea-Land Indiapendence). IMO 7820942. Container ship. 257 m long, 17,286 t. Panamanian flag. Classification Society Germanischer Lloyd. Built in 1980 in Nagasaki (Japan) by Mitsubishi; extended in 1985. Owned by MSC - Mediterranean Shipping Company (Switzerland). In August 2009, the **MSC Nikita** collided with the cargo ship **Nirint Pride** off the Dutch coast. It was towed to Rotterdam with a leak near its engine room, emptied of its cargo, and judged irrepairable. Sold as is in the Netherlands for demolition in a Chinese ship-breaking yard. Towed by the **Salvage Leader**, it is expected in Shanghai in mid-June. $240 per ton.

**Peyo Yavorov**. IMO 8325937. Container ship. 158 m long, 6,695 t. Bulgarian flag. Classification Society Lloyd's Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgaria (Bulgaria). Detained in 1998 in London (United Kingdom) and in Havre (France) in 2004 after colliding on April 14 with the trawler **Corona Gloria** in the English Channel. Sold for demolition in Bangladesh.


**Refrigerated cargo**


**Snow Land (ex-Kyma, ex-Chiquita Tower, ex-Silver Tower, ex-South Fountain, ex-Malayan King),** IMO 7203223. Refrigerated cargo. 173 m long. 9,220 t. Cook Islands flag. Classification Society Lloyd's Register of Shipping. Built in 1972 in La Ciotat (France) by the Workshops and Shipyards of La Ciotat. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India. $360 per ton.

**Bulk carrier**

**Alexander K (ex-Calliope, ex-Federal Calliope, ex-Federal Saguenay),** IMO 7703584. Bulk carrier. 188 m long. 8,208 t. Lebanese flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Chekka Shipping SA (Greece). Detained in 2002 in Eleusina (Greece) and in 2003 in Venice (Italy). Sold for demolition in India. $370 per ton.


Kyla (ex-Bulktiger, ex-Gallant Ti, ex-ger, ex-Juanita II, ex-Onstad Trader). IMO 8000460. Bulk Carrier. 270 m long, 19,200 t. Liberian flag. Classification Society RINA. Built in 1982 in Kobe (Japan) by Kawasaki Heavy Inds. Owned by Kyla Shipping (Greece). Detained in 2005 in Port Kembla (Australia). Sold as is in Brazil for demolition in India. $205 per ton.


Milos (ex-Atlanticway, ex-China Progress, ex-Benhope). IMO 7356630. Bulk carrier. 228 m long, 11,703 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Deptford (United Kingdom) by Sunderland SB Ltd. Owned by Poolembros Shipping Ltd (Greece). Detained in 1999 in Fredericia (Denmark) and in New Orleans (United States), in 2000 Incheon (South Korea) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. $395 per ton.


Rose S (ex-Rose Star, ex-Glory Dalian, ex-Fantom, ex-Salud Ace, ex-Colorado Highway, ex-Toyota n°24). IMO 7525530. Bulk carrier. 194 m long, 9,121 t. Panamanian flag. Classification Society Intermaritime Certification Services. Built in 1976 in Marugame (Japan) by Imabari. Owned by Prayati Shipping Pvt Ltd (India). This owner specializes in beating old ships already sent to the breaking yards: the tanker Presidente in summer 2009; its next Cet armateur spécialisé dans le rabattage des veilles coques a déjà envoyé à la casse le tanker Presidente en été 2009; its next case should be the old Finnish ferry Onyx which was in the newx throughout Europe since its start in Vaasa (Finland) in October 2009. Detained in 2002 in Liverpool (United Kingdom), in 2005 in Québec (Canada), and in 2007 in Mangalore (India). Sold for demolition in India. $345 per ton.


Cement Tanker


Car carrier


Sources

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