# Ship-breaking.com

Ships wrecked in the bay of Nouadhibou, Islamic Republic of Mauritania © Jan Smith

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## Ship-breaking in Mauritania

It is the largest natural shelter of the Atlantic coast between Tanger and Dakar. For the last hundred years, the Nouadhibou bay has been a sanctuary for disabled and abandoned ships. The Méduse was also shipwrecked there before Géricault painted *The Raft of the Medusa* in 1819. Just over 100 wrecks are recorded. Some estimates mention up to 400 sunken wrecks.

Mainland Mauritania is desertic, maritime Mauritania was a natural aquarium overflowing with fish, shrimps, cephalopods and whales. Over and over again, the waters under Mauritanian control have been exploited in the framework of intergovernmental agreements by France since 1961, Greece since 1966, Egypt and Spain since 1964, Bulgaria in 1971, Algeria and Russia in 1973, Romania in 1974, Poland in 1975, Lybia in 1977, Irak in 1979 and Ivory Coast, Ghana, Morocco, Nigeria, and Senegal. Moreover, shipowners from Bermuda, Kuwait, Norway, Panama, Sweden, the former German Democratic Republic, the Netherlands, and Japan, have signed protocols with Mauritania. The whole world has been fishing there, which explains the diversity of shipyards for vessels now turned irreversibly
into wrecks. Among them, two whaling vessels have been mentioned, the Tekane and the Boulenouar. Despite extensive research by a friend of “A la casse.com”, an expert in maritime genealogy, it was impossible to track down the original owners using the names of the ships at the time of their abandonment. Yet, according to the international whaling ship registry held by the International Whaling Commission, two Russian units, the Skromnyy and the Solidarnyy, built in 1960, ended their career under Mauritian flag yet they are larger than the Tekane and the Boulenouar. Another wreck, the Idini, a patrol boat for the military of Mauritania was a former Russian whaling vessel. In 1979, Mauritania conditioned the delivery of fishing permits to the founding of joint venture companies financed by foreign partners and imposing that a large portion of fishing products be brought ashore in Mauritania. But after a few years, the lack of land-based refrigeration and transformation equipment, as well as unfulfilled promises in terms of investment, led to the failure of that attempt in reappropriating halieutic resources. Being unfair players, Mauritania’s international partners had sent out fishing vessels that were exhausted and technically out-of-date. These were left behind, and during the 1980s, the ship graveyard of Nouadhibou Bay flourished.

In 2001, the European Union committed itself to clearing this collection of wrecks. This environmental resolution was attached to an agreement with the Mauritian government authorizing a 5-year access to the Mauritian economic zone for European fleets. In 2006, when time came to renew this agreement, the European Union had not yet done anything in that respect, and the commitment was reaffirmed. The Fishing Commissioner then underlined the fact that “this new protocol marks a change with the former ones and respects the mutual interests of both parties, as well as the environment”.

In 2008, the Islamic Republic of Mauritania launched a call for « the removal of 57 wrecks from the Nouadhibou Bay ». In fact, 58 vessels which are not accessible from the coast line are listed. All the wrecks which are accessible by foot and at low tide are excluded from the tender. The tenderers have until August 17th to file their proposals. The European Union will pay for this operation. The EU representative in Mauritania will act as a delegate for the Nouadhibou Port Authority, which will be the project owner. The EU will be de facto in charge of controlling the progress of the operation it finances. The problem is that the modalities of waste management and wreck “clearing” are extremely vague. They are based on the need to improve “safety” but none of the options are satisfactory and environmental protection only comes second. The wrecks may be submerged or regrouped in a designated location as near to the shore as possible. The possibility of sinking the wrecks within the framework of a European financed project in Africa is unacceptable. This would open the door to other “oceanisation” of floating wrecks abandoned for example in the ports of Dakar or Abidjan. Pollutants that may be technically extracted, and within the limits permitted by the Mauritanian regulations, would be stored in containers and left afterwards under the responsibility of the Nouhadibou Port Authority. It is distressing to note that the partnership offered by the EU to one of the most deprived African countries is so unambitious and recommends negligent and derisory practices that it would not dare to promote in Brittany or in the Mediterranean Sea. To leave Mauritania deal with the dangerous waste at the end of operations is particularly inelegant. It is true that the European Union has no longer a strategy for demolishing vessels. The new Commission and the new Parliament do not care. Welcome to pirates and offshore platforms. The wheel is turning. The sailing route towards Asia for European vessels at the end of their life will remain crowded. (See the complete list of wrecks page 40 to 44)
Ship-breaking across the globe

Records beaten for 2010
Between April 5th to July 1st 2010, **290 vessels** were sent to be demolished. The pace has accelerated compared with the first quarter to 22 ships per week. The number one destination, whether in terms of number of ships or total tonnage, is India with 117 vessels (40%). Turkey, which acquired 51 small sized ships primarily ferries and general cargo ships (18%), made a remarkable return, the combined steel industries/demolition of vessels is working well. The wrecks are no longer demolished on beaches. The principle is to carry out dry demolition. If the rear of the wreck remains in the water, the potential pollutants are caught in containment booms. Demolition is carried out on solid surfaces and liquid waste can be collected. In the hit parade of ship-breaking, Turkey takes second place ahead of China with 43 vessels (15%), Bangladesh with 24 (8%) and Pakistan with 22 (8%). The cumulative total of the demolitions will allow the recycling of more than 1.7 million tons of metal. The tankers, -oil and chemical tankers, including gas carriers-, constituted the largest category of ships going to the ship breaking yards this trimester with 95 ships (29%). In weight, this group of tankers represents 650,000 tons, or almost 40%, of recycled metal. Only 35 were single hulled ships with a mean age of 32 years while the average for double hull, double bottom or double sided ships was only 26; a sign perhaps that the difficulty of maintenance the aforementioned shortens their lifespan. 25 container ships (9%), 20 bulk containers (7%), 17 car carriers (6%) continue pass time as well as 73 general cargo ships that are also left to float, amongst which 30% are more than 40 years old.

The prices offered by the Asian demolition yards have significantly increased and continued until May, when a slight decline brought prices back to the rates recorded in January. This ebb has been the mildest in China which permits its demolition yards to propose very interesting prices to the owners of old hulls, of around 400 $ per ton. China is selling a green image for demolition. Of the 75 shipyards, a handful would supposedly carry out good work, considering the available infrastructure; Jiangyin shipyard, where the Serepca 1 owned by Total was broken up (see shipbreaking.com #13,15,18 and Round Robin n°11) is at the forefront. The picture is not as pretty as it looks. The demolition is carried out on the quays. There are no dry docks in China.

Activites suspended in Bangladesh
In Bangladesh, the Supreme Court suspended the authorizations of beaching following a new action by the NGO Bangladesh Environmental Lawyers Association (BELA) who demand respect for environmental and social standards. In consequence, no ships have been beached at Chittagong since the second fortnight of May but the ships which arrived before the court’s decision continue to be dismantled in the shipyards. In the meantime one can remember that last year the same court menaced

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1 http://www.robindesbois.org/english/english.html
the closure of all the shipyards which do not guarantee environmental standards and baned the importation of vessels which have not undergone prior extraction of pollutants. After some hesitations, business resumed.

Asbestos aboard old and new ships
On the downside: shipyards in Turkey still use asbestos in new ships. This is what a ship-owner from The Netherlands discovered in 2009 when his chemical tanker was delivered. According to Lloyd’s List, this is not an isolated case; even though an amendment to the Safety Of Life At Sea convention (SOLAS) bans asbestos since 2002, many shipbuilding and repair yards in Asia and across the globe are still using asbestos.

The car ferry scandal
Ferries and passenger ships have an average age of 44 years. The fate of these veterans riddled with asbestos and dangerous for maritime safety varies. The Finnish Onyx which merits a red card after its fraudulent departure from Europe and ultimate slight of hand by those in Dubai, where it was renamed “Kaptain Boris”, before its beaching for demolition in Pakistan (see the bulletin shipbreaking.com #19 and the group of stories “Hunting down the Onyx” on Robin des Bois’s website). Prayati Shipping, the owner of the Onyx, have since confirmed their status as a locator of old hulls and as the owners of end of ships last trips with the sales in this quarter of the ferry Sara I, Ro-Ro Bodrum, general cargo ship Bulk Express (each renamed respectively Winner 10, Winner II, and Winner 7), and of the chemical tanker Antisana. This cunning ship-owner takes the precaution to register it’s vessels for their last trip to countries which have not signed the Basel Convention or it’s Ban Amendment. Three ferries from the Isle of Wight Caedmon, Cenred and Cenwulf retired from service in 2008; the various attempts to resell in order for them to continue services have failed, notably to South America or to Sierra Leone where vessels provide a shuttling service between the Lungi-International Airport and Freetown. They have finally been towed all the way to Harlingen (The Netherlands) then to the Smedegaarden demolition yards in Esbjerg (Denmark). The Pentalina B, which was judged unfit for navigation in European waters, she left Scotland then France without much hassle, in spite of Robin des Bois and Mor-glaz’s warnings (a Brittany based association). She will be used for transport at the risk of passengers and freight in the Cape Verde archipelago. It is to be noted and it is most regrettable that following the French intergovernmental environmental round table “Grenelle de la Mer”, implementation of a working group on the renewal of southern countries fleets is not yet operational.
As for the old American troop transporters they continue to be cleaned, and then towed to the demolition yards in Texas.

Caedmon, March 5, 2010, towed out of Southampton for the Danish demolition yards

3 http://www.robindesbois.org/english/english.html
After detention, the scrapping
The substandard vessels were the first to leave, but they are not demolished in the countries, notably European, that they were detained in. Less than 126 ships (43%) were previously detained in harbours worldwide with a rate of 60% for bulk containers, reefer, and general cargo ships; 104 (36%) were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification.

Years and Meters
The average age of these end-of-life ships between April 5th and July 1st ranged between 13 years for the bulk carrier *Bright Century*, victim of a collision, and 67 years for the American troop transporter *General John Pope*. The average age was 31 years old; it is 23 years average for the car carriers, 28 years average for the tankers and container ships, 12 years average for the bulk carriers, 35 years average for the general cargo ships and as mentioned earlier 44 years average for ferries and passenger ships. 171 ships were less than 150m in length, 85 measured between 150 and 199m, and 34 between 200 and 336m.

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<td>Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.</td>
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<td>Vessel and crew detained in a port for deficiencies.</td>
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<td>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.</td>
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**Ferry**


*Atlantic* (ex-*Old Point Comfort*, ex-*Albany*, ex-*LST 970*). IMO 5262081. Ferry. Length 93 m, 1,575 t. Uruguayan flag. Built in 1945 in Hingham, Massachusetts (United States) by Bethlehem Hingham Shipyard Inc. Finally bought in 1958 by the Virginia Ferry Corporation, she was converted into a passenger and car ferry for the Chesapeake Bay until the opening of Chesapeake Bay Bridge Tunnel in 1964. Owned by Antlantida Navegacion (Uruguay). Sold as is in Argentina. Unknown destination of demolition.

*Caedmon*. IMO 7314888. Ferry. Length 57 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and
sold for demolition in Ejsberg (Denmark) by Smedegaarden demolition yard.


_Kilmore_ (ex-Chong Ming Dao, ex-Graip, ex-N & T 700, ex-Stena Shipper, ex-Constellation Enterprise, ex-Merzario Ionia, ex-Stena Shipper, ex-Norsky) IMO 7528582. Ferry. Length 151 m, 7,924 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Ulsan (South Korea) by Hyundai; jumboized in 1987. Owned by Gotech Fibre Ltd (Ireland). Detained in 2007 in Lubeck (Germany), in 2008 in Marseille (France), and three times in Castellon de la Plana (Spain). Sold for demolition to Turkey.


_Onyx_ (ex-C Express, ex-Casino Express, ex-Fennia). IMO 6600462. Ferry. Length 128 m, 6,000 t. Sierra Leonean flag. Classification society International Register of Shipping in October 2009. Built in 1966 in Landskrona (Sweden) by Oresundsvantarvet. Detained in Brest (France) for 79 days following a breakdown. Sold by its Finnish owner RG Lines to Prayati Shipping (India) The Onyx left the harbor at Brest on February 10th 2010 despite warnings by Robin des Bois about its actual destination. Somehow arriving in Dubai, it was renamed «_Kaptain Boris_» by its new owner officially based in the Marshal Islands, and it was finally beached for demolition in Gadani, Pakistan on May 8th 2010.

On Robin des Bois’s website see the entire Onyx series “Hunting down the Onyx” n° from 1 to 6

4 http://www.robindesbois.org/english/sea/onyx.html


General John Pope. IMO 6115257. Troop transporter. Length 189 m, 12,833 t. United States flag. Without classification society. Built in 1943 in Kearny (United States) by Federal Shipbuilding and Dry Dock Co. Withdrawn from the naval registry 26th October 1990. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.
**Tanker**

**Siempre Adorado (ex-Aristos II, ex-World Spring).** IMO 8316209. Tanker. Length 177 m, 9,190 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Capital Ship Management (Greece). Detained in 2001 in Guangzhou (China). Sold for demolition to Bangladesh. In 2006, she was chartered by Trafigura. In spring 2006 she was responsible for an oil slick in the Abidjan bay. The Aristos II was almost used as a floating refinery instead of the Probo Koala as one can read in the following two internal messages from Trafigura. 1 “Does it make sense to take on t/c a vessel that is about to be scrapped for something like $5k/day in order to carry some of the caustic washings over there?” 2. “We have the La Roux, we could also try to extend the Aristos which is expiring after this voyage” The La Roux was already sent to be demolished early in 2010. It is the Aristos II’s turn, again in Bangladesh. Since 2007 the Aristos II, a natural candidate for demolition since 2006 as the La Roux belonged to the Greek ship-owner Worldwide Green Tankers. During her last trips she was often chartered by the Finnish company G.T. Trading, a petrol broker and a commercial partner of Trafigura.


**Anna Maria A (ex-Stolt Taurus, ex-Shoun Taurus).** IMO 8417924. Tanker. Length 123 m, 3,613 t. Liberian flag. Classification society Det Norske Veritas. Double bottom ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Olympic Gulf Tankers (Greece). Sold for demolition to India.


CE-Pacific (ex-Pacific Spirit). IMO 8615813. Tanker. Length 244 m, 59,289 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition to India. 475 $ US per ton.


Gettysburg (ex-Exxon Gettysburg, ex-Esso Gettysburg). IMO 5107463. Tanker. Length 217 m, 9,861 t. United States flag. Without classification society. Single hull ship built in 1957 in Newport News (United States) by Newport News SB. Owned by US MARAD (United States). It left the reserve fleet of Suisun Bay in California for the demolition yards ESCO Marine shipyard of Brownsville, Texas (United States) via the Panama canal.

Esso Gettysburg © William C. Daugherty


©Anatolijs Suhinins
**Isola di Ustica (ex-Eton, ex-Gilam, ex-Virginia, ex-Valentina Napoleone, ex-Laurana)**


**Jag Pavitra (ex-Olivia Maersk, ex-Evelyn Maersk)**. IMO 8321400. Tanker. Length 182 m, 10,137 t. Indian flag abandoned for that of Tuvalu for her last journey. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Fujairah (United Arab Emirates) for demolition to India. 390 $ US per ton.


**Lance Naik Albert Ekka PVC**. IMO 8311209. Tanker. Length 193 m, 10,839 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India (India). Sold for demolition to India. 363 $ US per ton.

**Mar**. IMO 8819110. Tanker. Length 178 m, 9,361 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Ship Management SIA (Latvia). Sold for demolition to Pakistan, *Mar* arrived in India May 8 without an inventory of the dangerous materials on board while according to well informed sources the *Mar* contained 3,400 t of material containing asbestos and 1,200 t of material polluted by PCB; so her authorisation for demolition was delayed by the Indian government. 512 $ US per ton.


OPA (ex-Gopa, ex-Al Dhibyaniyyah). IMO 8113528. Tanker. Length 231 m, 15,000 t. Liberian flag. Classification society Lloyd's Register. Doubled-sided ship built in 1984 in Pusan (South Korea) by Korea SB. Owned by Colisa International Ventures (Greece). Sold for demolition to Pakistan. 508 $ US per ton.


Shinyo Mariner, 338 m, the largest vessel in the section, Tokyo bay, January 2008. © Ivan Meshkov

**Tabu** (ex-Tabora, ex-Rosebud, ex-Mare Adriacum, ex-Elba Lolli-Ghetti). IMO 7232432. Tanker. Length 216 m, 14,042 t. Dutch West Indies flag. Classification society unknown. Double hull ship built in 1973 in Marghera (Italy) by Breda. Sold for demolition to Bangladesh.


Forth Sea (ex-Monte Chiara, ex-Valdarno, ex-Jo Alder). IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Island flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Starfish Navigation Ltd (Finland). Sold for demolition to India. 750 $ US per ton. 900-1,000 tons of stainless steel. On June 1st, the Equasis database announced the ship “to be demolished”; on June 29th, the status of the ship, renamed Royal Pride belonging to Royal Marine Shipmanagement of
Singapore, changed to “in service”; her class was suspended by Bureau Veritas for exceeding regulatory survey delays, most notably the annual visit to the dry dock.


**Jose Breeze (ex-Senyo Glory).** IMO 8125739. Chemical tanker. Length 143 m, 9,087 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Yawatashima (Japan) by Kurinoura. Owned by Kokuka Sangoyo Co Ltd (Japan). Detained in 2007 in Rotterdam (The Netherlands) and in 2009 in Rotterdam (The Netherlands) and in 2009 Houston, Texas (United States). Sold for demolition to India.


Gas carriers


Ore / Bulk / Oil carrier (OBO)
General Cargo

Alfadl (ex-Pegy, ex-Nazir, ex-Tod Head). IMO 7109415. General cargo. Length 87 m, 1,000 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1971 in Foixhol (The Netherlands) by Vooruitgang. Owned by Seawave Maritime (Greece). Detained in 2004 in Mangalia (Romania) and in 2007 in Novorossiisk (Russia) in 2008 in Novorossiisk (Russia) and in 2009 in Mangalia (Romania). Sold for demolition to Turkey.


**Fatima I (ex-Jan-Rasmus, ex-Arosita, ex- John Wulff).** IMO 6918223. General cargo. Length 73 m. Panamean flag. Classification society Hellenic Register of Shipping. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 1999 in Lisbonne (Portugal) and Hamburg (Germany), 2000 in Hamburg (Germany), 2002 in Savannah (United States), and 2003 in Setubal (Portugal). Sold for demolition to China. 398 $ US per ton.

**Formosa Container n°3 (ex-Safmarine Bioko, ex-Aquitania, ex-Torm Africa, ex-Binta Yar’ Adua).** IMO 8407187. General cargo. Length 159 m, 7,295 t. Panamean flag. Classification society Bureau Veritas. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 1999 in Lisbonne (Portugal) and Hamburg (Germany), 2000 in Hamburg (Germany), 2002 in Savannah (United States), and 2003 in Setubal (Portugal). Sold for demolition to China. 398 $ US per ton.


**Ha Na (ex-So Na Mu, ex-Pine Tree, ex-Gu An, ex-Katerina L., ex-Potsdam).** IMO 7803944. General cargo. Length 156 m, 6,715 t. South Korean flag. Classification society Korea Classification Society. Built in 1978 in Warnemunde (Germany) by Warnowwerft. Owned by Hana Shipping Co Ltd (South Korea). Detained in 2001 in Bangkok (Thailand), Vladivostok (Russia), and Aomori (Japan), in 2002 in Chennai (India), in 2004 in Guangzhou (China) and Kandla (India), and in 2009 in Lianyungang (China). Sold for demolition to India.

**Haci Husnu Kaptan (ex-Esra Canbaz, ex-Sevinacler, ex-Haydar Dilmac, ex-Askin).** IMO 5026920. General cargo. Length 63 m, 678 t. Turkish flag. Classification society unknown. Built in 1951 in Walsum (The Netherlands) by Gutehoffnungshutte;
jumboized in 1971 and lengthened from 31 to 40 m then rebuilt in 2003 and lengthened to 63 m. Owned by Can Insaat (Turkey). Sold for demolition to Turkey.


**Ispat Sagar** (ex-Mina, ex-omsiyi-23) IMO 8858063. General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Garuda Carriers & Shipping (India). Sold for demolition to Pakistan.


Malak (ex-Gulf Leader, ex-Sea Leader, ex-St. Andrews, ex-Shinsei Maru No.28, ex-Akatsuki Maru No.8, ex-Tenjin Maru No.18) IMO 8006086. General cargo. Length 65 m, 800 t. Bahraini flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Kyoei. Owned by Tylos Ferry Shipping (Bahrain). Detained in 2000 in Yeosu (South Korea) and in 2003 in Zhanjiang (China). Sold for demolition to India.


Group Ltd (Syria). Detained in 2005 in Novorossiysk (Russia). Sold for demolition to India. 418 $ US per ton.

*Salla 1* (ex-*Navis*, ex-*Avra*, ex-*Oued Sebou*). IMO 7508295. General cargo. Length 91 m, 1,430 t. Togo flag. Classification society Bulgarski Koraben Registrar. Built in 1977 in Bombay (India) by Mazagon Dock. Detained in 2006 in Tarragona (Spain) and Seville (Spain), in 2007 in Gaeta (Italy) and in 2008 in Novorossiysk (Russia). Sold for demolition to Turkey.


*Shukri* (ex-*Hajeh Hesen*, ex-*Mayassaa I*, ex-*Farah Sea*, ex-*Hind 1*, ex-*Mohannad*, ex-*Troup Head*). IMO 7123526. General cargo. Length 87 m, 982 t. Sierra Leonean flag. Classification society Dromon Bureau of Shipping. Built in 1971 in Waterhuizen (The Netherlands) by Van Diepen. Owned by ISM Group (Syria). Detained in 1999 in Novorossiysk (Russia), 2000 in Ploce (Croatia), 2002 in Pescara (Italy) and Rijeka (Croatia), 2003 in Grado (Italy), 2004 in Constanta (Romania), and 2005 in Varna (Bulgaria). Sold for demolition to Pakistan.

*Sona* (ex-*Gusto*, ex-*Sea Sun*, ex-*Wondrous*, ex-*Ocean Prosperity*, ex-*Jin Hai I*, ex-*Rising Tide No.3*) IMO 8113932. General cargo. Length 96 m, 1,566 t. Panamean flag. Classification society China Classification Society. Built in 1981 in Imabari (Japan) by Higaki. Owned by UVM Shipping Services (India). Detained in 2003 in Kawasaki (Japan) and in 2005 in Bandar Khomeini (Iran) and in 2006 in Mumbai (India) and in 2007 in Bandar Khomeini (Iran) and in 2008 in Chennai (India) and in 2009 in Kolkata (India). Sold for demolition to India.


Container ships


Ro-Ro


Fast Independence (ex-Tango, ex-CFF Solent, ex-Tango, ex-Octogon 3, ex-Tutova, ex-Ritzberg) IMO 8306589. Ro-Ro. Length 140 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Demline Egypt Maritime Transport (Egypt). Sold for demolition to Turkey. In May 2005, the Fast Independence was diverted to Brest for an oil slick. Her owner had to pay a caution of 400,000 Euros to raise the seizure on the vessel. Following this he asked that the case to be transferred to be heard in Malta.


Roland Delmas, on the Seine river, December 31 2007 © Pascal Bredel


Serpentine, © Pascal Bredel


Silkeborg, © Pascal Bredel

Tor Belgia (ex-Tor Britannia, ex-Maersk Kent, ex-Kamina, ex-Ville du Havre, ex-Foss Havre). IMO 7624063. Ro-Ro. Length 193 m, 10,543 t. Swedish flag. Classification society Bureau Veritas. Built in 1978 in Dunkerque (France) by Dunkerque-Normandie; jumboized in 1994 and lengthened from 170 to 193 m. Owned by Norbulk Shipping AB (Sweden). Detained in 2004 in Porgrunn (Norway). After a final change in name and flag on June 1st 2010, Tor Belgia, coming to Dubai Gate under the Panamean flag, was finally sold for demolition to India.

Tor Belgia, © Nils K – Vesseltracker

Tourcoing, in the Panama canal © Joan David Molto

Ursine (ex-Britta Oden, ex-Tor Scandia), IMO 7800746. Ro-Ro. Length 170 m, 6,754 t. Belgium flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Det Norske Veritas. Built in 1978 in Landskrona (Sweden) by Gotaverken Oresunds; jumboized in 1988 and lengthened from 143 to 170 m. Owned by Euro Ship Services (United Kingdom). Sold for demolition to India where she arrived under the name Winner 2.


Bulk carrier


Bright Century. IMO 9138977. Bulk ore carrier. Length 289 m, 30,000 t. Hong Kong flag (China). Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Bernhard Schulte Shipmanagement (Germany). In May 2010, Bright Century had a collision with Liberian bulk carrier Success. Sold for demolition to China. 420 $ US per ton.


Novigrad C. IMO 7705518. Bulk carrier. Length 164 m, 5,677 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Canbaz Denizcilikve Nakliyat (Turkey). Detained in 1997 in Rotterdam (The Netherlands), in 2001 in Chesapeake (United States) and Fredericia (Denmark), in 2003 in Trieste (Italy) and once again in Fredericia, in 2004 in Houston (Texas), in 2008 in Nikolaev (Ukraine) in 2009 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition to India. 378 $ US per ton.


Cement Carrier


Heavy load Carrier


Car carrier


City of Berytus on fire in Antwerp, December 3rd 2009 © Remy Catoi

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Reefer


**Sun Emerald** (ex-Alma, ex-Dalmacija Frigo). IMO 8012310. Reefer. Length 151 m, 5,689 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Split (Croatia) by Brodogradilist. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2004 in Koper (Slovenia) and Las Palmas (Spain) and in 2006 in Koper (Slovenia) and Brest (France). Sold for demolition to India. 475 $ US per ton.

**Factory Ship**


**Various**


Wrecks in Mauritania

http://www.artificialowl.net/2008/12/probably-one-of-largest-boat-graveyard.html

Fishing vessels

Al Mafran. Trawler. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Ana Carmen. Trawler. Length 33 m. Unknown flag. Classification society unknown. Abandoned in the bay of Nouadhibou date unknown.


Dae 117. Trawler. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.


J.Reif. Trawler. Length 33 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.


**Lekseir I.** Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.


**Mahapu.** Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

**Maria Jazmin.** Length 20 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou in 1997.


**Reina Del Sol.** Length 25 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou date unknown.

**Seguela.** Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, fire damage. Abandoned in the bay of Nouadhibou date unknown.

**Seguelil.** Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1982.

**Sierra Nevada.** Trawler. Length 40 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the northern zone of the bay of Nouadhibou in 1980.


**Smaip 6.** Length 45 m. Unknown flag. Classification society unknown. Built in Korea. Owned by Smaip - Nouadhibou (Algeria). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.


**Sopeche IV.** Length 50 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.


**Tamagout.** Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.


**Veth Elkheir 906.** Length 43 m. Unknown flag. Classification society unknown. Owned by Cofrima (Mauritania). Wreck considered a hazard to navigation. Abandoned in the bay of Nouadhibou date unknown.


**Whaling vessel**


**General Cargo**


**Clepea.** General Cargo. Length 80 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation. Abandoned in the northern zone of the bay of Nouadhibou in 1946.
**Patrol Boats**


*Z'Bar.* Patrol boat S.V.C. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

**Barge**

*Chaland Samma.* Lighter (barge). Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

**Various**

*Sipeche III.* Abandoned in the bay of Nouadhibou date unknown. *Soma 12.* Abandoned in the bay of Nouadhibou date unknown. *Rimbal 3.* Abandoned in the bay of Nouadhibou date unknown.
Letters to the editor
From Simon Smith. Received May 19th
“\textit{In your excellent ship breaking report (n° 19) you have included the Calemmax Enterprise (IMO 7343372). I noticed this sale on a number of broker reports myself but I can confirm that the vessel is very much alive and has not been sold to Indian ship breakers. She is currently trading on the Manchester Ship Canal between Manchester and Liverpool.}.”

From Mr Riedel. Received April 22nd
“\textit{Just read Your shipbreaking 19. Could you please explain the reason of radium and uranium contamination in tanks, valves and pump of chemcarriers Addarraq and Al Farrabi.}”

Answer from Robin des Bois
“\textit{These vessels transported phosphoric acid which is a sub product of phosphate. This ore is naturally containing uranium, the industrial process enhances and concentrates the radioactivity in the phosphoric acid. This is called TENORM (Technologically Enhanced Naturally Occurring Radioactive Materials Naturally Occurring Radioactive). Studies made by many researchers in the European Union, United States and also by other countries producing phosphoric acid show unanimously that some terrestrial equipments are contaminated with radium which is a progeny of uranium so that when plants are dismantled, radiological precautions have to be taken and some equipments (such as pumps, bottom of tanks and pipes) must be considered as radioactive wastes because of the presence of scales of radium which is highly toxic. To our knowledge and in spite of many recommendations to the ship owners from Robin des Bois, the presence of radioactivity in some parts of discarded phosphoric acid tankers has never been checked though it is very credible.}”

Sources
\textit{American Bureau of Shipping ; BEA Mer ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson’s ; Cotzias ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Financial Time (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Lloyd's List ; Lloyd's Register of Ships ; Optima Shipbrokers ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.}

Sources for Mauritania