On August 22nd, the Supreme Court of Bangladesh confirmed the judgement of the High Court in May 2010 which requires all vessels imported for demolition in Bangladesh to bear, prior to importation, a certificate confirming that all pollutants have been extracted. The certificate must be issued by the authorities of the exporting country; this strictly enforced ruling has since the middle of May hindered the beaching of vessels for demolition in Bangladesh. Attempts by shipyards to alleviate the Court’s decision have proven unsuccessful for the time being. On the contrary, Rahim Steel Co ship-breaking yard has indeed been sentenced for non-compliance with safety and environmental laws: in December 2009 four workers were killed while they were cutting out an oil tanker whose tanks were not gas free. The High Court has declared illegal the construction of four new ship-breaking yards in Chittagong at the edge of the Sonaichhari forest reserve. Some see these legal restrictions as a chance for Bangladesh to become a leader in “green dismantling” respecting workers and the environment. However, there is some way to go as in the last 16 months, 24 workers have been killed in ship-breaking yards. In the beginning of September, a yard considered as reliable received the authorisation to dismantle vessels. The Greek Athens Bo and the Indian Badri Prasad were therefore beached on September 9th. Were they provided with pre-cleaning certificates?

The Kriti Filoxenia in 2008 at Ijmuiden (The Netherlands); unwanted in French and Spanish waters in 2002 (see p15), she just arrived in Chittagong. © Willem Oldenburg
Brokers have announced other vessels had been sold for demolition in Bangladesh, some are "awaiting instructions" such as the Norsul Sobral, the Ocean Power, the Kriti Filoxenia and even the Pheaton, the latter being initially destined for demolition in India. The implementation of a new policy in Bangladesh should be closely monitored: the authorisation given to five other shipyards was suspended following an appeal by BELA (Bangladesh Environmental Lawyers Association).

The United States

The Florikan, rusting away in Suisun Bay, California before leaving to be demolished in Texas. © US MARAD

The U.S. MARAD continue the programme of “cleaning” its reserve fleet in American shipyards. Two historical vessels laid up in Suisun Bay California, the submarine rescue ship Florikan and the oil tanker Taluga are under dismantling contracts with companies located in Texas. However, remaining within the reserve fleet and for some time to come is the Sturgis and the rarely addressed nuclear waste problem. The Sturgis ex liberty ship Charles H Cugle, the first vessel to be converted into a Floating Nuclear Power Plant used to supply energy to American bases (see press release, “Nuclear Power Plant floating around the world”, September 10th 2010) is still anchored and in the James River fleet, with a radioactive waste bin onboard.

The spent fuel tank of the Sturgis, used as a garbage bin for a radioactive waste issued from the cleaning of the ship © US Army

Contrarily to the contracts established by the US MARAD, vessels flying an American flag, which were used by the US Military Sealift Command as support vessels to the US Navy sailed off to be scrapped on Asian beaches. In 2009 the PFC James Anderson Junior and the 1st Lt Alex Bonnyman having been sold for pseudo "continuation of service" but eventually arriving in India for demolition incognito. A similar vessel the CPL Louis J.Hauge Jr, which was still in service not long ago and was transporting containers of food goods and military equipment for the US military command (cf. Puket Gazette April 23rd 2008) has also been beached in India under the name of Abby G.

A tank below deck on the CPL Louis J.Hauge Jr

The Abby G, ex-CPL Louis J Hauge on a stopover in Thailand in 2008 she will be demolished in India in 2010 © Phuket Gazette
The example is coming from above, the American ship-owners continue to sell, commercial vessels and in particular old tankers struck by the age limit, such as the single hull vessels S/R Baytown (China) Philadelphia and Overseas Philadelphia (India) to the highest bidders from Asia. The owner of the Overseas Philadelphia even took the legal precautionary measure of dropping her American flag for that of Tuvalu. An exception, the old Colorado Voyager double hull built in 1975 and owned by Chevron will be sold for demolition in the United States by All Star Metals in Brownsville. This was also the case of the Horizon Crusader which was announced as sold for demolition destination unknown in the Ship-Breaking bulletin N°20, she is finally being scrapped by Southern Recycling LLC in Louisiana (Cf. letters to the editor, Polly Parks).

Africa
Togo has a maritime border of 45 km. However but made a remarkable entrance on the Memorandum of Paris black list of flags, under the category of “very high risk”. The flag has also become fashionable for vessels to be demolished: five of them opted for the Togolese flag before being scrapped in Asian ship-breaking yards.

The tanker flying the Cambodian flag Seven Seas, built in 1972 in Japan, had been detained for financial reasons off Tema (Ghana) since November 15th 2008; three men were in charge of the onboard maintenance. On August 12th 2010 she was hit by the German container carrier Hanjin Salerno. The port authorities towed and ran aground the vessel which had suffered from a leak in the engine room. She was listing, all her lights had been turned off and she represented a danger for the access lane to the port of Tema. Was it also a manoeuvre to demolish her on the spot at the smallest expense? Hundreds of people surrounded the vessel to salvage metal, mechanical parts and petrol. According to the authorities, when the police arrived, the plunderers set her on fire. Four people were killed and more than 70 were injured in the explosion. The Greek owner Atlantic Oil Maritime claims to have been robbed of the contemplated sale of the vessel to a Chinese ship-owner. Atlantic Oil Maritime is claiming damages for the loss of her petrol cargo.

Other ships in a bad state are immobilized or abandoned by their owners off the coast of African ports and one wonders about their future. Will they also undergo risky unsupervised scrapping like the Seven Seas? What will become of the Swift Split, for example, a Panamanian flagged Croatian bulk carrier, which transported cement to Cameroon? Built in 1982 by the Dalian (China) shipyards, the vessel was detained in 2000 in Rotterdam (The Netherlands), in 2002 in Gibraltar (United Kingdom), in 2004 in Castellon de la Plana (Spain), in 2005 in Santander (Spain), in 2006 in Tilbury (United Kingdom), in 2008 in Huston (Texas) and finally in 2009 in Fangcheng (China), Bureau Veritas withdrew her classification certificates. The vessel broke down off the coast of Gabon in May 2010, when the vessel was banned from leaving the port of Owendo. The crewmembers of Croatia, Ukraine and Myanmar origins were abandoned in deplorable sanitary and moral conditions. Several crewmembers from Croatia went home throughout the month of August, what happened to the others? Will the other sailors also be inflicted degrading conditions aboard the Swift Split, will the vessel be butchered locally or will she be sent to an operating ship-breaking yard? Or perhaps she will be scuttled...

West Africa is facing a new fast growing danger for workers and for the environment, that of makeshift shipyards carrying out dangerous looting dismantling practices when vessels are scrapped illegally along the beaches, a sad remake of Nouadibhou. (See letters to the editor).
India and Turkey in the spotlight

Between July 2 and October 15, 2010, 231 ships left for demolition. The suspension of imports in Bangladesh, monsoon and Ramadan have significantly slowed the pace compared to the previous trimester with 16 ships per week, but the flow remains strong. India with 107 ships (46%) consolidates its position as number 1 of the ship-demolition. In tonnage, the reign is even more significant: 825,000 tons of metals (54% of the total volume) will be recycled in Indian yards. Vessels containing high value metals remain India’s preserve but all types of ships are welcome, from ferry to container ship, reefer to Ro-Ro, and more and more large tankers traditionally sent to Pakistan and Bangladesh. The Gateway and the OPA, which had been announced as sold for demolition in Pakistan in the previous bulletin Ship-breaking.com # 20 have finally been beached in Alang in early October. At the second place with 46 vessels (20%), Turkey confirms its return and positioning on the market of small vessels: 60% of ships demolished in Turkish yards measure less than 100 m. The largest one is the former replenishment tanker of the Royal Navy Oakleaf, 173 m in length: she was towed to Aliaga while in 2009 another tanker of the Royal Navy, the Brambleleaf had been dismantled in Ghent (Belgium). China ranks third with 26 vessels (11%), followed by Pakistan, 18 (8%).

In terms of tonnage of scrap to recycle, India is ahead of China, Pakistan and then Turkey. The cumulated demolition will allow the recycling of over 1.5 million tons of metals. Tankers – oil tankers, chemical tankers and gas carriers – are still the first category of ships sold to breakers with 77 units (33%). In volume, tankers represent over 640,000 tons (42%) of the recycled metal. General cargo ships, 54 (23%), follow, ahead of bulk carriers, 23 (10%). Container ships, 14 (6%), and car carriers, 8 (3%) seem to be back to work and become more rare in ship-breaking yards. Thus, the car carrier Saracen Star, which was announced as sent to demolition in the previous bulletin, goes on sailing (see letters to the editor, Alan Calvert) while the Ducky Sovereign, expected in Bangladesh, has not yet be seen there.

The prices proposed by the demolition yards remain steady, particularly in India and Pakistan. Their appetite for metals with a high added value has led the Indian yards to offer up to $985 per ton for the two Italian chemical tankers Bice A and Lady Marialaura.

Among the 231 ships sent to demolition, 87 (38%) were operating under European flag or had ship-owners of the European Union or the European Free Trade Association (EFTA). 98 (42%) were built in these same countries, including 11 in France in Dunkirk, La Ciotat, La Seyne-sur-Mer, La Rochelle, Nantes and Saint-Nazaire.

After detention, the scrapping

86 (38%) of the 231 vessels were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification. The substandard ships are still the first to leave: at least 97 (42%) were previously detained in ports worldwide with a rate of nearly 80% for bulk carriers and 70% for reefers and general cargo ships. Good news for the Mediterranean Sea: Turkey has bought a large number of these substandard ships carrying all kinds of cargo; at least 60% of the ships demolished in Turkey were detained in the recent years.

Years and Meters

The average age of these end-of life ships leaving the waters from 2 July to 15 October 2010 ranged between 15 years for the tanker Star 8 and 68 years for the US submarine rescue ship Florikan. The average age was 31 years old; it was 27 years for the double hull tankers and container ships, 30 years for bulk carriers and single hull tankers, 35 years for general cargo, 39 years for ferries and passengers ships and 41 years for fishing vessels, converted or not, and factory ships. 111 vessels were less than 150 m in length, 77 measured between 150 and 199 m and 43 between 200 and 315.
Call on Witnesses
It is to be noted that the destination of 25 vessels (11%) is unclear. Hypothesis n°1: Is Robin des Bois’ alert work is pushing ship owners to be discrete? Hypothesis n°2: More and more often vessels are being sold to cash buyers; a cash buyer is specialised in buying ships at the end of their before sending them to lives to ship-breaking yards; they are therefore the last owners of the vessels, of which they decide the names and the flag of the vessels last trip. For economical reasons the shipyards are chosen at the last minute which often means ambiguity around the final destination. Undeniably, we are missing information on ship-breaking yards on the South American continent.

Robin des Robin is asking all its readers to help track down the vessels which final destination remains ambiguous (listed below). All information, documents or photos concerning these vessels are valuable to us and can be sent to contact@robindesbois.org. Thank you in advance.

Alhambra Carrier – IMO 8313219; Baltic Eager – IMO 7804065; Capri – IMO 6519077; Captain G Koval – IMO 8131829; Chi Lang – IMO 7389077; Ducky Sovereign – IMO 7927465; Green Cypress – IMO 8505161; Inaara – IMO 7950357; Inlaco Spring – IMO 8302935; Ken – IMO 7627950; Laurel – IMO 8316352; Maximos – IMO 8501725; Nam Dinh – IMO 7429762; Ninh Binh – IMO 7429750; Oriental Hope – IMO 8315308; Razino – IMO 7418684; Rhein Bridge – IMO 8808446; Sidonia Carrier – IMO 8223385; Star 8 – IMO 9114854; Taiyo – IMO 8514409; Talara – IMO 7406289; Tetra I – IMO 7920807; Ukhta – IMO 6503688; Van Phong – IMO 8012889; Victory JL – IMO 7801506.

Who will break up the Talara, floating storage of the Peruvian navy, seen here off Callao? © Shipspotting

Letters to the editor

From Sharol S., received Septembre 15th
I own the first mortgage on the chemical tanker, the Sarinaz, IMO 7368968. I saw on your site that it has been sold for scrap sometime between January and April 4th of this year. Onal Shipping says that this is incorrect but I need an outside verification of this as I am not sure they are telling me the truth. They owe me much more than the amount they received. If you can, tell me the name of the business that purchased the ship for scrap and a contact number for them in India.
I am a 66 year old woman and this money is very important to me. I can see now that I should never have let myself get involved with Onal Shipping.

Robin des Bois’ Answer
Dear Madam,
We had informations from several shipping sources that the Sarinaz IMO 7368968 was sold for scrapping in late March this year. The ship was still sailing in the Mediterranean sea area in July. She was deflagged from Turkish to Tanzanian flag this summer and renamed Sarina.
Chemical tanker Sarina was beached for scrapping in Alang, India on 4th September 2010. Indian ship-breaking yard are the main recyclers for chemical tankers because of their stainless steel tanks. Apparently Sarinaz was bought for a good price in terms of market, around 850,000 $. The beaching plot is n°33 normally used by Madhav Steel (S.B.D). Best regards. Faithfully.

June 2009, the Sarinaz anchored in Kartal (Turkey) © Utku Kurulay

From Sharol, received Septembre 17th
Sir,
I purchased the mortgage for the Sarinaz in 2007. No payments were ever made. I renegotiated the contract in June of 2009 and that mortgage is still on the books in Turkey. The Onal Shipping people falsified the records to reflect that no mortgage existed. Up until I saw your site on line this week, I was told by the Vice President of Onal Shipping on a weekly basis that they were doing all they could to get a cargo for the ship and pay off the holds placed on the ship. At no time did he say they had sold the ship for scrap. I just got off the phone after speaking to Mr. Ozgur, and he said that they had received the money for the sale of the ship for scrap. He knows that I am strongly considering criminal charges. Thank you for your information on the deflagging - another indication of what they are capable of doing. Sincerely

From Alan Calvert, New Zealand, received September 7th
Good evening,
Have just read your latest excellent report and must advise of a change. Vehicle Carrier Saracen Star widely reported as sold to breakers arrived in the Port of Lyttelton, New Zealand today to discharge second hand vehicles from Japan. I took a photo of her arriving and will send it to you in a few days. Kind Regards.

The Saracen Star in Lyttelton, New Zealand, September 2010 © Alan Calvert
Note from Robin des Bois: In the bulletin ship-breaking # 20, Robin des Bois announced the sale of Saracen Star to breakers on the basis of informations from maritime brokers. Since her trip to New Zealand in September, she has been sailing to Japan and Korea but is still considered as « to be broken up » by the Equasis database.

**From Van Heygen, Ghent, Belgium**
The Belgian ship-breaking yard Van Heygen informed us they are in charge of the dismantling of the City of Berytus. « We often deal with this kind of old vessels, in a bad state, victims of fires in the Flemish ports ».

**From Polly Parks - Southern Recycling EMR (Etats-Unis) received August 12th 2010**

Horizon Crusader was bought by Southern Recycling LLC in November 2009 and is undergoing demolition in Louisiana, United States. Polly Parks - Southern Recycling-EMR USA

**From the European Commission, received October 21st 2010**
Sir,
I thank you for your letter concerning the call for tenders on the occasion of the project to remove the wrecks from the bay of Nouadhibou in Mauritania, financed by The European Development Fund.

The principle objective of the project is to improve navigation by the extraction of pollutants, remediation and removal of the hazardous wrecks piled up in the Nouadhibou bay. The designated budget does not enable, with due regard to environmental standards, the removal of the 109 wrecks listed, so the project has concentrated on the 57 judged the most dangerous. The Mauritanian State has committed to remove the other 52, in accordance with the Framework of Mutual Obligations which governs the utilization of finances for this project. Some of the 52 wrecks are situated on the northern beach of Nouadhibou.

The call for tender is being allocated. To remove the wrecks, the agreed option by the companies is to cut metal in accordance with the environmental plan and recycle it in an another country only after technical approval is given by the control mission including approval by a Health Safety and Environment inspector. The remediation of each wreck will be carried out under the most restrictive environmental regulations, to avoid any contamination to the water column and the sea bottom in the bay. Throughout operations, liquid and solid waste will remain the responsibility of the company, which should ensure of their proper management.

We are well aware that any interventions on these wrecks will have an environmental impact and our objective is to minimize it, keeping in mind that this impact will be much less than the consequences on the marine environment if the wrecks were left to decompose.

Yours Sincerely,

**Note from Robin des Bois**: We will talk again on this issue in a forthcoming edition.
**Fishing ship**


Anchored at St. Helena Island, April 2006, served by a crew of various origins including, on the picture, Asian sailors flying the Guinean flag © Bruce Salt


June 2006, the ex-whale catcher is rusting in Eleusis (Greece) © Aleksi Lindström

Factory ship


*Criccilla (ex-Lady Hammond, ex-Hammond Innes).* IMO 7214844. Fishery patrol vessel. Length 53 m. Unknown flag. Unknown classification society. Built in 1973 in Beverley (United Kingdom) by Holmes. Former factory ship used from 1977 on as oceanographic research vessel. Resold in 1998 to MVM J Marr (United Kingdom) and converted to fishery patrol vessel in the Falkland Islands. Laid up in Italy for sale with a one million € price tag (1.4 M US $). Sold for demolition in Turkey.
Passenger ship


Saga Rose (ex-Gripsholm, ex-Sagafjord). IMO 6416043. Passenger ship. Length 188 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1965 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Saga Cruises (United Kingdom). After her retirement from the Saga Cruises fleet, the Saga Rose made three calls in South Africa in May 2010, then sailed eastward to Asia before being back in the South African waters. The silence of the British shipowner still leaves room for much speculation about the future of the ship. The Saga Rose, ultimately, was sold for demolition in China with an utmost discretion. See also p 42, The END.
**Ferry**


![Capri](image1)

Capri, July 2005 Maddalena Island, Sardinia © Lars Helge Isdahl.


![Redentore Primo](image2)

Redentore Primo, Bay of Naples, 22nd July 2008 © 2010 Stefano Guarino


Tanker


Al Maqwa (ex-West Kirby, ex-Umm Al Jathathel). IMO 8006438. Tanker. Length 241 m, 16,046 t. Tanzanian flag. Classification society Det Norske Veritas. Single hull ship built in 1983 in Kaohsiung (Taiwan) by China SB Corp. Owned by Kuwait Oil Tanker Co (Koweit). Sold for demolition in Pakistan where she arrived as Maq. « Al » and « wa » have vanished.


Athens Bo (ex-Overseas Athens, ex-City University, ex-Ocean Challenger). IMO 8518883. Tanker. Length 192 m, 8,421 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by VAL Enterprises (Greece). Sold for demolition in India, the Athens Bo is finally one of the two vessels beached in Chittagong (Bangladesh) in early september in spite of the ban on importation of ships containing toxic materials. 400 $ per ton.


**Grace Star (ex-Integrity I, ex-Richmond Park, ex-Tamara I, ex-RF Carioca, ex-Mercantil Cabo Frio, ex-Jutahy).** IMO 8128200. Tanker. Length 170 m, 7,533 t. Pavillon Hong Kong. Classification society Det Norske Veritas. Double hull ship built in 1984 in Dunkirk (France) by Normed. Owned by Prime Cosmos Ltd (Hong Kong, China). Sold for demolition in India. 400 $ per ton.

**Hiyo (ex-Oriental Bluebird, ex-Hiyo Maru).** IMO 7818078. Tanker. Length 143 m. Pavillon Tuvalu. Unknown classification society. Reefer built in 1979 in Kochi (Japan) by Kochi Jyuko. In 1992 she was converted to replenishment tanker and used by the Japanese whaling fleet in Antarctica. Very exceptionally, Panama deflagged the **Oriental Bluebird** in 2008 for transferring and transporting whale meat and violating the Panamanian regulations on maritime safety and protection of the environment. Sold for demolition in China.

January 2008, The Japanese factory-ship **Nisshin Maru** (right) transfers whale meat and refuels in Antarctic waters from the supply ship **Oriental Bluebird** (left). In the foreground, the Australian customs officials. © Reuters


Kriti Filoxenia. IMO 8420256. Tanker. Length 194 m, 10,650 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom single hull ship built in 1986 in Split (Croatia) by Brodosplit. On 24th December 2002, the Kriti Filoxenia is ordered out of the 200 miles of the French Exclusive Economic Zone (EEZ) in application of the agreement of Malaga ; this bi-lateral decision signed by France and Spain on 26th November 2002 after the sinking of the Prestige and later adopted by Portugal bans single hull tankers more than 15 years old and transporting heavy oil from sailing within the 200 miles of their EEZ. Owned by Avin International SA (Greece). Detained in 2008 in Amsterdam (The Netherlands). Sold for demolition to an unknown destination, the ship just arrived in Chittagong (Bangladesh) and is « waiting for instructions » and a possible authorization to be beached. 465 $ per ton.

Lieutenant Rama Raghoba Rane PVC. IMO 8224121. Tanker. Length 228 m, 13,061 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Company of India (India). Sold for demolition in Pakistan.


**Ocean Power (ex-British Spirit).** IMO 7925728. Tanker. Length 261 m, 21,415 t. Tuvaluan flag. Classification society Lloyd’s Register of Shipping. Single hull ship built in 1983 in Port Glasgow (United Kingdom) by Scott Lithgow. Owned by Ocean Tankers Pte Ltd (Singapore). Sold for demolition in Bangladesh, she arrived in Chittagong shortnamed Power and is off the beach « waiting for instructions ».


Philadelphia. IMO 8641719 et 8001191. Tanker barge and pusher. Length 213 m, 11,437 t. United States flag. Classification society American Bureau of Shipping. The pusher was built in 1984 in Mobile (United States) by Halter Marine and the barge by Bethlehem Steel. Philadelphia is an ITB (Integrated Tug Barge), a tanker barge coupled with a catamaran vessel that locked into the stern of the barge; the US regulations allowed the owners to class their vessels as tug/barge and not tankers. The change of US rules concerning tugs outlawed the ITB and this type of vessel is becoming obsolete. Double bottom single hull ship. Owned by US Shipping Partners (United States). On 18th May 2010, the tug/barge Philadelphia collided with the container ship Rhein Bridge in the Suez canal. The engine room was flooded and the incident caused an oil spill. The ITB, which was mainly used to carry food aid, is declared a total loss and sold for demolition in India.


Philadelphia, port of Valetta (Malta), February 2008 © Jorn Prestien

Selay Challenger, January 2010 © Fehmi – Vesseltracker

© Andre Le Mens - Marine marchande.net The ex-Mascarin from Saint-Nazaire used to sail on the Persian Gulf / Reunion Island line for “Union Maritime de l’Océan Indien”.

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**Talara**. IMO 7406289. tanker. Length 171 m, 6,000 t. Peruvian flag. Unknown classification society. Built in 1978 in Callao (Peru) by SIMA. Owned by Peru Govt OFINAG (Peru). Used by the Peruvian navy as a floating storage off Callao, near Lima. Unknown destination of demolition. See photo p 5.

**Taluga**. AO 62. Tanker. Length 168 m, 7,236 t. United States flag. No classification society; struck from the naval register on the 21st February 1992. Built in 1943 in Sparrows Point (United States) by Bethlehem Steel. Fleet oiler assigned to the Asiatic-Pacific theater during World War II; she served in the Korean and Vietnam wars. Laid up in the Reserve Fleet in Suisun Bay, California. Owned by US MARAD (United States). She will be towed through the Panama canal and broken up in Brownsville, Texas (United States).


Chemical tanker


**Angelim**. IMO 8201507. Chemical tanker. Length 133 m, 5,444 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1985 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Owned by Flumar Transportes De Quimicos (Brazil). Sold for demolition in India. 800 $ per ton including 426 t of stainless steel.

**Bice A.** IMO 8903959. Chemical tanker. Length 126 m, 4,067 t. Italian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana SPA (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 $ per ton including 1.169 t of stainless steel.


**Global Maceio**. IMO 8220577. Chemical tanker. Length 147 m, 4,712 t. Deflagged from Brazil to flag Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Double hull ship built in 1986 in Viana do Castelo (Portugal) by ENVC. Owned by DTA Ship Trading (United Arab Emirates). Sold for demolition in India, *Global Maceio* has just left Salvador and is expected late november in Alang.


Lady Marialaura. IMO 8903947. Chemical tanker. Length 135 m, 4,461 t. Italian flag. Classification society RINA. Double hull ship built in 1993 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana Spa (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 $ per ton including 1,365 t of stainless steel.


Pumpuri is ready to leave dry-dock, Sevastopol (Ukraine), November 2005 © Aleksandr Koz


Gas tanker

Gas tanker


General cargo


**An San (ex-Varuna, ex-Majed M, ex-Eastern Jupiter I).** IMO 7618533. General cargo. Length 116 m, 3,064 t. North Korean flag. Classification society Korea Classification Society. Built in 1976 in Kinoue (Japan) by Setouchi. Owned by Korea Ansan Shipping Co (North Korea). Detained in 2003 in Batangas (Philippines) and Hong Kong (China), in 2004 in Guangzhou and Rizhao (China), in 2006 in Vishakhapatnam (India), in 2007 in Qinzhou, and Yantai (China) and Bushire (Iran) and in 2010 in Lianyungang (China). Sold for demolition in India. 402 $ per ton.


![Forest Venture](image)


Oskar (ex-Baltic Star, ex-Tamara, ex-Kinso). IMO 7222279. General cargo. Length 74 m. Sierra Leone flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Trondheim (Norway) by Orens MV. Detained in 2007 in Kdzeregli (Turkey) and in 2010 in Poti (Georgia) and Ordu (Turkey). Sold for demolition in Turkey.

Pheaton (ex-Ever Power, ex-Anhui Hope, ex-Aegis, ex-Lovcen). IMO 8212958. General cargo. Length 158 m, 7,030 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Bureau Veritas. Built in 1982 in Warnemunde (Germany) by VEB Warnowwerft. Owned by Shanghai Vasteast Intl (China). Detained in 2000 in Antwerp (Belgium). Sold for demolition in India, the Pheaton actually arrived on 30th september in Chittagong, Bangladesh, theoretically for bunkering; three weeks later she is still waiting off the beaching plots. 394 $ per ton.


Piya Bhum (ex-Resourceful). IMO 8406975. General cargo. Length 147 m, 5,046 t. Singapore flag Classification society Germanischer Lloyd. Built in 1985 in Pusan (South Korea) by Korea SB. Owned by RCL Shipmanagement (Singapore). Detained in 2005 in Mumbai (India). Sold as is in Singapore for demolition in India.295 $ per ton.


Sea Breeze (ex-Devon, ex-Sea Dream, ex-Antwerp Bridge, ex-Shearer, ex-Valentin Zolotaryev, ex-Velho, ex-Athenian Spirit). IMO 8120832. General cargo. Length 158 m, 7,019 t. Slovakian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemunde (Germany) by Warnowwerft. Owned by Sudoservice Ukraine Ltd (Ukraine). Detained in 1999 in Antwerp (Belgium), in 2002 in Bremen (Germany) and Lisbon (Portugal), in 2006 in Shanghai (China), in 2009 in Tianjin (China) and in 2010 in Quanzhou (China). Sold for demolition in India. 435 $ per ton.


Container ship


MSC Sariska (ex-MSC Alex, ex-Alexa, ex-Carmen Mare, ex-Ville de Zenith, ex-Passero, ex-Ruhr Express, ex-Seatrain Bremen, ex-Seatrain Valley Forge, ex-Atlantica Livorno, ex-Geyerfels). IMO 7107780. Container ship. Length 153 m, 8,500 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Flender. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India.


Rhein Bridge. IMO 8808446. Container ship. Length 276 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by 'K' Line (Japan). On 18th May 2010 in the Suez canal, due to either a wrong manoeuvre or steering gear, the container ship which is sailing from Canada towards Singapore collided with the pusher/tug Philadelphia. Both ships are ultimately sold to ship-breakers. Philadelphia arrived in India. The destination of demolition of the Rhein Bridge is still unknown. See also page 17.


Atlantis (ex-Niledutch Atlantic, ex-Sangwin, ex-Sassandra, ex-Atlantic Arrow, ex-CGM Ronsard, ex-Ronsard). IMO 7702889. Ro-Ro. Length 213 m, 14,835 t. Netherlands Antilles flag. Classification society RINA. Built in 1980 in La Ciotat (France) by Chantiers Navals de La Ciotat. Ordered by the Compagnie Générale Maritime, the Ronsard had four decks, with two running over the whole length of the ship, a 8,9 m high area for large-sized cargo and a stern quarter ramp 38 m long (cf. plan p 32). Owned by Anglo-Eastern UK (United Kingdom). Detained in 2007 in Lisbon (Portugal). Her sistership, the Niledutch Kwanza, ex-Angol, has just been sold for demolition. They both will meet again in India.

The Ronsard being completed in La Ciotat yards © Courrier de la CGM

Atlantis, ex-CGM Ronsard © Shipspotting


Oak (ex-Transoak, ex-Ada Gorthon). IMO 8305949. Ro-Ro. Length 156 m, 6,026 t. Gibraltar flag. Classification society Lloyd’s Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Transatlantic Shipping AB (Sweden). Detained in 2005 in Quebec (Canada). Sold as is in Sweden for demolition in India. 1.5 million $ i.e. 249 $ per ton.


Tor Bellona (ex-Massilia, ex-Dart 10, ex-Mont Ventoux, ex-Zhang Jia Kou). IMO 7822213. Ro-Ro. Length 177 m, 9,450 t. Norwegian flag (international register). Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Norbulk Shipping (United Kingdom). Sold as is in Port-Said (Egypt) for demolition in India. 380 $ per ton.


Voyager (ex-Seaboard Voyager, ex-Kintampo, ex-Tor Mercia). IMO 8412869. Ro-Ro. Length 158 m, 6,050 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1985 in Bremerhaven (Germany) by Schichau-Unterweser. Sold for demolition in India. 380 $ per ton.

**Bulk carrier**

Badri Prasad (ex-Badri, ex-Iolcos Mariner, ex-Co-Op Marine). IMO . Bulk carrier (ore). Length 240 m, 16,602 t. Deflagged from India to flag Tuvalu for her last journey. Classification society Indian Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Essar Shipping (India). Announced as sold for demolition in China ou India, the Badri Prasad, indian ship, was finally beached in Bangladesh early in September. Is business back in the ex empire of ship-breaking?


Laurel (ex-Sanko Laurel). IMO 8316352. Bulk carrier. Length 167 m, 5,672 t. Chilean flag. Classification society American Bureau of Shipping. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Naviera Chilena del Pacifico (Chile). In February 2010, the ship is in Talcahuano (Chile) dry dock undergoing routine maintenance when an 8.8 magnitude earthquake strikes the country. Two tsunamis lift the Laurel up and out of the dock and thrust her onto the pier. The Laurel is finally sold for demolition as is in Mexico. Unknown destination of demolition. 406$ per ton.


Reefer

Baltic Meridian (ex-Swan Lagoon, , ex-Isla Plaza, ex-Pocahontas). IMO 7710927. Reefer. Length 151 m, 5,748 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf along with Potomac and Pocantico (which have become Baltic Melody and Baltic Mariner and are still active). Used in the nineties to carry bananas from South America to the US East Coast. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 1998 in Antwerp (Belgium), in 2004 in Savona (Italy) and in 2007 in Gdansk (Poland). Sold for demolition in India. 418 $ per ton.

The Baltic Meridian in the Kiel canal, November 2008 © Juergen Braker


Car carrier


*Ducky Sovereign* (ex-*Prince Maru n°11*). IMO 7927465. Car carrier. Length 111 m, 3,496 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Akitsu (Japan) by Taihei. Owned by TMT Co (Taiwan). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued in May 2010. Chittagong is the official final destination announced by the ship since July but she has not been beached in Bangladesh yet. 398 $ per ton.


**Livestock carrier**


**Cement carrier**


*Caribbean Carrier I* in Muscat (Oman) in November 2008. October 2010, the old cement carrier has just been beached in Alang © John Wilson


*Caribbean Carrier I in Muscat (Oman) in November 2008. October 2010, the old cement carrier has just been beached in Alang © John Wilson*
Miscellaneous


*Samudrika 7*. IMO 8311754. Tug. Length 55 m, 999 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India (India). Sold for demolition in India.

The END

Now is the Saga Rose disappearing, with her silhouette of Miss France beached for demolition in Alang in 2006.

With the Saga Rose, a prestigious French-built liner has just been delivered to Chinese breakers in Jiangyin (on the Yangtze) in the 45th year of his age.

The Saga Rose is indeed a creation by the Forges et Chantiers de la Méditerranée, La Seyne. Commissioned by the Norwegian America Line, she was launched on June 13th, 1964 under the name Sagafjord and after the sea trials were over she was christened on September 18th 1965. During the first part of her life, she sailed regularly between Oslo and New York, the original line of her owners, and made as well many around the world cruises.

Purchased but not renamed by the Cunard Line in 1983, she carried on her cruise shipping while she was re-flagged from Norwegian to Bahamian flag. In 1996, she was chartered by the German company Transocean Tours and temporarily renamed Gripsholm in memory of a famous Swedish liner.

She was then sold in 1997 by Cunard to another English company, Saga Holidays (Saga Cruises) of Folkestone, which was acquiring an ocean liner for the first time. She was then renamed Saga Rose but retained the Bahamian flag. The company, which has the originality to accept only passengers of 50 years old and over, succeeded in making her a liner particularly appreciated by the British public for her genuine refinement. A number of her passengers renewed their bookings year after year. Her career came to an end because of her non-compliance with the SOLAS regulations taking effect in 2010.

189 m long, 24.50 m wide, weighing 24,528 gross tonnage, the Saga Rose had a capacity of 587 passengers and 350 crew members. Two Sulzer engines totaling 24,000 hp gave her a speed of 20 knots.

Saga Cruises owns a quite similar vessel, the Saga Ruby, built in 1973 as Vistafjord by Swan Hunter, in Wallsend, on the Tyne river. The Saga Rose was replaced in the Saga Cruises fleet by the Saga Pearl II (ex-Astoria), built in 1981. See page 10.
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