In 2006, the Italian Liquid Petroleum Gas carrier *Azzurra Prima* was sailing in the Mediterranean Sea for Finaval SpA, an Italian company specialised in the transport of oil products and vegetable oil. In 2007, she became *Azzurra*, owned by Società Cooperativa Di Navigazione G.Giulietta based in Genoa. In 2008 she was docked in Callao, Peru's main fishing and commercial port, where, after inspection, on October 7th 2008 the classification society RINA issued reservations and suspended the certificate of the unseaworthy vessel. On August 1st 2009, “the causes for the suspension are not removed” and RINA withdrew its classification. The vessel is laid up and progressively plundered at anchorage without any safety and environmental precautions taken to protect the marine environment or the workers. One has
to hope that, as a substitute to “beaching”, the Azzurra is not initiating a new technique of demolishing European vessels: Offshore demolition. This particular case of a European vessel abandoned in a South American port is the reverse of the trend noticed in France consisting in abandoning old vessels flying flags of convenience.

Another vessel at the end of her tether had already been seen in Callao in Shipbreaking.com n°21: the old tanker Talara. Therefore a question is raised about the lack of demolition facilities on the South American continent. To illustrate this concern, at the end of 2010 three Mexican vessels were sent to be broken up in India

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### Piracy and demolition

Somali pirates take anything that cross their path. As a matter of fact they happen to hijack vessels which are on their way to be broken up or vessels in a bad state already targeted by safety inspectors.

On September 8th 2010, the Olib G, a Greek chemical tanker flying the Maltese flag, was attacked by Somali pirates while passing through the Gulf of Aden where the European Navy, the United States and NATO forces patrol. She was sailing with ballast on her last trip to be broken up in India. The 15 Georgian and 3 Turkish crewmembers were held hostage aboard. The pirates were asking for a ransom of $15 million, the Greek owner proposed 75,000 $ then 150,000 $; taking into account the presence of the stainless steel tanks which are usually present onboard chemical tankers, the sale of the vessel to a demolition shipyard would probably have raised between 2 and 3 million $.

According to the Equasis database the status of the Olib G is “To be broken up” since September 8th 2010, the date that she was hijacked by the pirates. In October the classification society Det Norske Veritas, recommended to carry out a survey of the vessel upon release and before resuming trading.

According to information available in January 2011, the Olib G remains captured.

Olib G, southbound on the Bosphorus, on June 11th 2006 © Wil Weijsters

The Irene EM was listed in the category of chemical tankers in “Shipbreaking.com n°21” and towed to Alang in the summer of 2010. Before being sent to demolition, she had been hijacked on April 14th 2009. She was seized in the East of the Gulf of Aden with 23 Filipino crewmembers aboard. She was released on November 14th 2009. The ransom remains unknown.

The Panega, chemical tanker flying the Bulgarian flag with 15 crewmembers of the same origin cruised across the Indian Ocean towards her final destination and was listed in “Shipbreaking.com n°20”. The Promised Land was Alang where stainless steel from chemical tankers is appreciated. The vessel was intercepted and captured on May 11th 2010 at around 100 miles east of Aden (Yemen). The hijackers released the vessel on September 9th 2010, the ransom paid is unknown. Taking into account the presence of stainless steel in the Panega one could assume that her owner may have received a total of around 1.5 million $ from the demolishers.
As for the tanker *Theresa VIII* (listed in Shipbreaking.com n°20) flying the Kiribati flag, she was also hijacked by Somali pirates on November 16th 2009 Northwest of the Seychelles. She was released on March 16th 2010 with her crew of 28 from North Korea. It is assumed that a 3 million $ ransom was paid. After her release she left immediately for Alang.

The *Blue S* (ex *Blue Star, FCC Glory, Tian Jing Quan, Myrsinidi*) flying the Saint Kitts and Nevis flag with an Egyptian crew of 28 was transporting fertilizer from Suez to Mozambique. On January 1st 2009 she was intercepted and captured by 15 pirates 22 miles from the Port of Aden off the Yemen coast. The ship and crew were released March 4th, 2009. A ransom of 1 million $ was paid in cash and dropped in by a helicopter when the vessel was stationed at Eyl, the pirates’ port of refuge in Somalia. The pirates originally requested 6 million $. The crew had to fish in order to eat. At the end of 2009, the old bulk carrier arrived at Alang, under the name *Blue S* without having her IMO number communicated. She escaped a citation in “Shipbreaking.com” N°18. It could be estimated that she was sold for a total of 1 million $ at the end of 2009.

The *Bow Asir* was listed in “Shipbreaking.com n°17” in the chemical tanker category and hijacked on March 26th 2009 with a cargo of 20,000 tons of caustic soda. Thanks to her ransom being paid within 15 days, she is among the vessels that were released quickly. The ransom total remains undisclosed. She was put up for sale in the summer of 2009 which raised a total of 6 million $ to her owner.

The *Centauri* was listed in “Shipbreaking.com n°14” in the bulk carrier category and hijacked with her crew of 26 on September 15th 2008 carrying a cargo of 15,000 tons of salt. The hull was riddled with bullet marks. Even though she had not been subject to a detention in a State Port, she was sent directly to be demolished after her release in November 2008.

The *Al Mansourah* was listed in “Shipbreaking.com n°14” in the general cargo carrier category and hijacked on September 3rd 2008 in the Gulf of Aden with 25 crewmembers onboard. She was released at the end of September 2008. A couple of weeks later the *Al Mansourah* was sent to be demolished in Alang.

The *Thor Star* was listed in “Shipbreaking.com n°15” in the category general cargo carrier and hijacked on August 12th 2008 16 km off the coast of Yemen. The vessel and her crew of 28 were released on October 14th 2008. According to her owner, she was supposed to resume trading immediately but the *Thor Star* arrived in Bangladesh for demolition early 2009.

**Mauritania (follow up)**

For some time now Robin des Bois has addressed the project to remove the wrecks in the bay of Nouadhibou, Mauritania; the subject was first mentioned in Shipbreaking.com N°20. The European Delegation in Mauritania encourages Robin des Bois in its letter sent in January 2011 to follow this project closely to ensure its best possible outcome. None of the wrecks or parts of the wrecks shall be dumped at sea. Prevention of pollution will be a priority throughout the entire wreck removal process.

Robin des Bois is satisfied that the option to dump the wrecks which was mentioned in the call for tender is finally abandoned. The Dutch company Mammoet Salvage BV was appointed for the project and they drew our attention to their expertise in the domain of removing wrecks or dangerous cargo from the marine environment. Robin des Bois will keep informed on the progress of operations particularly concerning the waste processing issue.

**France**

The 2010 parliamentary report on the dismantling of ships truely buried beneath sarcasms and inaccuracies the industrial and collective attempts arisen after the case of the *Clemenceau*. Wiping out what it calls "untruths", "myths" and "common places" in one page, it denies the ship dismantling industry to be, as the case may be, complementary with naval repair or construction activities as well as to have the capacity to create jobs and provide the industry with significant quantities of steel scrap.

It recommends as a priority and ideal site of scrapping for ocean-going vessels the river port of Bordeaux, upstream of the Gironde and of a fragile estuary; this option is offbeat and eccentric compared to the usual practise which, in the new projects, puts forward fast and secure access to the
yard. The best decision of the parliamentary mission was to pass the torch to a new interministerial mission.

To move forward, we must get out of this morass of paper and face facts.

For two years, numerous initiatives have been taken in France to demolish fishing boats within a rational administrative framework. They were previously burnt, sunk or abandoned in ports or estuaries. The *Winner*, 101 m, approximately 2,000 tons, an old cargo carrier seized in 2002 by the Marine Nationale for drug trafficking, is being dismantled in a drydock in the military port of Brest. This is the first of the crippled ships from the Breton port or from Landévennec ship graveyard to open the road to a modern and regulated industrial sector. A call for tender has been issued for the demolition of the *Anna* in La Rochelle - the general cargo carrier *Anna*, 87 m in length, sailing under the Comorian flag for Ukrainian interests, has been seized by the court after colliding in July 2008 into the downstream gate of the lock basin at the port of La Rochelle - and the civilian port would therefore rent a ship drydock to demolish the *Anna*. The Marine Nationale will announce this year which tenderers have been chosen for the demolition of the *Saone*, the *Dives*, the *Argens* and the *Bouvet* laid up in Toulon and Lorient.

The ports of Saint-Nazaire, Cherbourg, Le Havre and Dunkirk were also cited as potentially interesting demolition sites. The proximity of Ghent is encouraging for the great French Northern port. On the other side of the Belgian border, the Van Heygen recycling yard in Ghent is becoming more active and will treat early this year about twenty Scottish fishing vessels. May it please the French mission decidedly misguided, the Ghent ship-breaking yard contributes to the growth of the Belgian port which, in 2010, has just beaten its highest record of activity.

**Bangladesh**

The situation in Bangladesh remains unclear. During the autumn of 2010, to begin with, business started again: the local ship breaking yards succeeded in diverting a number of vessels from their original destination and have them beached at Chittagong. This was the case for *Haina A* destined for China but arriving under the name *Ina*, as well as the Panamanian VLCC *Nichiryu* listed to be demolished in India in Ship-breaking.com N°19 but arriving in Bangladesh as the *Hiryu* flying the Saint-Kitts-and-Nevis flag, as well as the *Grace N* also originally destined for India. Ship owners proved patient by waiting for the reopening of the Bangladesh market to send vessels sold earlier in the year such as the *Aegiali* listed as sold in the bulletin N°19 yet only beached at her destination in the final days of 2010. Just in time to escape the last request by the High Court suspending all new authorisations while waiting for the creation of an independent committee regrouping scientists, environmentalists and medical doctors who should guarantee that the vessels beached for demolition do not contain any dangerous materials. This new judgement imposed on imports to Bangladesh is pushing ship owners who wish to quickly get rid of their old hulls to send them towards other ship-breaking yards such as India which was the case of *Sabine*.

Keeping in mind that on August 12th 2010, Robin des Bois, launched an alert on the fate of the *Ocean Pearl* purchased by the Indian company Prayati Shipping specialised in buying ships to be demolished (Cf. *note of information*), the vessel arrived in Chittagong, coming from China to unload 4,000 t of urea. She has not left Bangladesh and is currently grounded on a sand bar without any official mentioning of demolition...

November 17th 2010, the *Ocean Pearl* grounded, twisted and condemned on a sand bar in Chittagong © Hans Rosenkranz
**4th Quarter 2010 Statement**

**India rules, Turkey has ambition and Europe is perhaps waking up …**

Between October 16th and December 31st 2010, 202 vessels have left to be demolished, at a rhythm of 18 vessels a week. India with 78 vessels (39%) achieved the Grand Slam this year with their 4th appearance as the number one spot in the tonnage category as well as total number of units to be recycled. With 38 vessels (19%) Turkey stays in second place and reasserts its ambitions with the purchase of three big Canadian bulk carriers in their forties, the *Algoisile*, the *Agawa Canyon* and the *Canadian Prospector* which used to sail on the Great Lakes, in addition to the small general cargo carriers and ferries. China comes in 3rd place with 33 vessels (16%), ahead of Pakistan, 25 (12%) and Bangladesh 14 (7%). 5 vessels were demolished in Europe in Danish and Belgian ship-breaking yards. In Ghent, Van Heygen Recycling just received two large Icelandic fishing vessels, and will demolish another twenty odd Scottish vessels originating from a decommissioning plan. Will Europe convert the try in 2011 and score more points in the fishing and merchant fleets?

In terms of tonnage of scrap to be recycled, India is ahead of China, Pakistan, Bangladesh and Turkey. The accumulated total to be demolished is close to 1.3 million tons of metal. The oil, chemical and gas tankers represent this time the largest amount of vessels sent to be scrapped with a total of 64 vessels ie. 34%. In volume, the tankers represent more than 510,000 tons ie. 40% of recycled metal. General cargo carriers, 51 (25%), are next, ahead of bulk carriers, 31 (15%). The container ships, 7 (3%), and the car carriers, 4 (2%) have become rarities in ship-breaking yards.

The prices offered by ship-breaking yards have remained stable, at around 475$ per ton for the tankers, 450$ for the dry cargo carriers. The differential has narrowed, the prices offered by Chinese ship-breaking yards are only slightly less than those of the Indian or Pakistani breakers. The prices have gone up in Turkey where vessels have found buyers for more than 300$ per ton.

Of the 202 vessels, 75 (35%) were flying a European flag or belonged to European ship owners or members of the European Free Trade Association (EFTA). 95 (47%) were built in the same countries of which 3 in France namely in Brest, Dieppe and La Ciotat.

**After the bar, the scrapping**

79 (39%) of the vessels leaving to be broken up were controlled by a classification society which was not a member of IACS (International Association of Classification Societies) or had no classification society. The vessels not up to standards are always the first to leave: at least 89 (44%) were detained in the world’s ports with a total of detention of 71% for the reefers and more than 60% for the bulk carriers and general cargo carriers. The total of detentions was 16% for the oil tankers but 59% for the chemical tankers.

**Years and meters**

The end of service age of the vessels leaving the waters during the period of October 16th to December 31st 2010 ranges between 15 for the gas carrier *Golden Crux n°18* and the container ship *Valley*, two vessels which were respectively victims of an explosion or a collision, and 71 year old for the *Guard Valiant*, ex Norwegian whaler *Thorgaut* (see the saga under the chapter The END, page 37-38) ; the average age is 31 years; and it is 25 for double-hull tankers, 29 for single-hull tankers, 33 for bulk carriers and general cargo carriers, 37 for ferries and passenger ships and lastly 45 for fishing vessels whether converted or not and factory ships. 104 vessels were less than 150 m, 62 measured between 150 and 199 m and 36 were more than 200 m in length. The largest vessel to be scrapped this quarter was the old VLCC (Very Large Crude Carrier) *Maxus Widuri*, aged 36 years, 347 m in length, used as a Floating Production Storage and Offloading unit.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.

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

Vessel and crew detained in a port for deficiencies.

Single-hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Ferry


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It would have made Napoleon eat his hat. Indeed it was in France, and what more in a naval ship yard, the one in Brest, that the English ship *Senlac* was built in 1973 for British Railways, partners of the French train company SNCF for cross channel traffic under the shared trademark Sealink. At the time, British Railways made a good bargain by ordering for an appealing price three ferries, of which the *Senlac* was third after the *Hengist* and *Horsa*, delivered by the Brest ship yard the previous year and put to sea in the Strait. The latter are still in use in Greece under the names *Agios Georgios* and *Penelope A*. It’s surprisingly the youngest who is first to be sent to scrap in the ship-breaking yard of Aliaga, in Turkey.

With a gross tonnage of 5,590 t, the *Senlac* -named after a site from the Battle of Hastings in 1066- was able to convey 1400 passengers and 210 cars. She enters service on May 2nd 1973 on the Newhaven/
Dieppe line replacing the *Falaise* and teaming with the French ships *Valencay* and *Villandry*. For 12 years, the Senlac fulfills her purpose regularly on this line until the English partner—since then privatized—decides to withdraw from the Dieppe line, leading to strong social disorder on the other side of the Channel of which we still remember the slogan “Save our Senlac”. The ship is finally bought back by the SNCF in February 1985 (who owned already 2/3 despite the fact that she sailed under the British flag) and continued serving under French flag until she was replaced by the *Versailles*. She seems to have known only one remarkable incident: on the night of the 13th to the 14th of January 1986, a strong storm threw her to crash against the East pier while she was entering Dieppe, causing many cracks in the hull.

Her second career in Greece will last much longer than the first. Sold in November 1987 to Ventouris Sealines, she becomes the *Apollo Express* and travels the line between Piraeus and Santorin, by ways of several islands. In 1995 she is passed over to Agapitos Express lines and her name changed to *Express Apollon*, then in 1999 joins the Hellas Ferries fleet within Hellenic Seaways. She will continue to stop in a variety of Islands ending her trail in Santorin. The former Senlac next leaves the Greek flag to be replaced in 2007 by the flag of Saint Vincent and the Grenadines, her named shortened to only *Apollon* within European Seaways. She was at the time on her way to Italy, on the Igoumenitsa/Brindisi line, then on the Bari/Durres (Albania).
Erotokritos T (ex-Ishikari) IMO 7394747. Ferry. Length 188 m, 11,000 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai Shipbuilding; jumboized in 1980. Owned by Lucky Lines Maritime (Greece). Detained in Italy in 2002 in Monfalcone and in 2003 in Brindisi. Sold as is in Piraeus (Greece) for demolition in India. 367 $ per ton.


Passenger ship.


October 2010, Caribbean Express off Capetown (South Africa) before her ultimate journey to India. © Ian Schiffman

![Flamenco I, October 19th 2010 © Mara - Shipspotting](image)

**Fishing ship**

**Adalvik** (ex-Joi Bjarna, ex-Edda, ex-Pall, ex-Nattfari, ex-Saebjorg, ex-Fylkir, ex-Gyli, ex-Petur Thorsteinson). IMO 5276733. Fishing ship. Length 38 m, 400 t. Icelandic flag. Unknown classification society. Built in 1959 in Stralsund (Germany) by Volkswerft VEB. Deprived of fishing permits, the Adalvik is immobilized in the port of Njardvik for most of the year 2002. Laid up in Seydisfjördur shipyard since 2008, the ship was towed to Terneuzen (The Netherlands) and then to the Van Heygen ship-breaking yard in Ghent (Belgium).

![Adalvik, anchored in the Slippurinn shipyard in Seydisfjördur (Iceland) © Gretar](image)
**Alex IV (ex-Flandre).** IMO 7039115. Fishing ship. Length 38 m. Greek flag. Unknown classification society. Built in 1970 in Dieppe (France) by les Ateliers and Chantiers de la Manche. The *Flandre* was quite innovating at the time of her construction. In 1977 she was honored by the visit onboard of the PM at the time Raymond Barre. Her owner under the French flag was the Association Rochelaise de Pêche à Vapeur, from La Rochelle. The ship was sold to a Greek society in 1984 and renamed *Alex IV*. Owned by Macedonian Fight Fishing Shipping Co (Greece). Sold for demolition in Turkey.

![Alex IV](image1)

**Guard Valiant** (ex-*M Valiant*, ex-*Cam Valiant*, ex-*Striltreff*, ex-*Manon*, ex-*Berg Karl*, ex-*Thorgaut*). IMO 5041968. Fishing ship converted to standby safety vessel. Length 47 m. Norwegian flag. Unknown classification society. Built in 1939 in Sandefjord (Norway) by Framnaes. Owned by Tananger Offshore (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking. The Danish yard was founded in 1993 and has, since then, scrapped over 1000 ships. Major part of them has been fishing vessels of various sizes, but also freighters, supply vessels, ferries and a military vessel. They mostly came from Scandinavia, United Kingdom, Germany and The Netherlands. See the chapter *THE END*, p 37-38, to know more about the adventurous biography of the ex-*Thorgaut*.

![Guard Valiant](image2)


![Oskar](image3)
**Factory ship**


*Wiesbaden* (ex-*West Rumb*). IMO 7324912. Factory ship. Length 92 m. Polish flag. Classification society Germanischer Lloyd. Built in 1973 in Bremerhaven (Germany) by Rickmers. Owned by Deutsche Fischfang-Union (Germany). In November, the *Wiesbaden* was towed from Cuxhaven for demolition in Grenaa (Denmark).

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**Tanker**


*Avil* (ex-*Havilder Abdul Hamid PVC*). IMO 8316625. Tanker. Length 228 m, 13,000 t. Comorian flag. Classification society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India - SCI (India). Sold for demolition in Bangladesh. 400 $ per ton.


**Galena** (ex-Overseas Galena Bay, ex-S/R Galena Bay, ex-Chesapeake Trader). IMO 8008917. Tanker. Length 200 m, 11,054 t. Deflagged from United States to Panama for her last journey. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by OSG Shipmanagement Inc (United States). On the 25th November, the Overseas Galena Bay left off her owner, her name, her flag and her destination. Announced in Chittagong on the 29th December, the ex American and hidden Galena is beached for demolition in Alang on the 23rd December.


Lance Naik Karam Singh PVC. IMO 8224119. Tanker. Length 228 m, 13,326 t. Deflagged from India to Comoros for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in Bangladesh where she arrives as “Lancer”. When India sent her ships to Bangladesh, it is carried out under hidden flag.


Lania, © Reinier Meuleman

Niki (ex-Giorgos M, ex-Promar, ex-Petrobulk Progress, ex-Perseverance). IMO 8607842. Tanker. Length 182 m, 8,300 t. Liberian flag. Classification society Det Norske Veritas. Double sided ship built in 1988 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by AK Shipping & Trading (Greece). Detained in 2007 in Algesiras (Spain) and in 2008 in Amsterdam (The Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 477 $ per ton.


Prince William Sound. IMO 7395349. Tanker. Length 267 m, 23,154 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1975 in Chester (United States) by Sun Shipbuilding. Owned by Alaska Tankers (United States). NGOs have protested against the export of this old tanker likely to contain toxic materials towards Asia as it would be in violation of the US environmental laws. The Prince William Sound was laid up in a BP terminal in Malaysia (Alaska Tankers is 25% owned by BP). Sold as is in Labuan for demolition in India. 430 $ per ton including 1,400 t of bunkers.


**Rhone**. IMO 7361685. Wine tanker. Length 89 m, 1,370 t. Turkish flag. Classification society Turkish Lloyd. Navire simple built in 1974 in Busum (Germany) by Busumer Werft. Owned by Ortak Denizcilik (Turkey). Sold for demolition in Turkey. 290 $ per ton.

**Ruby Princess** (ex-Knock Davie, ex-Aegeas, ex-In Amenas, ex-Teakwood). IMO 7389015. Tanker converted in 1988 into a Floating Production and Offloading unit (FPSO). Length 270 m, 20,000 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1975 in Göteborg (Sweden) by Gotaverken. The Ruby Princess is operated by the Japanese MODEC since 1998 off Vietnam in the Ruby oil field, processing 30,000 barils per day (around 4,000 t); the gas is flared on board; the storage capacity of the FPSO is 850,000 barils (more than 100,000 t). Owned by Petro Vietnam (Vietnam). Sold for demolition in China. Given her age, this type of factory ship contains around environ 15 t of oil contaminated with PCBs in her transformers and capacitors.
Sabine (ex-Heidmar Sabine, ex-R Hal Dean). IMO 8612287. Tanker. Length 239 m, 13,699 t. Marshall Islands flag. Classification society American Bureau of Shipping. Single-hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Liquimar Tankers (Greece). Sold for demolition as is in Singapore. On the 16th December, her destination was announced to be Chittagong but the High Court of Bangladesh ask the authorities to stop issueing NOCs (No Objection Certificates) allowing the beaching of ships. The Sabine, shorten to « Sabi » changes course; she was finally beached for demolition in Alang, India. 487 $ per ton.

Port of Salamina, (Greece), May 23rd 2008 © Aleksi Lindström


Subedar Joginder Singh PVC. IMO 8224171. Tanker. Length 228 m, 13,369 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 for demolition in India where she is beached as KCTL 29. 469 $ per ton.


**Torrent (ex-Tourmalet, ex-Torocoba, ex-Atlantic).** IMO 7412771. Tanker. Length 138 m, 3,809 t. Tanzanian flag. Unknown classification society. Single-hull ship built in 1975 in Hashihama (Japan) by Hashihama Zosen. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in India, the Torrent arrived off Alang on 2nd November, but left off and is finally beached for demolition in Gadani (Pakistan) on 19th November. 468 $ per ton.


**Chemical tanker**


**Annoula (ex-Christianborg, ex-Three Rivers, ex-TN Ruby, ex-Leading Lady, ex-Lady T, ex-Team Carrier, ex-Far Carrier, ex-Protank Carrier, ex-AM Carrier).** IMO 8003333. Chemical tanker. Length 175 m, 9,749 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double-hull ship built in 1982 in Trojir (Croatia) by Lozovina-Mosor. Owned by Project Shipping Inc (Greece). Detained in 1997 in Hamburg (Germany), en 1999 in Amsterdam (The Netherlands), in 2001 in Syracuse (Italy), en 2002 in New Orleans (United States) and in 2005 in Pyongtack (South Korea). Sold for demolition in India. 450 $ per ton.


Olib G (ex-Berna Sultan, ex-Yeliz K, ex-Olib). IMO 8026608. Chemical tanker. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1988 in Gijon (Spain) by Cantabrico y Riera. Owned by Frio Maritime SA (Greece). Detained in 2001 in Dunkirk (France) and in 2007 in Constanza (Romania). While she was sailing to India for the demolition yards, the Olib G was attacked and seized by Somali pirates. To our knowledge the ship is still held off the Somalian coast. (See the chapter « Piracy and demolition» p. 2)


Rain, on November 17th 2010, beached for demolition in Chittagong © Hans Rosenkranz


Gas tanker.
Azzurra (ex-Azzurra Prima, ex-Valle Azzurra). IMO 8123688. Gas tanker. Length 88 m. Panamanian flag. Classification society RINA. Single-hull ship built in 1983 in Genoa (Italy) by Italcantieri. Owned by Societin Cooperativa Di Navigazione G.Giulietta (Italy). Laid up off Callao (Peru), the wreck is undergoing demolition in the middle of the Bay. See the pictures of her agony on p 1.

Berge Racine. IMO 8116582. Gas tanker. Length 228 m, 21,978 t. Deflagged from Norwegian to Comorian flag for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1985 in La Ciotat (France) by Normed, one of the leaders in the building of gas tankers at the time. With a capacity of 81,000 m³ of Liquid Petroleum Gas or ammonia, the Berge Racine was the second in a series of three ships built for the Norwegian Bergesen which became after their launching the first LPG transporter. The Berge Rachel, in service since 1984, was demolished in Chittagong in September 2009, the Berge Ragnhild, in service since 1986, was beached in Alang in August 2010. Owned by BW Gas AS (Norway). The Berge Racine has been sold for demolition in Bangladesh where she arrived as Racine. 460 $ per ton.

Golden Crux n°18. IMO 9129691. Gas tanker. Length 95 m, 1,476 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1995 in Imabari (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). In April 2010, an explosion occurs in the engine room while the Golden Crux n°18 is sailing on the Yangtze river, bound for South Korea. Two Filipino sailors are killed. The ship was towed and eventually sold for demolition in India. 410 $ per ton.


General cargo.


Cabot Orient (ex-Oriental Runner). IMO 8317069. General cargo. Length 94 m, 1,666 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Saiki (Japan) by Honda Zosen. Owned by Seven Seas Shipmanagement Pte (Singapore). Detained in 2004 and 2009 in Guangzhou (China) and in 2010 in Kolkata (India). Sold for demolition in India. 650.000 $ i.e. 387 $ per ton.


Despina (ex-Domeyko, ex-Karlowicz). IMO 8030881. General cargo. Length 156 m, 8,002 t. Maltese flag. Classification society Det Norske Veritas. Built in 1982 in Gdansk (Poland) by Gdanska Lenina. Owned by G Bulk Corp (Greece). Sold for demolition in India. 488 $ per ton including bunkers, important quantities of non ferrous metals and a full set of spares.


Jaipur, in Mombasa (Kenya) June 2009 © Dmitry Rostopshin


**Ocean Express (ex-Ummeedh, ex-Leila, ex-Neila, ex-Punta Izkiro).** IMO 7713333. General cargo. Length 77 m, 1,405 t. Unknown flag. Unknown classification society. Built in 1978 in Pasajes (Spain) by Luzuriaga Astilleros. Sold for demolition in India. 390 $ per ton.


Queen Haja (ex-Majestik K, ex-Jutha Phansiri, ex-Cielo di Trieste, ex-Booker Crusade, ex-Wolfgang Russ, ex-Sol Neptun). IMO 7348633. General cargo. Length 145 m, 5,569 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society International Register of Shipping. Built in 1975 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping And Trading Co (Romania). Detained twice in 2010 in Novorossiysk (Russia). Sold for demolition in India where she arrives renamed « Ace I ».


Sealark, inbound for Rotterdam on November 11th 2006 © Wil Weijsters
Southern Arrow (ex-Ocean Pioneer). IMO 8404393. General cargo. Length 107 m, 2,014 t. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Pusan (South Korea) by Daedong Shipbuilding. Owned by Pamela Corp (South Korea). Detained in 2001 in Shinhang (South Korea), in 2003 in Hong Kong, in 2009 in Kwangyang (South Korea) and Nhatrang (Vietnam) and in 2010 in Pusan and Kwangyang (South Korea) and Changshu (China). Sold for demolition in China. 385 $ per ton.


Container ship.

LTC Calvin P. Titus (ex-Calvin P. Titus, ex-American Michigan, ex-Sea Lion). IMO 8322789. Porte conteneurs. Length 198 m, 13,494 t. Deflagged from United States to Saint Kitts and Nevis for her last journey. Classification society American Bureau of Shipping. Built in 1985 in Odense (Denmark) by Odense Steel Shipyard. Converted for naval service and assigned to the US Military Sealift Command to carry support equipment and supplies. LTC Calvin P Titus was until recently part of the US Navy Prepositioning Program and is the 4th ship in around a year to be beached in Alang for demolition (Cf. the cases of Abby G in Ship-breaking.com # 21, PFC James Anderson and 1st LT Alex Bonnyman in Ship-breaking.com # 17). In every case the procedure is the same : renaming and deflagging to facilitate the export towards Asia.
On December 21st, the *LTC Calvin P. Titus* abandons her American flag, her historical reference to the soldier and bugler of the Fourteenth United States Infantry who was the first to scale the Peking walls with the American flag at the siege of August 1900 and was beached in Alang six days later as “Calvin”.


**Valley** (ex-*Green Valley*, ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m, 7,636 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 2010 in Hong Kong. On 23rd November 2010, the *Green Valley* collides with another container ship, the *Tiger Spring*, on the Hoogly River in Nurpur, West Bengal (India). She was towed to Diamond Harbour for repairing but is then announced sold for demolition in Bangladesh.

**Ro Ro**


Dubai Coast II (ex-Ghat). IMO 7359280. Ro Ro. Length 118 m. Panamanian flag. Classification society Indian Register of Shipping. Built in 1975 in Uusikaupunki (Finland) by Uudenkaupungin. Sold for demolition in India.


Ravenna (ex-Ravenna Bridge, ex-Freccia dell'Ovest, ex-Corriere dell'Ovest). IMO 7351226. Ro Ro. Length 140 m, 3,462 t. Greek flag. Classification society RINA. Built in 1975 in Leghorn (Italy) by Luigi Orlando; jumboized in 1980 and lengthened from 117 to 140 m. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 305 $ per ton.

Bulk carrier

_Afflatus_ (ex-_Developer_, _ex-Iran Taleghnani_). IMO 8309660. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2005 in Pohang (South Korea). In May 2009, the _Afflatus_ which is sailing only with ballast from Lianyungang to Tianjin collides with the general cargo carrier _Wen Yue_. The _Wen Yue_ sunk immediately, one of the crewmember is found dead, the other seven are lost. The Chinese Maritime Administration states that the _Afflatus_ failed to comply with related regulations on navigating in fog and to observe a regular look-out, did not take avoidance actions and did not adopt a safe navigation speed. The ship was towed and then at the end of the investigation sold for demolition in Fulian (China).


Canadian Prospector (ex-St Lawrence Prospector, ex-Federal Wear, ex-Carlton). IMO 5426663. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Pallion (United Kingdom) by Short Bros ; jumboized in 1968 and in 1979, and lengthened from 171 m to 195 m and then 222 m. In October 2010, the Canadian Prospector leaves Canada in towed of the Simoon and Vigilant I for scrapping in Turkey. Though, she has been renamed Alliance and deflagged to Saint Pierre and Miquelon.


Eternal Bright (ex-MMM Diana, ex-Able Director, ex-Giga 2, ex-Cido Star, ex-Yuuru Maru). IMO 8002004. Bulk carrier. Length 270 m, 20,000 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Imari (Japan) by Namura. Owned by COSCO (China). Detained in 1998 in Aabenraa (Denmark), in 2003 in Rotterdam (The Netherlands) and Shenzhen (China) and in 2010 in India. Sold for demolition China. 448 $ per ton.

*Eternal Bright* in Antwerp, on May 4th 2007 © Vladimir Knyaz

Frotamerica. IMO 7433581. Bulk carrier. Length 193 m, 9,104 t. Brazilian flag. Classification society Bureau Veritas. Built in 1979 in Rio de Janeiro (Brazil) by Engenharia. Owned by Frota Oceanica e Amazonica (Brésil). Sold as is in Brazil for demolition in Turkey. 161 $ per ton.


Pylaros (ex-Navdhenu Trust, ex-Longdar, ex-Ariela, ex-Ariel I, ex-Ariel). IMO 8111697. Bulk carrier. Length 243 m, 17,072 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vegesack (Germany) by Bremer Vulkan. Owned by Mednav SA (Greece). Detained in 2003 in Rotterdam (The Netherlands) and in 2009 in Boryung (South Korea). Sold as is in Hong Kong for demolition in India. 455 $ per ton.


Cement carrier


Car carrier
Astro Venus (ex-Sho Jin Maru). IMO 8208414. Car carrier. Length 176 m, 9,508 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Detained in 2004 in Newark (United States) and in 2006 in Melbourne (Australia). Sold at first to an Indian ship-breaking yard, she is finally beached for demolition in Bangladesh. 455 $ per ton including 1,000 t of bunkers.


**Reefers**


Storm Bay (ex-Atlantic Dawn, ex-Nienburg). IMO 8307911. Reefer. Length 157 m, 6,384 t. Singapore flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Ocean Link Maritime Pte Ltd (Singapore). Detained in 2002 in Charleston (United States), in 2008 in Hamburg (Germany) and in 2010 in (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 420 $ per ton.


Heavy load carrier

Divers


Sindhu 11. IMO . Offshore supply vessel. Length 55 m, 1,211 t. Indian flag India. Classification society Indian Register of Shipping. Built in 1985 in Incheon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). In September, a call for tender is issued for the scrapping of Sindhu 11 as is in Mumbai. Sold for demolition in India. 350 $ per ton.

Global statement 2010 of vessels sent to demolition:

For five years, Robin des bois has been studying the demolition market via the mobilisation and the analysis of over thirty different bibliographical sources. In 2006, Robin des Bois counted 293 vessels sold to be demolished, the majority to be broken up in Bangladesh (57%), in India (26%) and towards an unknown destination (7%). In 2010, a total of 952 vessels have left the waters to be scrapped in India (44%), in Turkey (14%), in China (13%), in Bangladesh (11%) and in Pakistan (10%). The total weight of recycled metal has gone from 1.8 million tons in 2006 to more than 6.4 million tons in 2010, almost four times the total amount of 2006.

In 2010, the prices offered by Asian shipyards have regularly increased and is around 440 and 500 $ per ton. Even Turkey profited from an increase in prices which could reach up to 300$. In spite of the boom in the number of vessels, the amount totals more than the end of 2006 when the two leaders of the market, Bangladesh and India, offered between 400 and 450$, China 250$ and Turkey less than 200 $.

After the record breaking year of 2009 with a total of 1,006 vessels, the influx was only 5%. The rhythm of the vessels leaving the oceans has remained regular and stable throughout the year. The impacts of the worldwide financial crisis on commercial exchanges decreased, container ships and car carriers have resumed activity and have become rare in ship-breaking yards.

In 2010, for the third consecutive year India is the number one destination for demolition with a total of 417 vessels (44%). Turkey comes second with 136 vessels (14%) yet closely followed by China with 124 vessels (13%). Bangladesh comes in fourth place with 103 vessels (11%); Bangladesh was absent for half of the year; the certification protocol of their shipyards today remains unclear and the fight is still raging between on one side the Courts and environmentalists and on the other side the ship-breaking yards. Other vessels finished their careers in Pakistan (91), United States (11), Denmark (6), Belgium (4), Japan (1) and even Peru (1).

Turkey is the upcoming star of the year with a tripling of the number of vessels demolished thanks to the rationalisation of synergies steel industry / demolition and the improvement of dry demolition practices with the collection of liquid wastes and the setting up of booms to protect the ocean from pollution.

The United States are quite hypocritical with the demolition of the Reserve Fleet veterans and a fistful of tankers and container ships from the commercial fleet in Texan and Louisianan ship-breaking yards. This practice viewed as exemplary is practically contradicted by the exodus of a troop of – lately deflagged, quickly renamed, botchily disamericanised – American vessels towards Asia. The demolition of these vessels in Asia when they were chartered by the American Military Sealift Command or belonging to oil companies stops the field from developing in America and is contradictory to environmental laws in force in the United States.

Of the 952, vessels, 367(39%) were under a European flag or belonged to ship-owners established in the European Union or members of the European Union or the European Free Trade Association (EFTA). Once again we can clearly see the "scuttling" of the European ship demolition industry as a number of vessels including many ferries, leave Northern Europe to be demolished in Asia. However, in 2010 European breakers demonstrated their capacities by finishing the demolition of the ex-Clemenceau, by the regular activity of the recycling yard in Ghent, Belgium, the reinforcement of Danish ship-breaking yards and by start of an organised network of demolishing fishing vessels in France.

14 VLCC (Very Large Crude Carrier) were sent to be demolished. Amongst the vessels demolished in 2010, 462 (49%) were less than 150 m in length, 322 (34%) measured between 150 and 199 m, and 168 (18%) more than 200 m. The ages range from 15 to 71 years. The average age is the same as in 2006, 31 years.

In 2009 with 180 units, the category of oil tankers, chemical tankers and gas transporters was downgraded to 4th place of vessels sent to be demolished. In 2010, this category of vessels claims its rank: 322 tankers all categories included, ie. 34% of vessels to be demolished. General cargo carriers (24%) have remained stable. Containers ships represent only 8% of the vessels sent to be scrapped compared to 19% in 2009, and bulk carriers 10% compared to 22% in 2009.

The number of substandard vessels amongst the vessels leaving to be broken up is high. Out of 952 vessels, at least 419 (44%) were detained in previous years with their crew in ports world-wide and in particular in Europe for not conforming to International maritime security regulations. The different memorandums mainly Paris MoU, Tokyo MoU and the Indian Ocean MoU play an important role in the fleet clean up.
The END
After 71 years with a double life, it is the Guard Valiant's turn to be broken up.

This whaling vessel originally called the Thorgaut was built in Sandefjord, head office of the seven principal ship owners who formed Norway's dominant whaling industry. The Thorgaut was owned by Thor Dahl, the owner of two factory ships and 11 whale catchers. The first vessel to carry the name, Thorgaut was launched in 1929, in 1938 she was shipwrecked and three crew members were lost in the Weddell Sea. The new Thorgaut had a lot more luck. In November 1940 arriving in the Southern Ocean with other whale catchers and the factory ship the Thorshammer, she escaped the operation “Pinguin” set up by the German Navy wishing to seize the factory ships to use them as tankers as well as the whale catchers which would be converted into mine layers or mine sweepers.

Taking advantage of the fog and snow while hiding in the obscurity and listening to the radio communications between the Norwegian fleet at the break of dawn, the Pinguin under the orders of captain Krüder managed to take control of 3 factory ships and 11 whalers, all double-hulled and well made. The Thorshammer and her support vessels managed to escape the Kriegsmarine pirates. The three captured factory ships became German. The Ole Wegger was stationed in Bordeaux, she may have been scuttled in the Seine, in Sahurs downstream from Rouen in August 1944. In 1942 the Solglimt may have been bombarded by allied aircraft in Cherbourg 1942, reducing her to a wreck. The Pelagos was used in Narvik as floating fuel storage. The Pinguin, was a cargo vessel built in 1936 in Bremen, converted into a warship in 1940. 155m in length, she had a crew of 400 men, 13 cannons, 2 seaplane bombers and the reassuring silhouette of a merchant ship. After her daring play in Antarctica the “raider” was chased by the Royal Navy. On May 8th 1941, the Pinguin was hit directly on the mine.
bunker by a salva launched from the *Cromwell*, and was disintegrated. A total of 200 allied prisoners and 342 German sailors including the captain perished in the shipwreck off the coast of Mozambique. As for the *Thorshammer*, she headed for New Orleans in April 1941 to unload 15,000 tons of whale oil. Her faithful whale catchers took refuge in Montevideo. In spite of the risks linked to war and the haunting of the *Pingvin* ghost fleet they all returned to Antarctica a few months later. During this time of shortage whale oil was sold at the price of gold.

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The factory ship *Thorshammer*

The tanker *Thorshammer*, was built in 1914 in the United Kingdom for Eagle Oil Transport Co. under the name *San Nazario*. She was bought by the Norwegian shipowner Thor Dhal in 1928. Converted into a whale oil kettle, the *Thorshammer* produced 3 million barrels of whale oil between 1928 and 1962. In 1962, three years before the blue whale whaling ban in Antarctica, she was withdrawn from service and was scrapped in La Spezia in Italy.

In 1937 the so called London Conference was signed and Norway was a signatory member. This conference was a first step establishing the International Whaling Conference. During the whaling campaign of the winter of 1937-38, Norway promoted scientific whaling. The research particularly focused on marking the cetaceans using special guns with stainless steel tubes 27 cm in length shot into the blubber coated with penicillin to avoid infections! Later when the whales were captured and dismembered, the marks gave information on the growth rate and migratory patterns of the species. Norway had opened the field in Antarctica for Japanese scientific whaling.

In 1943 we are back on the trace of the *Thorgaut*, still safe and sound. She was registered as *WYP377* a patrol boat mobilised by the Coast Guards in San Francisco, after having been adapted for her mission at a cost of $13,750: a cannon in the place of a harpoon! Along with eight other Norwegian whalers the *WYP377* patrolled the American waters and roamed between San Francisco, Seattle and Honolulu. In 1944, she was demobilised and the ex- *WYP377* renamed the *Thorgaut* fled in November with her eight accomplices to Antarctica, passing by Valparaiso, in the unstoppable pursuit of whales.

She carried out whaling campaigns up until 1955. Between 1955 and 1965, it seems that she continued to hunt in Arctic waters under the name of *Berg Karl*. In 1965, still flying a Norwegian flag she was converted into a fishing vessel.

She then took up a second career as a standby safety ship, under the name of *Cam Valiant* and *Guard Valiant*, flying the British flag before returning to the Norwegian flag. She has now become a sort of Newfoundland dog in charge of rescue services for oil platforms in the North Sea with a capacity of catering for 200 survivors. To accomplish this mission she was extended twice from 41 m to 45 then finally to 47 m. She was even equipped with an emergency operating room and a morgue. However, the last attempt by the owner to sell the ship to continue service failed and the ex *Thorgaut*, half guardian angel of the oceans, half demon of the whales, ended up being demolished in Denmark at the end of 2010.
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