Bangladesh : still with bare feet, bare hands and bare head

In 2010, the beaching of ships for demolition was prohibited intermittently in Bangladesh by a number of rulings by the courts pending regulatory measures for the protection of workers and the environment.

Following pressure and the petition lodged by industrialists in the sector (BSBA, Bangladesh Ship Breakers Association) highlighting the economic potential of their activity, the High Court gave a further ruling on 7 March 2011, prior to the government’s implementation of a clear regulatory policy. It provisionally and conditionally authorizes ships to be run aground for demolition without demanding the prior removal of hazardous substances; however, shipyards must comply with 18 requirements intended to ensure the safety of workers and the environment. These include prohibiting the employment of minors under the age of 16 and women, night work, smoking and cooking on ships undergoing demolition, discharging hazardous substances on land or in any water bodies, the obligation to keep an up-to-date employee register, to provide individual protective equipment and fire-fighting equipment in sufficient quantity, to modernize and secure access to the ships, feed the workers and finance their training and a hospital set aside for demolition site employees, use expert workers to remove hazardous substances and have facilities for eliminating them; shipyards must be placed under the supervision of a Marine Academy engineer; only ships that have received an environmental clearance certificate from the...
Bangladesh Environment Department will be authorized for demolition, and tankers must also present a gas free safe for hot works certificate.

Ships rolled in on to the beaches of Chittagong from early April, when the legal ruling came into force; some, like the Dove, Ocean Charlie and Royal Aquarius had been waiting out at sea since February and even January. The High Court has given the government time to fix the rules applied to the ship demolition activity. It has just extended the provisional authorization to 7 July, allowing shipyards to fill up before the monsoon months. Today, announcements along the lines of “A ship demolition policy will soon be in place” are heard again and again, but they are not followed by action.

**Pakistan**

In four months, 15 out-of-service ships belonging to European ship-owners have been run aground in Pakistan

**France**

**New horizons for demolition**

Written by Mme Claude Wohrer (a civil engineer at the DGA), the new report from the General Secretariat for the Sea extending the parliamentary mission carried out last year opens new doors for old ships retiring from the high seas. Without saying it explicitly, the report closes the Bordeaux project, which had been the favourite up to then. The port is not interested. The dry dock must remain available for other types of work. Investment to make the dock compliant has not been undertaken. Access for ships being towed is awkward. The area is a flood zone and the PPRI (flood risk prevention plan) means that a dangerous waste storage area cannot be built around the dock.

The document recommends a simplified examination of the demolition yard authorization applications and focuses on military ships, support vessels – tugboats, dredgers, barges, pontoons, ferries, research
vessels, lightships and lighthouse tenders – and sub-standard ships held, impounded or abandoned in French ports. A marginal flow of ships belonging to “willing, responsible ship-owners” is mentioned. The capacity to attract foreign ships destined for demolition in France is not considered. The report also recommends taking into account the offer from the Turkish shipyards, whose development is qualified as favourable by a number of experts. Two Royal Navy frigates have been demolished at Aliaga and the aircraft carrier Invincible is likely to suffer the same fate during the year, thereby escaping the curse of the Clemenceau.

Afloat demolition, “internationally recognized, particularly in China and Belgium” is not excluded. From the NGOs’ point of view, this is a method inherited from the past, nothing more than a lightweight version of the beaching that occurs in India, Pakistan and Bangladesh.

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Among the new options, the North Sea and Channel ports of Dunkirk and Cherbourg and La Rochelle are mentioned.
- Dunkirk with a dock in its Western port, where several ships could be dismantled at the same time.
- Cherbourg, which has a quay where preliminary decontamination can take place and a lift for ships under 110 m long and 4,500 t. The report would like to see a synergy with submarine demolition considered.
- La Rochelle has two dry docks partially available with a polluted water treatment pond. The demolition of Anna (Cf. Ship-breaking.com # 22, “France” chapter on p 4) is planned for yard 2.

There are very few proposals on the Mediterranean coast, where marinas, yachts and tourism prevail. The 10 repair yards in the port of Marseille are not considered adaptable for demolition. The only solution would be Fos-sur-Mer, as long as a floating dock was available. As a reminder, the inter-ministry mission report on the demolition of end-of-life civil and military ships, published in 2007, stated that floating docks did not have the capacity to cope with ship demolition; France’s finest example in the field of port equipment was sold at auction and left Le Havre in 2008 for the Bahamas.

**An unauthorized yard in the Mediterranean**

This unmarked and polluted site is operated in breach of the regulations.

In the Mediterranean – at Port-Saint-Louis-du-Rhône (13), at the mouth of the Great Rhone – the new marina with capacities ashore and afloat Port-Napoléon that advertises itself as “the practical illustration of the marina for the future” has also in reality started up a demolition business which uses outdated
techniques. Leisure boats and support vessels are broken up on plain soil, with no prior removal of hazardous substances, no pollution prevention measures and probably no authorization. For example, the Pytheas, a fire-boat ordered in 1949 by the French Ministry for Overseas from the “Chantiers Franco-Belges” in Villeneuve-la-Garenne, intended for the Indochina High Commission and finally commissioned by the naval fire brigade battalion in Marseille, suffered a cruel death there. The veteran, which was involved in fighting the fire on the ferry Saint-Clair in August 1990, was withdrawn from service in 2001 and was probably taking up space in the port. Hydrocarbons soak into the ground or are stored in unsound conditions. The conditions for eliminating hazardous waste and the inevitable asbestos materials are not known. Materials that cannot be recycled are burned on the spot.

Liquid Natural Gas (LNG) tankers reaching retirement
The Tellier, a veteran LNG tanker built in La Ciotat in 1974, currently does round trips between Fos and Algeria for its owner Gazoclean, a 100% subsidiary of Gaz de France. It is scheduled to leave the fleet this summer. There is doubt about her future and the arrangements for her demolition. In 2007, Gaz de France had stopped operating another LNG tanker, the Descartes. GDF had told “Robin des Bois” that it intended to have her “demolished in total compliance with the regulations in force, especially those concerning asbestos”, and then claim that she had been sold to the Taiwanese TMT, for whom she would carry on operating. In fact, as “Robin des Bois” had thought, the ship was sent to Bangladesh for demolition a few months later, renamed Prince Charming and then Charm Junior. Today, the Government should not wait for GDF–Suez to “volunteer to become one of the responsible ship-owners”: it must demand that the ship, which belongs to a French owner and flies the French flag, should be demolished under the same conditions as those imposed on military ships and that a tender should be called as soon as the Tellier leaves the fleet.

The ex-Edouard LD, another vintage LNG tanker built in Dunkirk in 1977, was sold by Louis Dreyfus Armateurs to the Greek Dynagas in 2008. She sails under the name of Transgas; she was in Rotterdam (Netherlands) on 1st May 2011, despite the fact that her status on the European database Equasis is not “in service” but “laid”. According to her classification society Bureau Veritas, regulatory inspections are all overdue. It is incredible that such a dangerous substance should be carried on a ship that is inspected so little.
United States
In the United States, the West Coast now has a ship demolition yard in Vallejo, California. Not a moment too soon as, in October 2009 when the cleaning plan was announced for the Suisun Bay National Defense Reserve Fleet, 57 laid up ships were threatening the marine environment and water quality in the bay. Up to now, to avoid exporting invasive species, the hulls of ships awaiting demolition have had to be cleaned of marine organisms in California prior to being towed via the Panama Canal to the nearest approved demolition yards in Texas. Today, Allied Defense Recycling has just re-opened two of the dry docks at the former Mare Island naval base north of San Francisco. Set up in 1854 and closed in 1996, this historic yard employed up to 6,000 people and repaired, maintained and built a large number of US Navy warships. In 1917, it even set a speed record by building the destroyer USS Ward in 17 days, from keel-laying to launching. In 2009, Allied Defense Recycling obtained an authorization to open a ship repair and demolition yard and, in early 2011, was awarded the fifty-year-old President and Solon Turman, its first ships from the Suisun Bay reserve fleet. Other contracts should follow. Unlike what happens in other yards in the United States, where demolition takes place at least partially afloat, all operations at Mare Island will take place in dry dock under optimum pollution confinement conditions.

In April, leaks were discovered on the SS Lincoln, another ship from the Suisun Bay fleet, which was due to leave for Texas. Unfit to travel, the SS Lincoln was towed to Mare Island for demolition and swapped for the President on which work had not yet begun.

The wrecks in Mauritania (cont.)
In its letter of March 2011, the European Union delegation in Mauritania told “Robin des Bois” that there were over 100 wrecks in Nouadhibou Bay. With the budget available, the European Union, which finances and supervises operations, is looking to remove and deal with as many wrecks as possible. It is confirmed that they will not be sunk; however, one worrying aspect still remains: the fate set aside by the port of Nouadhibou for the dangerous waste removed from the wrecks. “Robin des Bois” continues to demand that they should be eliminated in Europe. A scientific team has expressed the theory that the abnormal presence of PCBs in the atmosphere off the coast of Senegal comes from the boat graveyard at Nouadhibou.
Global assessment

India dominates the market: Bangladesh fights back

362 ships set off for demolition between 1st January and 6th May 2011, i.e. 20 ships a week. India, with 167 ships (47%) has maintained its place as the leader for demolition in terms of both tonnage and recycling units. With 49 ships (14%), Bangladesh has made a triumphant return to second place. Pakistan comes 3rd with 44 ships (12%), ahead of China, 36 (10%) and Turkey 26 (7%). 11 ships, including 7 belonging to the US MARAD reserve fleets, have been demolished in American yards in Louisiana, California and Texas.

In terms of the volume of scrap metal to be recycled, India (1.1 million tonnes) comes ahead of Bangladesh (610,000 t), China (420,000 t), Pakistan (319,000 t), the United States (99,000 t) and Turkey (71,000 t). Overall demolition will recycle over 2.7 million tonnes of metal. With 100 units (28%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – which have fallen back and general cargo carriers with 81 units each (22%). In volume terms, all the tankers together represent over 735,000 tonnes, or 27% of the recycled metal.

Bangladesh’s return to the demolition market has prompted the Indian and Pakistani yards to offer higher purchase prices for ships to be demolished, beyond the 500 $ per tonne mark. The record was achieved in India by the chemical tanker Casper and its 940 tonnes of stainless steel negotiated at 1,220 $ per tonne. Prices have remained stable in Turkey and China, and both these countries have seen their slice of the cake halved.

Of the 362 ships, 138 (38 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). 160 (44%) were built in these same countries, including 5 in France, in Dunkirk, La Ciotat and Le Havre.

Detention and demolition

116 (32%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least 193 (53%) had been previously detained in ports worldwide, with a detention rate of 73 % for bulk carriers, 66% for reefers and general cargo carriers, and 57% for container ships. The detention rate was 26 % for oil tankers, but 40 % for chemicals carriers.

Years and metres

The end-of-life age for ships removed from fleets between January 1st and May 6th 2011 ranged from 9 years for the German general cargo carrier S Gabriël involved in an accident off the Azores, and 56 years for the former British lightship tender Amazing Grace, converted into a passenger ship. The average age was 31 years: 28 for double-hull tankers, 30 for single-hull tankers and bulk carriers, 31 for container ships, 33 for miscellaneous goods carriers, 37 for fishing vessels and factory ships and 38 years for passenger ships. 155 ships were under 150 m long, 117 were between 150 and 199 m and 90 were over 200 m. The biggest ship to be sent for demolition this quarter was the Ore / Bulk / Oil carrier (OBO) Alster N, 340 m long.

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.
Passenger ship

Amazing Grace (ex-Orient Express, ex-Pharos). IMO 5276874. Passenger ship. Length 78 m, 1,733 t. Trinidad & Tobago flag. No classification society according to her last port State control. Built in 1955 in Dundee (United Kingdom) by Caledon SB & E Co. Former lighthouse tender of the Northern Lighthouse Board, the eighth Pharos, named after the ancient lighthouse of Alexandria, was not only a working ship but was also built up with facilities and fixtures designed to serve as a back-up for the British Royal yacht Britannia; during her thirty years of duty, she hosted the Queen and members of the royal family on a number of occasions. In 1988, she was acquired by Windjammer Barefoot Cruises from Miami (United States), and converted into a passenger ship. She carried passengers and replenishes the supplies for the sailing cruise ships of the company. Detained in 2002 in Valparaiso (Chile). Sold for demolition in Turkey. 255 $ per ton.

Pharos, 1955, off Oban (Scotland) © Granton History

Amazing Grace, seen in 2003 at Bequia, St Vincent and Grenadines, ready to supply the Yankee Clipper sailing vessel. © Benoit Donne


Hermes, ex-Messager, ex-Jugoslavija © Little Walter / Shipspotting


Mercator II, ex-Wappen von Hamburg on the Elbe River, May 1978 © Little Walter / Shipspotting

Ferry


Larisa (ex-Polaris, ex-Skane Link, ex-Dana Futura, ex-Drosselfels, ex-Dammam Express). IMO 7358731. Ferry. Length 176 m, 9,322 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1975 in Elseneur (Denmark) by Helsingor Vaerft; jumboized 1985. In March 2011, the Polaris was deflagged from Cyprus to Saint Kitts and Nevis and renamed Larisa before she was beached for demolition in India.


Primrose (ex-Princesse Marie Christine). IMO 7357567. Ferry. Length 118 m, 5,844 t. Deflagged from Cyprus to Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Built in 1975 in Hoboken (Belgium) by Cockerill Yards; jumboized in 1985. Owned by BN Di Navigazione Srl (Italy). In March 2011, the Primrose is acquired by the Indian company Prayati Shipping which has already sent anonymously to the breaking yards another European ferry, the Onyx. (See the entire Onyx series “Hunting down the Onyx” on Robin des Bois' website). Prayati Shipping, the locator of old European ferries to be demolished in Pakistan or India lacks neither humor nor nerves when renaming the disfigured ex Princesse Marie Christine “Elegant 1” for her last journey to the Indian beaches. 330 $ per ton. See the story of the Primrose in the chapter The END page 55.


Factory-ship


Fishing ship


**Maicoa.** IMO 8803599. Fishing ship. Length 34 m. Spanish flag. Unknown classification society. Built in 1988 in Pasajes (Spain) by Luzuriaga Astilleros. Sold as is in Vigo (Spain) for an unknown destination of demolition.


Reefers


Jan Dlugosz. IMO 8313831. Reefer. Length 156 m, 8,011 t. Cyprus flag. Classification society Polski Regestr Statkow. Built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by POLBROK Agency & International Forwarding Ltd (Poland). Detained in 1997 in Rotterdam (The Netherlands), in 2002 in Antwerp (Belgium), in 2007 in Liverpool (United Kingdom) and Caen (France) and in 2010 in Kandla (India). Sold for demolition in India. 505 $ per ton.
**Kildin.** IMO 8729212. Reefer used as fish carrier. Length 55 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Khabarovsk (Russia) by Khabarovskiy Kirova; about a hundred ships of this class have been built between 1972 and 1996. Owned by Gerion (Russia). Sold for demolition in Murmansk (Russia).

![Kildin waiting her turn for demolition in Murmansk (Russia) August 2010 © Pieter Inpyn](image)


**Rose II (ex-Imme, ex-Imme Oldendorf, ex-Tasman Crusader, ex-NZOL Crusader, ex-TA Mariner, ex-Holsatia, ex-Jytte Skou, ex-Nedloyd Curacao, ex-Sinbad Voyager, ex-Dorte Skou).** IMO 6819324. Reefer. Length 165 m, 7,473 t. Panamanian flag. Classification society International Register of Shipping. Built in 1968 in Elseuneur (Denmark) by Helsingor Shipyard jumboized in 1982 and lengthened from 156 to 165 m. Owned by Dubai Coastshipping Llc (United Arab Emirates). Detained in 2005 in Alicante (Spain), Antwerp (Belgium) and Setubal (Portugal) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 470 $ per ton.


Tanker


Attalya (ex-Black Point, ex-Liepaya, ex-Loyalty, ex-Miletos 1). IMO 7907790. Tanker. Length 192 m, 11,432 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1986 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Project Shipping Inc (Greece). Detained in 2002 in St Croix (United States), in 2007 in San Francisco (United States) and in 2009 in Amsterdam (The Netherlands). The Attalya was laid up for one year after an explosion and a fire off the coast of Benin. Leaving by tow from Namibia for her final voyage, the ship broke free off Port-Elizabeth (South Africa) in October 2010. The aerial and nautical means were mobilized to recover the runaway. March 12th, 2011 the Attalya is finally beached for demolition in Pakistan. The South African Maritime Safety Authorities regret the lack of information on the state of the ships to be demolished, their cargoes, bunkers and the eventual pollutant material on board and note that they are regularly reported in trouble off South Africa and must be rescued.

Challis Venture. IMO 8801486. Tanker. Length 238 m, 17,194 t. Australian flag. Unknown classification society. Built in 1989 in Chita (Japan) by Ishikawajima-Harima. The ships serves as a floating production storage and off loading unit (FPSO) in the Challis / Cassini oil field in the Timor Sea, northwest Australia. She is connected on Facebook and can produce 60,000 barrels of oil per day (9,540 m³) with a storage capacity of 139,000 m³. Sold for demolition in Bangladesh where she arrived in tow of the Pacific Hickory.

In February 2011, a pipe between a wellhead and the Challis Venture exploded. This accident pushed « the old girl» towards the graveyard. Extract from the video « Challis bye bye » ©Scott Frankham

Emerald, ex-Silk, in Dubai, December 2010 © Brian Crocker


Genmar Constantine (ex-Artois, ex-Seahope D.Y.). IMO 9041203. Tanker. Length 241 m, 15,072 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Onishi (Japan) by Skin Kurushima. Owned by General Maritime Management Llc (United States). Officially sold for demolition in India, the Genmar Constantine arrived early March in Chittagong and has been staying « under repair » for one month actually waiting the clearance of the Bangladeshi Authorities; in April she was finally beached for demolition. 512 $ per ton.

Genmar Constantine leaving Houston (United States), January 2010 © Knut Helge Schistad


Madura Jaya (ex-Paris II, ex-Viking Hawk). IMO 7800796. Tanker converted in 2003 into a Floating Production Storage and Offloading unit (FPSO). Length 228 m, 15,488 t. Singapore flag. Classification society Lloyd’s Register of Shipping. Built in 1980 in Uddevalla (Sweden) by Uddevallavarvet. Sold as is in Surabaya (Indonesia), and towed for demolition to Pakistan. 422 $ per ton.


Overseas Puget Sound (ex- Puget Sound, ex-S/R Puget Sound, ex-Potomac Trader). IMO 8008931. Tanker. Length 200 m, 11,105 t. United States flag. Classification society American Bureau of Shipping. Built in 1980 in San Diego (United States) by National Steel. Owned by OSG Shipmanagement (United States). Sold as is in Mozambique. On April 4th, the Overseas Puget Sound turned into the simple Puget and was deflagged from United States to Tuvalu before heading for demolition in Alang (India). 492 $ per ton including 600 t of bunkers.


**Sfakia** (ex-Titan Venus, ex-VL Venus, ex-Cosmo Venus). IMO 8506593. Tanker utilisé comme stockage flottant. Length 319 m, 31,340 t. Deflagged from Panama to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Navigator Tankers Management (Greece). Detained in 2004 in Ningbo (China) and in 2009 in Isthmia (Greece). Sold as is in Singapore for demolition in India. 502 $ per ton.


**Ticen Sun** (ex-Front Highness, ex-Sea Highness). IMO 8920921. Tanker used as floating storage off Malaysia. Length 322 m, 31,732 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran). In 2011, the navire was renamed twice, first Ticen Sun and then Titan Ruchira. She is announced sold as is in Singapore for demolition in India but late April she was still sailing in the China Sea off Qinhuangdao. 495 $ per ton.
**Topaz** (ex-*Histria Topaz*, ex-*Bucsan*). IMO 8501189. Tanker. Length 189 m, 10,292 t. Saint Kitts and Nevis flag. Classification society Germanischer Lloyd. Double hull ship built in 1987 in Galati (Romania) by Galati SN. Detained in 2003 in Genoa (Italy) and in 2008 in Marsaxlokk (Malta). Sold for demolition in Pakistan.


**Yuan** (ex-*Hsien Yuan II*). IMO 8617134. Tanker. Length 273 m, 24,754 t. Tuvalu flag. Classification society American Bureau of Shipping. Single hull ship built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Sold for demolition in Bangladesh.

**Gas tanker**


**Castorgas** (ex-*Sigas Eildon*, ex-*Eildon*, ex-*Norgas Transporter*, ex-*Etienne Sclumberger*). IMO 8024038. Liquified Petroleum Gas tanker (LPG) with a capacity of 6,000 m³. Length 114 m, 4,887 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1982 in La Ciotat (France) by Chantiers de La Ciotat. Owned by Nautilus Marine SA (Greece). Sold for demolition in India. 540 $ per ton. Her sistership *Cora Island* (ex-*Jean Alleaume*) was also demolished in Alang in October 2009, but only reached 320 $ per ton.

**Clipper Posh** (ex-*Nejma*, ex-*Eupen*, ex-*Petrogas II*). IMO 8110552. Gas tanker. Length 215 m, 15,700 t. Norwegian flag (registre international) abandonné pour celui de Saint-Kitts-et-Nevis pour son dernier voyage. Classification society Lloyd's Register of Shipping. Single hull ship built in 1983 in Tamise (Belgium) by Boelwerf. Owned by Solvang ASA (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 540 $ per ton.


Chemical tanker


The Akti N, grounded in Flushing (The Netherlands), June 2009 © Wim Kosten / maritimephoto


Ban 1 (ex-Dover, ex-West Sailor, ex-Dutch Sailor, ex-Broere Aquamarine). IMO 7931143. Chemical tanker. Length 91 m, 1,932 t. Comorian flag. Unknown classification society. Double hull ship built in 1981 in Mandal (Norway) by Baatservice. Owned by Banoces Inc (Egypt). Detained in 2007 in Stockholm (Sweden) and Belfast (United Kingdom) and in 2009 in Castellon de la Plana (Spain) and Koper (Slovenia). Sold for demolition in India.


The Casper, October 2010 in Maasvlakte, Rotterdam (The Netherlands) © Hannes van Rijn


Royal Aquarius (ex-Khirurg Vishnevskiy). IMO 8517102. Chemical tanker. Length 151 m, 6,194 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Double hull ship built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Royal Marine Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Rotterdam (The Netherlands) and in 2010 in Gibraltar (United Kingdom) and Bushire (Iran). Sold for demolition in Bangladesh.


Zembra (ex-Ben Aicha). IMO 8406315. Chemical tanker. Length 173 m, 8,075 t. Tunisian flag. Unknown classification society. Double hull ship built in 1987 in Dunkirk (France) by Chantiers du Nord et de La Méditerranée. Detained in 2008 in Avonmouth (United Kingdom). At the end of her life as phosphoric acid carrier for her owner Marphocean (Morocco) the ex-Ben Aicha was sold in 2010 to the Tunisian Gabès Marine Tankers and today for demolition in India.

Oil / Bulk /Ore carrier (OBO)


General cargo


American Racer. IMO 6414069. General cargo. Length 165 m, 8,067 t. United States flag. No classification society. Built in 1964 in Chester (United States) by Sun ShipBuilding & Drydock. Owned by US MARAD (United States). The American Racer operated on both commercial service and military charter. She participated in the operation “Frequent Wind”, the air evacuation after the fall of Saigon in 1975. In February 2011, the ship left the Suisun Bay Reserve fleet in California (United States) for demolition by the ESCO Marine shipyard in Brownsville, Texas.

The American Racer en route to San Francisco, California, December 1976 © PMARS

Being demolished in Brownsville, Texas, April 2011© Captain Peter / Shipspotting


Bay (ex-Export Bay). IMO 5111012. General cargo. Length 150 m, 7,494 t. United States flag. No classification society. Built in 1961 in San Diego (United States) by National Steel. She began a commercial career for American Export Lines but was chartered from 1966 to 1971 by the US Military Sea Transportation Service to carry equipment and supplies to the US troops in Vietnam. En 1977 she was sold to the US MARAD. Since 1993, she was laid up in the Suisun Bay Reserve Fleet in California. In 2009 the vessel’s physical integrity is considered as «very degraded» while her age (less than 50 years old) does not make her a ship with a significant historical interest; she is then fated to demolition. The contract for her demolition in an American ship-breaking yard is awarded in 2011.


Dawn (ex-African Dawn). IMO 5400085. General cargo. Length 174 m. United States flag. No classification society. Built in 1963 in Pascagoula (United States) by Litton Ingalls. Launched for commercial service for Farrell Lines, she was acquired by the US MARAD in 1988. Downgraded to non retention status in 2004, she was waiting for disposal in the Suisun Bay Reserve Fleet. After the cleaning of her hull in San Francisco and towing through the Panama canal, she will be demolished by ESCO Marine shipyards in Brownsville, Texas.


Destiny (ex-Blue Lady, ex-Lady Flora, ex-Splendour, ex-irisa, ex-Risan). IMO 8131946. General cargo. Length 175 m, 6,256 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft. Owned by CB Marine Ltd (United Kingdom). Detained in 1999 in Gdynia (Poland) and Antwerp (Belgium) and in 2006 in Rouen (France). Sold for demolition in Bangladesh.

Dove (ex-Dove Arrow, ex-Egda). IMO 7380746. General cargo. Length 182 m, 10,778 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Toyama (Japan) by Nipponkai. Owned by SMT Shipmanagment (Cyprus). Sold for demolition in India. 502 $ per ton. The Dove arrived on ballast in Chittagong on February 17th; since then, she has been « waiting for instructions », or rather for her clearance to be beached for demolition granted on April 12th.

Dove off Norfolk, Virginia (United States), October 2010 © Lorraine Morrill


Lincoln (ex-President Lincoln). IMO 5283956. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Pacific Coast for American President Lines; The President Lincoln was acquired in 1979 by the US MARAD. Initially sold for demolition to All Stars Metall, in Brownsville, Texas for 675.277 $, i.e. 75 $ per ton. The Lincoln had to be cleaned of growth and loose paint prior departure by BAE Systems in San Francisco. Significant leaks were discovered after this operation by the US Coast Guard inspectors. Thus, the vessel could not be cleared for ocean tow and had to be swapped over with the President, another Suisun Bay Reserve Fleet ship which was to be demolished in the new Californian ship-breaking yard Allied Defense Recycling.


Shipping Co (Greece). Sold for demolition in Bangladesh.


**Miss Kikaki** (ex-**Egretta**, ex-**Pericles**, ex-**San Juan**). IMO 7411284. General cargo. Length 149 m, 5,170 t. Panamanian flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Weser Seebeck. Owned by Seatrans Management Enterprises (Greece). Detained in 2000 in Hamburg (Germany), in 2006 in Antwerp (Belgium), in 2009 in Kandla (India) and Yuzhnyy (Ukraine) and in 2010 in Setubal (Portugal). Sold for demolition in India. 510 $ per ton.


**Nord Scan Mumbai**, anchored in Port Kelang (Malaysia), October 2010 © Mara / Shipspotting


President (ex-President Roosevelt, ex-President Tyler). IMO 5284091. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Steel Co. Ship laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). A contract of 3,1M $ is awarded to Allied Defense Recycling for the recycling of the President and the Solon Turman in the new ship-breaking yard of Mare Island. In May though, the President has to be swapped over with the Lincoln which was planned to be demolished in Texas but was eventually not cleared for ocean tow.

Progress Lily (ex-Sailor, ex-Tramcarco Sailor, ex-Artax, ex-Petra II, ex-Per Trader, ex-Pav Trader, ex-Pep Antares, ex-Mercandian Sky). IMO 7361738. General cargo. Length 89 m, 1,474 t. Maldives Islands flag. Unknown classification society. Built in 1975 in Oldenburg (Germany) by Brand. Sold for demolition in India. 475 $ per ton.


**Solon Turman.** IMO 5333660. General cargo. Length 180 m, 8,610 t. United States flag. No classification society. Built in 1961 in Sparrows Point (United States) by Bethlehem Steel; jumboized in 1981 and lengthened from 150 to 180 m. Owned by US MARAD (United States). Laid up in Suisun Bay Reserve Fleet, the *Solon Turman* is the first recycling contract awarded by the US Administration to Allied Defense Recycling. The ship-breaking yard has re-opened two drydocks of the ex naval base of Mare Island, north of San Francisco (United States) (See also p 3 United States).

**Sol Trader (ex-Sletringen, ex-Mina Mare, ex-Ares, ex-Ami, ex-Vaccare, ex-Roche Maurice).** IMO 7504184. General cargo. Length 63 m. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1976 in Brattvaag (Norway) by Brattvaag Johansen. Owned by Val Management Co Ltd (Croatia). Detained in 1999 in Santander (Spain), in 2001 in Murmansk (Russia) and Haugesund (Norway), in 2005 in Koper (Slovenia), in 2008 in Eleusis (Greece) and three times in Koper (Slovenia) and in 2009 in Koper again. The ship is finally sold and towed for demolition in Turkey.


**Svyatoy Iakov (ex-Clifford Castle, ex-Star Drottanger, ex-Star Magnate).** IMO 7620627. General cargo. Length 182 m, 11,502 t. Panamanian flag. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Fedcom Shipping (Ukraine). Sold for demolition in India. 468 $ per ton.

**Svyatoy Konstantin (ex-Windsor Castle, ex-Woensdrecht, ex-Nedlloyd Abidjan, ex-Altamira, ex-Star Lorraine).** IMO 8010702. General cargo. Length 182 m, 11,180 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsværft. Owned by Fedcom Shipping (Ukraine). Detained in 2010 in Limassol (Cyprus) and in Xiamen (China). Sold for demolition in India.


Ro Ro

Charlottenburg, on the Seine River, March 2010 © Pascal Bredel


Container ship


MSC Chitra (ex-Crystal 1, ex-APL Crystal, ex-NOL Crystal, ex-Neptune Crystal). IMO 7814838. Container ship. Length 231 m, 14,700 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained in 2008 in Wellington (New Zealand) and Fremantle (Australia). August 7th, 2010, while leaving the port of Mumbai, the MSC Chitra collided with the general cargo carrier Khalija 3 and capsized. The ship had a 75° list, the 33 crewmembers were rescued but 200 of the 1,419 containers of cargo were lost to the sea. The MSC Chitra was carrying hazardous materials (caustic soda, pesticides, chemical products, etc.) but also 2,662 t of fuel oil and 283 t of diesel: the hydrocarbons escaped the tanks, an oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO’s world heritage site. 6 months later, the ship is finally returned to the water, but on March 19th, 2011 while waiting for authorization to leave for demolition, her moorings broke; after two days the ship was taken under control and finally towed to be scrapped in Alang. 472 $ per ton.


**Xin He Shi Ba** (ex-Xing Ning 58, ex-Dong XingAlexandros T, ex-Sonelca, ex-Maria, ex-Sun Canopus, ex-Canopus, ex-Piatra Olt). IMO 8501713. Container ship. Length 134 m. Panamanian flag. Classification society China Classification Society. Built in 1988 in Galati (Romania) by Santierul SN. Owned by Qingdao Marine Shipping (China). Detained in 2002 in Hamburg (Germany) and Ancona (Italy) and in 2006 in Kunsan (South Korea) and Shangai (China). Sold for demolition in China.


**Bulk carrier**


*Angelia, leaving Santos (Brazil), June 2008 © Rafael Ferreira Viva*


Avra (ex-Borzesti). IMO 8024521. Bulk carrier. Length 253 m, 17,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Constanta (Romania) by Constanta SN. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Astoria (United States), in 2001 in Rotterdam (The Netherlands) and Ningbo (China), in 2005 in Hamburg (Germany), in 2006 in Marin (Spain), in 2008 in Hamburg again and in 2009 in Hong Kong (China). Sold for demolition in India. 515 $ per ton including 1.000 t of bunkers.

Bao Tong Hai (ex-Hellas, ex-Venanna, ex-Tali, ex-Pengall). IMO 8010960. Bulk carrier. Length 280 m, 19,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by China Shipping Guangzhou (China). Detained in 1999 in Quebec (Canada) and Virginia Beach (United States) and in 2002 in Quebec again. Sold for demolition in Bangladesh. 500 $ per ton.


Cape Cosmos (ex-Eden, ex-World Eden). IMO 7926021. Bulk carrier. Length 270 m, 17,981 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Sakaide (Japan) by Kawasaki Heavy Inds. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2002 in Ningbo (China), in 2003 in Hay Point (Australia) and in 2009 in Lianyungang (China). Sold for demolition in India, she actually arrived in Chittagong (Bangladesh) on April 12th. 535 $ per ton including 1,000 t of bunkers.


Caravos Galaxy (ex-Nyon, ex-Itel Polaris, ex-Pearl Corona). IMO 7527186. Bulk carrier. Length 224 m, 16,000 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi Zosen. Owned by Ocean Ship Management (India). Detained in 2000 in Hamburg (Germany) and in 2009 in Vancouver (Canada). Sold for demolition in Bangladesh. 480 $ per ton.

Chandi Prasad (ex-Jasmin Joy, ex-Jasmin, ex-Oyashima Maru). IMO 8017827. Bulk carrier minéralier. Length 260 m, 20,200 t. Deflagged from India to Comoros for her last journey. Classification society Indian Register of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Essar Shipping (India). Detained in 2010 in Rizhao (China). Sold as is in Singapore for demolition in Bangladesh where she was beached as « Chand ». 485 $ per ton including 600 t of bunkers.


Dociver, March 2009, port of Sepetiba, Rio de Janeiro (Brazil) © Cesar T. Neves


Lian Chi (ex-Theben, ex-Crown Inland, ex-Inland). IMO 7419341. Bulk carrier. Length 170 m. Chinese flag. Unknown classification society. Built in 1977 in Göteborg (Sweden) by Eriksbergs SV. Owned by China Shipping Group (China). The Lian Chi was supposed to have been broken up in China in June 2007; actually this ex tanker was converted into a bulk carrier and went on sailing until she was sold for demolition in Turkey.


![Malaga](https://via.placeholder.com/150)


**Mineral Chile** (ex-RM Hunter, ex-Marine Hunter, ex-Federal Hunter). IMO 7923964. Bulk carrier. Length 289 m, 23,900 t. Comorian flag. Classification society RINA. Built in 1984 in Hoboken (Belgium) by Boelwerf. In March 2011, the Mineral Chile was deflagged from Panama to Comoros and beached for demolition in Bangladesh as «Chill 1».


Napoleon (ex-Rider, ex-Lagada Star, ex-Canaveral, ex-Tiger Cape, ex-Castillo de Javier). IMO 7911662. Bulk carrier. Length 189 m, 10,771 t. Saint Kitts and Nevis flag. No classification society according to her last port State control. Built in 1981 in Sestao (Spain) by AESA. Owned by Taaz General Trading & Shipping Co (United Arab Emirates). Detained in 2002 in Taragona (Spain), Lisbon (Portugal) and Gibraltar (United Kingdom) and in 2007 in Zhoushan (China). Sold for demolition in Pakistan. 470 $ per ton.


Ocean Park. IMO 8416700. Bulk carrier. Length 287 m, 25,402 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by STX Pan Ocean (South Korea). Sold as is in South Korea for demolition in Bangladesh. 450 $ per ton. Her delivery is scheduled in May.


**Sound Proodos** (ex-Mount Troodos, ex-Eptalofos, ex-Ellin, ex-Kin Ip). IMO 8019526. Bulk carrier. Length 197 m, 7,612 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sevilla (Spain) by AESA. Owned by Blue Ocean Maritime Inc (Greece). The **Sound Proodos** had been « waiting for instructions » in Chittagong since March 17th but left and was finally beached for demolition in Gadani (Pakistan) on April 22th. 515 $ per ton.


**Car carrier**


![The Chijin in Walsoorden (The Netherlands) September 2008 © Stan Muller](image)


**Heavy load carrier**

*Fairmast.* IMO 8110899. Heavy load carrier. Length 109 m, 3,966 t. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Capelle (The Netherlands) by Ysselwerf. Owned by (Kahn Shipping Ltd (The Netherlands). Detained in 2000 in Brindisi (Italy), in 2001 in Charleston (United States) and in 2010 in Port Headland (Australia). Sold as is in Singapore for demolition in India. 434 $ per ton including 200 t of bunkers.


**Cement carrier**


Elbia. IMO 7702140. Cement carrier. Length 135 m, 3,840 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by Essberger Jt GMBH (Germany). Sold as is in Capetown (South Africa) for demolition in India. 385 $ per ton.


Glory Moon, December 2010, Sydney Harbour (Australia) © Clyde Dickens

**Miscellaneous**

**Research ship**

*H. H. Hess (ex-Canada Mail)*. IMO 6419758. Research ship. Length 171 m, 13,521 t. United States flag. No classification society. Built in 1965 in San Diego (United States) by NASSCO for American Mail Lines and operated in the Pacific. The *Canada Mail* is briefly chartered by the Navy’s Military Sealift Command (MSC) in 1973 and acquired by the US MARAD in 1975. She was then converted into an oceanographic research ship and renamed *H.H. Hess*. She was removed from service in 1992 and placed in the Suisun Bay Reserve Fleet. In January 2011, she left California to be demolished by ESCO Marine in Brownsville, Texas (United States).

*H.H. Hess* being demolished in Texas © Captain Peter / Shipspotting


**Barge**


*Giant 3* in Flushing (The Netherlands), September 2009 © Richard Wisse
Hopper dredger


**Berbiceway (ex-Presidente Cardenas).** IMO 7601401. Hopper dredger. Length 59 m. Saint Vincent and the Grenadines flag. Classification society Det Norske Veritas. Built in 1976 in Grand-Quevilly (France) by Dubigeon Normandie. This dredger was one of the series built in Grand-Quevilly for the Mexican government, of which the *Presidente Elias Calles* (1975), *Presidente Juarez* (1973) and *Tepoca ex-Guadalupe Victoria* (1975) are still in service. Sold in 2004 to Dragamex, the Mexican subsidiary of Royal Boskalis (The Netherlands). Sold for an unknown destination of demolition.

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**Offshore supply ship**


**Sindhu-1.** IMO 8203737. Offshore supply ship. Length 58 m, 1,268 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

**Sindhu-10.** IMO 8322600. Offshore supply ship. Length 55 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.


**Sindhu-16.** IMO 8418215. Offshore supply ship. Length 58 m, 1,299 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

**Sindhu-2.** IMO 8203749. Offshore supply ship. Length 58 m, 1,211 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.


The death, in Alang, of a fine cross-Channel ferry, the *Primrose*, the former Belgian vessel *Princesse Marie Christine*, to which an extra deck was added 10 years after her launch

Like all the ships in the “Régie des Transports Maritimes”, the Belgian national company that operates the Ostend-Dover route, this ferry - 118.40 metres long – launched on 8 September 1975 by the Cockerill shipyard in Hoboken, near Antwerp, was named after a member of the royal family, in this case Princess Marie-Christine, one of the daughters of king Leopold III. She was owned by the private Cobelfret Group as the RTM did not have the finances and was not able to buy her until 1985, having chartered her under “bare boat” conditions for 10 years.

In 1986 © Brian Fisher

The *Princesse Marie-Christine* tirelessly ploughed back and forth over the Channel, but over the years it turned out that she did not have sufficient lorry transport capacity to meet the demand. To increase this, the Boelwerf shipyard carried out a relatively unusual surgical operation in 1985 that consisted of cutting the ship open horizontally along her entire length and inserting an extra 5-metre high car deck into her superstructures. In this way, the *Princesse Marie Christine* was now able to accommodate 68 lorries instead of 37. At the same time, her passenger capacity was increased from 1,200 to 1,400. But the ship was now very high in the water and, to keep her stable, sponsons were attached to either side of the hull, which completed her disfigurement. She now sailed under the colours of Townsend Thoresen.

In 1994, her English terminus changed from Dover to Ramsgate, slightly further north. She lived through the death throes of RTM until she was decommissioned in Dunkirk in April 1997, as there was no longer enough space in Ostend. She was then soon bought by the Slovenian group Transeuropa Shipping Lines in Koper, which renamed her *Primrose* after a flower, like its other ferries, and put her back into service under a Cypriot flag on its Transeuropa Ferries route ... between Ostend and Ramsgate, which she performed faithfully as in the past, except during the summer of 2009, when she headed off for a few months in the sun, having been chartered by the Moroccan company Comarit to sail between Almeria and Al Hoceima.

And it was in the south that her career came to an end. Bought in 2010 by the Italian shipping company Blunavy, she sailed the Livorno – Portoferraio route (Island of Elba) under the same name and flag. But this was to last only a season; she was sold to Prayati Shipping in February 2011 with a view to her demolition in India. Renamed *Elegant I*, she made her last journey to Alang under the St Kitts & Nevis flag, arriving on 9 May after a 36-year career.
This bulletin is exclusively financed by the association Robin des Bois.

**Sources**
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Many thanks to Gérard Cornier for his contribution