The Melquiades-Ville de Nantes has just been demolished in Turkey. In 1991, the City of Nantes had bought this grain carrier from a Spanish ship-owner. She was then called Gera. The freighter was renamed Melquiades-Ville de Nantes and converted into a floating stage. Melquiades, the gypsy prophet, is a key character from the novel ‘One Hundred Years of Solitude’ by Gabriel Garcia Marquez. The former grain vessel was used to stage performances from four companies: Philippe Decouflé, Philippe Genty, Mano Negra and Royal de Luxe. Her main hold was bisected by a 'street' inspired by the old city of Nantes.

During her glory years the Melquiades-Ville de Nantes hosted the Cargo 92 tour in South America before returning to the shadows of the Cheviré bridge downstream of Nantes, her mother city, and taking a trip to Cherbourg in October 1993.
She was then resold for more conventional uses. She was renamed *Dimitra* in 1994, and *Ana Maria* in 2003. In the 3rd stage of her long career (38 years) she was detained several times in European and Black Sea ports due to numerous technical deficiencies before eventually ending up in Turkey. Her Syrian owner sold her at $308 a ton.

**Nuclear scrapping**

*Pacific Sandpiper*

The flagship of PNTL (Pacific Nuclear Transport Ltd) may have flown the British flag, but was symbolic of the faithful partnership between France and the United Kingdom on the one hand and Japan on the other and is to be scrapped at Ghent. She carried radioactive spent fuel between Japan and the ports of Cherbourg and Barrow in Furness returning to Japan with shipments of MOX (Mixed uranium and plutonium OXides) fuel to be used in Fukushima. See the press release dated 7 June 2011, "A nuclear waste to be broken up in Belgium."
The Tellier in Ghent
After much thought and pressure from seafarer trade unions and Robin des Bois, the Asian and Polish options have been ruled out. It is also in Ghent that Gaz de France (the French national gas company) has decided to dismantle the veteran LNG carrier Tellier (see Ship-breaking.com bulletin # 24). The company kept people guessing about the fate of the ship, which arrived in Le Havre in July 2011. From now on, she is only waiting for legal authorisation in the framework of the transboundary movements of hazardous waste.

The brokers speculate up until the end.
The purchase of ships at the end of life by specialist brokers leads to renegotiation with scrapping yards and changes of destination at the last moment to places to where financial conditions are the most advantageous. In China, the average price is $400-425 per ton while it is $475-500 in India. The bulk carrier Cape Providence and the general cargo carrier Umn Albnain, en route to India, were actually beached in Gadani (Pakistan), whilst the Jag Pari and the Kadmos that ought to have been demolished in Bangladesh and China respectively arrived in Alang. As for the old Corsican vessel Monte Stello whose scrapping was announced to take place in China (see Ship-breaking.com # 25 p 7-8). After being deflagged from New Zealand to Comoros (see Letters to the Editor – Simon) she has just left Jakarta bound for Bhavnagar and then Alang (India).

Letters to the editor

From Patrick, France, received November 29th 2011
Hello
Could you help me to find out information and photos of the following ship. IMO 5097204, known as the Aphrodite P, ex Alkyona Star 1993, ex Alkyona 1990, ex Georgios P 1988, ex Edmond René1983, ex Charles Prentout 1955. Built in 1948 in Nantes (France) by Dubigeon. In 2000 she was registered by Lloyds in Bahrein as M.fishing stern trawler. Length 47m90, breadth 8m25. Thank you for your cooperation.

Robin des Bois’s answer.
Unfortunately we do not have information about the present activities of Aphrodite P. Sources announced her as broken up but do not precise the date of demolition. We only found a few old photos of the ship when she was sailing as Edmond-Rene and registered F-1154 (i.e. between 1955 and 1983).

We appeal to all Ship-breaking.com’s readers for information about her fate and eventually for photos or documents.
from Dumitru, Moldova, received Decembre 1st 2011

Hello

I dare to request again your help. I would like to find out the former flag and owner of the vessels under Moldovan flag demolished in 2009-2011. Unfortunately, I don't have access to any data base with vessels. I guess you have this information. Could you please help me? Attached you will find the list of the vessels under Moldovan flag demolished in 2009-2011. Could you please fill in the former flag of vessel (this is the most important for me) and, if possible, the former owner? Please let me know if you will be able to help me.

Thanks in advance!

Robin des Bois’s answer.

Hello Dumitru

We are sending you back the list of vessels under Moldovan flag.

We added the former flag in blue, and the date of the change of flag. We also added the name and origin of the previous owner when we knew them.

We hope this will help you

From Egidio, Genoa, Italy, received December 8th 2011

Hallo,

just to thank you for your work and give you a couple of info. Your magazine # 24 reports the Jolly Arancione was sold for demolition. Actually this vessel is still sailing with Ignazio Messina & C. company.

In the port of Genova, two old ships are languishing and their fate is unknown at present, even if it is almost impossible they will sail again. The bigger one is the bulker Sentinel (flying Comores ISlabiñid flag) she is detained in the port since 2002/2003 because involved in illegal immigrant traffic. The second one is the tanker Theodoros which was stopped in 2007/2008.

Robin des Bois’s answer.

Hello and thank you for your interest and attention.

We were informed that the Jolly Arrancione was sold for demolition from a broker. Actually you are right she is still sailing and I think our source got misled by one of the ship’s former name Ltc.Calvin P. Titus (which was the name of a ship broken up in late 2010 – Cf Ship-breaking.com #22, p 27-28).

We will correct the news about the Jolly Arancione in our next edition.

Would you have pictures of the two other ships laid up in the port of Genova, Sentinel and Theodoros ?

We are always happy to have precision and news so keep us informed!

From Simon, Timaru, New Zealand, received December 12th 2011

Bonjour.

Just reading your edition #25 concerning mv MONTE STELLO ex Palanga. Marinetraffic AIS is showing this vessel has just recently departed Wellington New Zealand in the last few hours showing destination Mumbai India now under the Comoros flag.

You might wish to update your records.

Robin des Bois’s answer.

Thank you very much for your attention and reaction.

This is very interesting news and we will update the story of the Monte Stello in our next edition.

As a matter of fact the ship was said to be sold to a Chinese breaker for 355 $ but there must have been a more interesting deal in India. We regret to see deflagging - like here from New Zealand to Comoros - is used everywhere to avoid national regulations.

We just had a similar case with French ferries reflagged to Belize before they were beached in Alang.

From Dominic, United Kingdom, received December 23rd 2011

Bonjour

I am a lawyer who represents families affected by asbestos disease. I have a case where Bibby Line deny that asbestos was present on their ill fated ships MV English Bridge and MV Canadian Bridge. Both were built in the 1970’s in the UK. I think this is nonsense and one of your publication #24 mentions ships built in the 70’s being heavily contaminated with asbestos ( The Anna and The Teller).

I wonder if you might have further information that might be useful. The deceased seaman was a Somalian who settled in Liverpool after decades at sea.
Robin des Bois’s answer.

Sir,

These two ships were built by two of the biggest British shipyard. The British shipbuilding industry was a major consumer of asbestos. White asbestos (or chrysotile) was still imported in 1993. Regulations were passed in 1983, 1985 and 1987 to improve the protection of workers. In France, the use of asbestos in the shipbuilding industry has continued at least until 1997, the exposure of workers in the shipyards was reduced from 1982 on. Therefore, it is likely that these two vessels could not be asbestos free.

Demolition on the job

The self-destruction of the Rena

On October 5th 2011, the container ship Rena impaled herself on the Astrolabe Reef (see the press release dated October 13th "New Zealand, a forewarning of the Big One". Despite the pumping of tanks and cargo holds, the islands and beaches in the Bay of Plenty are polluted by the oil spill and the various stranded cargo from damaged containers which have come off to sea. The indigenous fishing industry has been compromised.

For 3 months, rescue teams removed containers and lightened the ship prior to considering a possible towing. In vain. On January 8th 2012, the Rena broke up and continues to self-destruct. New batches of debris have drifted in the sea and the rinsing of her bilge caused a new oil slick.

The record demolition of the TK Bremen

On December 16th, the general cargo carrier TK Bremen, eager to reach England left the port of Lorient hassle-free despite her poor state and the warnings about the Joachim storm. A few hours later, she ran aground on Kerminihy beach in Erdeven and hydrocarbons polluted the dune and the oyster farms of the Etel river.

The dismantling of the ship was promptly imposed. The local authorities opted for an extreme simplification of the dismantling rules. No prior inventory of pollutants was established and the regulatory framework on the scrapping yard was only made public on January 9th. Two days prior to this, works had begun; they were completed on January 25th. A few days before Christmas the maritime prefecture and State technical support planned a "huge" dismantling operation expected to last for "several months".
Few precautionary measures were taken to ensure minimal protection of both the environment and those workers who will later treat the mixed materials. Hydrocarbons were leaking, so the State departments had to intervene to calm the scrapping Dutchmen. Bilge pumping was improved. Revolutionary wave-rinsing techniques, to clear the polluted scrap, were implemented, inspired by the CEDRE "surf washing" initially used to "wash" polluted algae. Residual effluents are blotted by sand. Partitions, flooring, gaskets, wiring, paint containing asbestos, joinery, glues and sanitary equipment remained in place as well as the neon tubes and their mercury gases. On this type of vessel there are around one hundred of these.

Two days before the end of operations two representatives from Robin des Bois were invited on site. A sieving of the beach is underway to remove all visible waste. All dust and micro-pollutants were already dispersed. This will be followed by dune restoration along the site access route, which was expanded to 6m. Scrap mixed with crushed waste is stored in Plouigneau, near Morlaix (Finistère).

The Canadian Miner
Stranded on Scatarie Island (Nova Scotia, Canada) since 20 September whilst setting off in tow for demolition in Turkey, the Canadian Miner is now waiting for spring. According to the federal government and its minister for transport, the ship does not pose a navigational hazard or risk of pollution to the environment. The controversy is going on between the Federal Government and the Province of Nova Scotia for the funding of the cutting and dismantling operations; the cost is estimated at $24 million. The Federal Government turned a deaf ear, and the Ship-Source Oil Pollution Fund will not be used: no pollution has been observed to date. Initially, it was announced that Marine Recycling Corp, who are developing ship recycling activities in Port Colborne (Ontario), might be in charge of the demolition. Now, the regional government is negotiating the dismantling conditions with the American Bennington Group of New York and the Turkish Armada Offshore, two salvage companies contracted by Arvina Navigation, the last owner of the bulk carrier. To be continued.
Ship-owners around the world, beware of Hellas!

The Greek tug *Hellas* IMO No 7419690, registered in Saint Vincent and the Grenadines was responsible for the grounding of the *Canadian Miner* in Canada. In January 2012 she almost did it again to the *Federal Miramichi* which was off Cherbourg with an engine failure. This chemical tanker was eventually towed thanks to the *Abeille Liberté*, which fortunately replaced the substandard Greek tug that had escaped the attention of safety inspectors in Rotterdam and Brest in October and December 2011.

*Federal Miramichi* in Cherbourg, on January 11th 2012 © Robin des Bois

**Gibraltar**

In the serie of “demolition on the job” featured in this edition of Ship-breaking.com, we must assign a special distinction to the demolition of the *Mondo* (Cf. p 35): an afloat, almost submarine scrapping.

A temptation for all ships that are laid up in ports, from Brest (France) to Genoa (Italy) and worldwide?

Will this fate also be shared by the following candidates (unlimited list)?
**Sentinel (ex-Fivi, ex-Mirfak, ex-Bened, ex-Lindewal, ex-Cairnleader),** IMO 7405077. General cargo. Length 79 m. Comorian flag. Built in 1975 in Leer (Germany) by Jensen. Owned by the Greek Sea Lords Maritime Inc. Arrested and detained in Genoa since January 22nd 2004 for illegal immigrants traffic.


**Matterhorn (ex-Arctic Wolf, ex-Otago Rex, ex-Tirreno Universal),** IMO 8504478. Reefer. Length 115 m. Liberian flag. Built in 1985 in Japan. Detected on May 25th 2009 by a French customs spotter plane with a 22km long oil slick behind her, the ship was derouted to Brest by the Marine Nationale. The judicial authorities fixed a 300.000 € (415.000 $) bond which was never paid. Nor was the 1million € fine.

**Captain Tsarev (ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Zim Kaohsiung, ex-Arktic),** IMO 8128860. Container-ship. Length 154 m. Panamanian flag. Built in 1982 in Lübeck (Germany) by Orenstein & Koppel. Arrived in Brest in tow of Abeille Bourbon with an engine failure on November 23rd 2008 at the port of Commerce. The ship's insurer refused her to return to sea after a makeshift repair. She is still languishing in Brest.

See the press releases by Mor Glaz on the abandoned ships in Brest, **August 20th 2009** and **May 31st 2011** and those about the Captain Tsarev and the Matterhorn in the 2009 Archives section (see Archives). French language only.
Results from November to December 2011

173 ships left for demolition, i.e. 17 ships per week which marks a slowdown compared to the rest of the year. The total demolition will allow for almost 1,3 million tons of metal to be recycled. 157 (91%) left for Asia; 63 (36%) were built in Europe, 59 (34%) belonged to European owners.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Tonnage of scrap metal</th>
<th>Category</th>
</tr>
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<tbody>
<tr>
<td>1 India</td>
<td>1 India 700,000 t</td>
<td>1 general cargo, 49 (28%)</td>
</tr>
<tr>
<td>2 China</td>
<td>2 Pakistan 239,000 t</td>
<td>2 bulk carrier 46, (27%)</td>
</tr>
<tr>
<td>3 Pakistan</td>
<td>3 China 238,000</td>
<td>3 tanker 31 (18%)</td>
</tr>
<tr>
<td>4 Turkey</td>
<td>4 Turkey 47,000 t</td>
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<td>5 Denmark</td>
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<tr>
<td>6 United States</td>
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<td>7 Belgium, Gibraltar, Vietnam and Ecuador</td>
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India absorbed the majority of ships to be broken up, all the more because no ship was allowed to be beached for demolition in Bangladesh since the lethal accidents of the late summer.

The situation is clearing up in the Bay of Bengal. The Ministry of Industry has defined and published the “Ship Breaking and Recycling Rules”. These rules must ensure the protection of workers and the environment. They were validated in three steps. The Supreme Court ordered the government to amend the first copy of the rules issued in December but considered as insufficient regarding pollution and the safety of workers. The second version was approved by the Supreme Court early in January and then ultimately by the High Court. At the end of January, the flow of ships to demolish was picking up again. The 51 “Ship Breaking and Recycling Rules” are framed in light of the National regulation and the IMO Hong Kong Convention on ship-breaking. A training institute for ship-breaking workers has to be set up with the help of Norwegian consultants.

After the bars, demolition

55 (32%) ships sent for demolition were controlled by a classification society not a part of the International Association of Classification Societies (IACS) or without classification. Sub-standard ships still take priority: at least 95 (55%) were subject to prior detention in worldwide ports with a detention rate at more than 70 % for general cargo carrier, chemical tankers and bulkers. The detention rate is at 32 % for oil tankers. On the shelves of detention records in this edition of Ship-breaking are three general cargo carriers the Arctic Clipper, 12 detentions between 2000 and 2011, the Mayank 10 detentions between 2002 and 2011, the Asteropa, 9 detentions between 2000 et 2011 and one bulker, the Alaska II, 9 detentions. (cf.p 21, 31et 35).

Years and meters

The age of vessels leaving the ocean ranks between 13 years for the tanker Orion Trader sold for demolition in India by her Japanese owner along with two VLCC (Very Large Crude Carrier) of its fleet and 70 years for the submarine tender Sperry, US veteran of the Second World War to be broken up in Texas The average age is 30 years. 71 ships have an inferior length of 150 meters, 66 measure between 150 and 199 meters et 68 more than 200 m. Big is not beautiful for young tankers: the four less aged ships to leave for demolition in November and December 2011 were VLCC. They were double hull.
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**

*Eastern Light* (ex-*SeaFrance Renoir*, ex-*Cote d’Azur*). IMO 7920534. Ferry. Length 130 m, 7,391 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1981 in Le Havre (France) by Ateliers et Chantiers du Havre. See the story of the ex-*Renoir* in Ship-breaking.com # 24 and the condition of her departure for demolition in Robin des Bois’ press releases. Owned by SeaFrance –SNCF (France). The ship was sold to a ghost company based in Panama in July 2011 and in the wake resold for demolition in India where she arrived on October 31st.

*Express Limnos* (ex-*Express Athina*, ex-*Panagia Tinou 2*, ex-*Moby Love*, ex-*Prins Philippe*). IMO 7305514. Ferry. Length 118 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1973 in Temse (Belgium) by Boelwerf. The ship started her career as the Belgian *Prins Philippe* for RTM - Régie des Transports Maritimes - on the Ostend / Dover line. Sold in 1986 to Navarma, she became the Italian *Moby Love* (Italy / Corsica line). Sold in 1993 to Ventouris Sea Line, she became the Greek *Panagia Tinou 2* (sailing from Piraeus to Cyclades). Sold in 1998 to Agapitos Express Ferries, renamed *Express Athena* (Piraeus /Greek Islands), she was then passed to Hellas Ferries in 1999, then in 2005 to Hellenic Seaways. In 2007, she was acquired by Saos Ferries and renamed *Express Limnos*, but was decommissioned in 2008. Sold for demolition in Turkey.

*Prins Philippe* arriving in Dover (United Kingdom), September 1981 © Tony Garner

*Berthed in Lavrio (Greece) June 2011 © S. Raptakis*

Guniz at Aliaga ship-breaking yard © Yvon Perchoc


Norcape (ex-Tipperary, ex-Puma). IMO 7716086. Ferry. Length 150 m. Bahamian flag. Classification society Lloyd’s Register of Shipping. Built in 1979 in Tamano (Japan) by Mitsui. Owned by P&O Ferries (United Kingdom). On November 27th, 2011, the ferry ran aground on her way into Troon (Scotland). One crewman was injured in an attempt to pull the ship from the sand. Eventually sold for demolition in Turkey. 350 $ per ton.

Panagia Soumela (ex-Lady of Mann). IMO 7400259. Ferry. Length 104 m. Greek flag. Classification society Lloyd’s Register of Shipping. Built in 1976 in Troon (United Kingdom) by Ailsa SB. As the English Lady of Mann of Isle of Man Steam Packet Company, she mainly sailed from Douglas (Isle of Man) to Liverpool. From 1989 on, she was usually charterd to other companies and spent several summer seasons in the islands of the Azores. Sold in 2005 to Saos Ferries, Samothrace island maritime company whose main line is Alexandroupolis – Samothrace (renamed Panagia Soumela flying the Greek flag grec). Detained in 2001 in Praia da Vitoria (Portugal). Sold for demolition in Turkey.

Salam (ex-El Salam 89, ex-Al Qamar I, ex-Saint Clair, ex-Admiral Pacific). IMO 7632383. Ro-Ro converted to passenger ship. Length 123 m, 3,717 t. Saint Kitts & Nevis flag. Classification society RINA. Built in 1978 in Tokyo (Japan) by Ishikawajima. In August 1990, as the Saint Clair, she is victim of a fire in the port of Marseille. She was towed, rebuilt and converted into ferry in Port-Said (Egypt). Sold today by her Egyptian owner El Salam Shipping & Trading to the Indian Prayati Shipping, the specialist in breathless ferries fated to demolition. Sold for demolition in Mumbai, India. See the chapter the END (p 42).


Seatrade (ex-Stena Seatrader, ex-Svea Link, ex-Svealand AV Malmo, ex-Svealand). IMO 7301491. Ferry. Length 182 m, 6,962 t. Deflagged from Cyprus to Comoros for her last journey. Classification society Polski Rejestr Stakow. Built in 1973 in Nakskov (Denmark) by Nakskov SV; jumboized in 1982 and lengthened from 148 to 182 m by Howaldtswerke Deutsche Werft in Hamburg. Mainly used as cargo carrier (trucks). Her activities have been the following : as the Swedish Svealand from 1973 to 1982 on the Sweden – German Democratic Republic route (Trelleborg-Sassnitz); as the Swedish Svealand av Malmö (1982-1987), and Svea Link (1987 – 1990) Sweden –
Germany route (Malmö-Travemünde); as the dutch *Stena Seatrader* (1990-2008), Netherlands/United Kingdom routes (Hoek van Holland – Harwich and then Killingholme); as the cypriot *Seatrade* (2008-2011), Greece/Italy route for Ventouris Ferries (Igoumenitsa-Patras). Sold for demolition in India, she left Igoumenitsa (Greece) and arrived in Alang renamed *Sea Project*.

*Seatrade* arriving at Igoumenitsa (Greece), August 2011 © Dimitrios P


*Western Light* (ex-SeaFrance Cezanne, ex-Fiesta, ex-Channel Seaway, ex-Fantasia, ex-Trapezitza, ex-Soca, ex-Ariadne). IMO 7806099. Ferry. Length 163 m, 12,595 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1980 in Malmo (Sweden) by Kockums MV. Sold by Seafrance - SNCF (France) to a Panamanian ghost company representing the German Condor Maritime Dienstleistung GmbH. Sold for demolition in India. See the details of the story of the ex-SeaFrance Cezanne in Ship-breaking.com # 24 and # 25 and in Press releases on the website.

*Passenger ship* *Adventure* (ex-Island Adventure, ex-Royal Seas, ex-Ukraine, ex-Kazakhstan). IMO 7359486. Passenger ship. Length 156 m, 9,156 t. Deflagged from Panama to Tanzania before her last journey. Classification society Bureau Veritas. Built in 1976 in Turku (Finland) by Wartsila. The Kazakhstan was originally built as a ferry for services on the Black Sea for Black Sea Shipping Company, the Soviet Odessa based company. However, she was soon used for cruises and this evolution was confirmed when she was transformed in 1984 by Lloyd Werft in Bremerhaven. The Black Sea Shipping, now Ukrainian, renamed her *Ukraine* in 1994. She was later acquired by an American

November 26th 2011 (left) *Western Light* (ex-SeaFrance Cezanne) in Alang January 21st 2012

© Matthaios
company in 1998 becoming the Island Adventure, managed by Sea Escape for short cruises off Florida as a casino ship. This activity ended up in 2008 and the ship was decommissioned in the Bahamas. Owned by Exim Inc (United States). Sold for demolition in India where she was beached on November 13th.

The passenger ship Ukraina, Fort Lauderdale (Florida, United States), July 1997 © Wolfgang Kramer

US MARAD Reserve Fleet

Sperry. US Navy submarine tender. Length 160 m, 9,250 t. United States. Built in 1941 in Vallejo (California, United States) by Mare Island Navy Yard and launched 10 days after the Japanese attack on Pearl Harbour. Decommissioned and struck from the naval register in 1982 after 40 years of service. Since then laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). After the cleaning of her hull in Mare Island, in the shipyard where she was built, the Sperry was towed via the Panama canal to ESCO Marine ship-breaking yard in Beaumont, Texas (United States). This is the 26th vessel of the Californian Reserve Fleet to leave for demolition; there are 31 left. They should be all be removed for disposal by September 30th, 2017

Sperry outbound to sea, exiting San Diego Bay off Point Loma (United States), April 1955 © David Buell

Reefer


The reefer Gibraltar, on Saint Petersburg roads (Russia), April 2006 © Trommel


Ro-Ro Baltica (ex-Transbaltica, ex-Ahlers Baltic). IMO 8813154. Ro-Ro. Length 158 m, 6,458 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco OY (Finland). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 452 $ per ton.

Balticum (ex-Tor Baltica, ex-Elk). IMO 7528594. Ro-Ro. Length 164 m, 6,562 t. Latvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Brax Shipholding Rederi AB (Latvia). Detained in 2005 in Fredericia (Denmark). Sold as is in Singapore for demolition in India. 470 $ per ton.

Italroro One (ex-Sardegna, ex-Ro Ro Italia, ex-Allemagna Express). IMO 7517595. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane. Owned by Interconsult SAS (Italy). Seized by the court to pay creditors and immobilized in Toulon since October 2008. The Filipino and Romanian seafarers still on board were repatriated in March 2009 only. After the Italrororo Two, of the same company (Cf. Ship-breaking.com # 25), it’s Italroro One’s turn to leave for demolition in Turkey.

Jolly Corallo (ex-Bess, ex-CGM Rimbaud, ex-Elgaren). IMO 7705960. Ro-Ro. Length 217 m, 19,654 t. Italian flag. Classification society Bureau Veritas. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 $ per ton.

Anchored in Naples (Italy), her homeport, in October 2011. A few weeks later she will be deflagged to Comoros, and her name shortened to « Cora » before heading towards Alang. © Daniel Vasut

Jolly Zafiro (ex-Porgy, ex-CGM Racine, ex-Racine, ex-Merzario Asia, ex-Kolsnaren). IMO 7705958. Ro-Ro. Length 217 m, 19,728 t. Italian flag. Classification society Bureau Veritas. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 $ per ton.

Marden (ex-Safina, ex-Ariadni, ex-Lian Sha, ex-Stephan J, ex-EWL Curacao). IMO 8128937. Ro-Ro. Length 100 m, 2,346 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1982 in Emden (Germany) by Cassens Schiffswerft. Owned by Feniks Denizcilik Ltd (Turkey). Detained in 2006 in Gioia Tauro (Italy), in 2007 in Marsaxlokk (Malta) and in 2011 in Koper (Slovenia) and Mariupol (Ukraine). Sold for demolition in India. 482 $ per ton.


Tanker

Andros C (ex-Andros, ex-Reliance, ex-Torino, ex-Taurus, ex-Taurus Horten). IMO 8215986. Tanker. Length 207 m, 11,221 t. Panamanian flag. Classification society Lloyd’s Register of Shipping. Built in 1984 in Horten (Norway) by Horten Verft. Registered by Blue Pearl Shipping in the US Virgin Islands, but the ship manager Carol Transport Marine Ltd has its headquarters in La Habana (Cuba), and is actually representing a Cyprus based firm. The ship was Norwegian as Taurus Horten (1984-1985), Taurus (1985-1986) and Torino (1986-1987), then Singaporean as Reliance (1987-2004) owned by the Belgium based Transpetrol. She became the Andros flying the Saint Vincent & Grenadines flag in 2004 for the Greek Polembros, and then the Andros C. under Panamanian flag in 2008 for Caroil. Sold as is in Cuba for an unknown destination of demolition. 333 $ per ton.

Atlantic Liberty. IMO 9106156. Tanker. Length 330 m, 41,027 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ariake (Japan) by Hitachi Zosen. Owned by MOL – Mitsui Osk Lines (Japan). The Atlantic Liberty, 16 years of age, is one the youngest ship to leave for demolition at the end 2011 along with two other VLCC of the Japanese shipowner MOL (Cf. below Ohminesan and Orion Trader). This early demolition is due to the falling demand and oversupply for this type of tanker which push their earnings down. Shipowners prefer to sell them. The sale of Atlantic Liberty for demolition in India has brought in more than 20 million $ i.e. 490 $ per ton.


BW Stadt (ex-Berge Stadt). IMO 9005170. Tanker VLCC. Length 332 m, 41,079 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by BW Group (Norway). Detained in 2010 in Ningbo (China). Sold as is in Labuan (Malaysian) for demolition in Bangladesh, she actually was deflagged to Comoros and is now heading towards Gadani (Pakistan). 480 $ per ton including 700 t of bunkers.


Front Beta berthed in St. Croix, US Virgin Islands, May 2011 © Marinetraffic


Minotaur on the Yangtze River, August 2008. © Bengt-Rune Inberg

Ohminesan. IMO 9124720. Tanker VLCC. Length 333 m, 38,949 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Regardless of her sale for demolition to a « green » ship-breaking yard, the ship was deflagged and beached incognito as « Minesa ». 470 $ per ton.

Orion Trader. IMO 9156266. Tanker VLCC. Length 333 m, 42,137 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1998 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Like Ohminesan of the same owner, and regardless of her sale to a « green » ship-breaking yard, the ship was carefully deflagged and renamed, arriving in Alang (India) as « Rion ». 470 $ per ton.
Sebarok Spirit. IMO 9041370. Tanker. Length 247 m, 15,912 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Marugame (Japan) by Imabari. Owned by Icon Capital Corp (United States). Sold as is in Singapore for demolition in India. 481 $ per ton with an additional payment for 400 t of bunkers.


Gas tanker.

Chemical tanker


Norlake (ex-Kenwood Park, ex-Stolt Resolute, ex-Stolt Maria Pando, ex-Ana Maria de Pando, ex-A. Maria de Pando). IMO 7931868. Chemical tanker. Length 173 m, 10,785 t. Panamanian flag. Classification society RINA. Built in 1982 in Sestao (Spain) by AESA. Owned by Norna Shipping Corp (Egypt). Detained in 1997 in Rotterdam (Netherlands), in 2010 in Bremen (Germany) and in 2011 in Hamburg (Germany). Sold as is in Suez (Egypt) for demolition in India. 405 $ per ton.


Theresa Pegasus arriving at Kandla (India), June 2008 © Knut Helge Schistad


Combinated carrier – OBO (Ore/Bulk/Oil Carrier)

Bonnie Smithwick leaving Montoir (France), September 2010 © Gilbert Cailler

### Bulk carrier


*Apostolos D* (ex-*Stamatis*, ex-*George*, ex-*Asteriks*, ex-*Chateaugay*). IMO 8214683. Bulk carrier. Length 244 m, 12,944 t. Liberian flag. Classification society Lloyd’s Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by DND Management (Greece). Detained in 2008 in Shenzhen (China), in 2009 in Portland (Oregon, United States) and Tangshan (China) and in 2011 in Zhenjiang (China). Sold for demolition in China. 438 $ per ton.


June 2010, Deviglory I was loading up in Chittagong (Bangladesh) ; in November 2011 she was beached for demolition in Alang (India) © Ivan Meshkov


Good Light (ex-ICL Parthibhan, ex-Gemini, ex-Equator Eminence, ex-Sanko Maple). IMO 7616494. Bulk carrier. Length 198 m, 10,862 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by Good Earth Maritime Ltd (India). Detained in 2003 in Newcastle (Australia) and in 2004 in Rotterdam (Netherlands) and Port Cartier (Canada). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 490 $ per ton.

Good Luck (ex-British Steel). IMO 8208000. Bulk carrier. Length 287 m, 25,108 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Belfast (United Kingdom) by Harland & Wolff. Owned by Transmed Shipping Co (Greece). Sold for demolition in India where she arrived on December 12th. The ship then changed course and was finally beached in Pakistan. 450 $ per ton.

Storm in Eastern China Sea, December 2010 © VAV / Shipspotting


Melina I (ex-Ossa, ex-Desert Falcon). IMO 7916636. Bulk carrier. Length 170 m, 7,343 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by United International (Greece). Detained in 2007 in Silvertown (United Kingdom) and Tuticorin (India), in 2008 in Tangshan (China) and in 2010 in Novorossiysk (Russia). Sold for demolition in India.


S Venus. IMO 8323111. Bulk carrier. Length 190 m, 8,912 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in India. 520 $ per ton including 1.150 t of bunkers.


Xin Yuan Chao (ex-Elriet, ex-Jullietta, ex-Stefania, ex-Bergen Queen, ex-Querida, ex-Sita Elise, ex-Wayfarer, ex-Therean Sailor). IMO 8102749. Bulk carrier. Length 198 m, 7,810 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Sevilla (Spain) by AESA. Owned by Changning Shipping Co (China). Detained in 2002 in N. Charleston (South Carolina, United States), in 2003 in Hong Kong (China), in 2006 in Hull (United Kingdom), in 2010 in Ningbo (China) and in 2011 in Pyeongtaek (South Korea) and Kandla (India). Sold for demolition in Pakistan. 495 $ per ton including 250 t of bunkers.


Container ship


FAS Provence (ex-Siam Bay, ex-Ville de Dubai, ex-Britta Thien, ex-AEL Europe). IMO 8508436. General cargo carrier converted into container ship with a capacity of 582 TEU among which 60 refrigerated containers. In service on the Europe-Africa lines, she also carries second-hand cars. Length 130 m. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Bremerhaven (Germany) by Rickmers. Owned by CMA CGM (France), ship manager Midocean IOM (Isle of Man). Sold for demolition in Turkey. On January 12th, the vessel with no crew onboard and towed by the tugs West and Izmir Bull from Dakar to a Turkish ship-breaking yard encountered gale force winds in the Mediterranean. She listed over, taking in water until she sunk 80 miles south of Delimara Point (Malta). She is now resting under 300 meters of water.


Kota Abadi (ex-MSC Santiago, ex-CSAV Ranco, ex-City Of Glasgow, ex-Nedlloyd Himalaya, ex-CMB Merkur, ex-Merkur Sea, ex-Dutch Senator, ex-Ville d’Uranus). IMO 8310906. Container ship. Length 167 m, 7,817 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1984 in Vegesack (Germany) by Bremer Vulkan. Owned by Pacific International Lines (Singapore). Detained in 2004 in Valparaiso (Chile). Sold as is in Singapore for demolition in India. 470 $ per ton including 1.000 t of bunkers.


SCI Mahima arriving in Felixtowe (United Kingdom), January 2007 © John Jones


YM Europe (ex-Ming Europe). IMO 8807741. Container ship. Length 276 m, 18,628 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in India. 481 $ per ton.
Cement carrier

Red Sea Spirit in Singapore, March 2009 © Marinetraffic

General cargo


American Tern while dockside at NOB Norfolk (United States) in September 2010, with US Navy Anzio at the same pier © Marc Piché


(Spain), in 2004 in Novorossiysk (Russia), in 2005 in Varna (Bulgaria), in 2008 in Nikolayev (Ukraine) and in 2009 in Novorossiysk again. Sold for demolition in Turkey. 338 $ per ton.

**Arctic Clipper** (ex-*Ekaterini*, ex-*Feroi*, ex-*Stadiongracht*, ex-*Seliba*). IMO 7714208. General cargo. Length 80 m, 1,860 t. Panamanian flag. Classification society Intermaritime Certification Services. Built in 1978 in Shimizu (Japan) by Miho. Detained in 2000 in Marina di Carrara (Italy), in 2001 in Cadiz (Spain), in 2002 in Santander and Almeria (Spain), Thessaloniki (Greece), Calais (France) and Novorossiysk (Russia), in 2003 in Lisbon (Portugal), in 2004 in Bari (Italy), Itea (Greece) and Constanta (Romania) and in 2011 in the Netherland Antilles. She is the gold medallist and record-holder for detention in this edition of Ship-breaking.com. Sold for demolition in Guayaquil (Ecuador) by Aceria Nacional del Ecuador (ANDEC SA).


Asteropa in December 2011 at Van Heygen Recycling in Ghent (Belgium) © Shipspotting


**Sea Rider**, anchored in Koper (Slovenia), January 2010 © Mara


**Dong Binh**, in May 2010 in Sriracha (Thailand). © Geir Vinnes


Hilal Alemarat I, Ex-Al-Yarmouk, anchored off Lattakia (Syria) © Shipspotting


Koca Reis (ex-Nazmi C, ex-Asim Imanoglu, ex-Medgidia). IMO 9043108. General cargo. Length 131 m. Turkish flag. Classification society Turk Loydu. Built in 1992 in Tulcea (Romania) by Tulcea SN. Owned by Emsan Denizcilik (Turkey). Detained in 1998 in Moerdijk (Netherlands), in 1999 in Cardiff (United Kingdom) and Thessaloniki (Greece), in 2001 in Lisbon and Setubal (Portugal) and Sète (France), in 2003 in La Spezia (Italy) and in 2004 in Eleusis (Greece). In March 2011 a fire broke out in the engine room off the Algerian coast and was brought to control three hours later ; the crew was unharmed. The ship was towed to Annaba (Algeria), then back to Tuzla (Turkey) and eventually sold for demolition to a local ship-breaking yard.


Kramatorsk in Bremen, July 2009 © Klaus Masuch


Meropa, on passage to Howdendyke (United Kingdom) from Gdynia (Poland), March 2010 © Eddie Walker


Mondo (ex-Salita, ex-Salina, ex-Inishark, ex-Darell). IMO 8022614. General cargo. Length 84 m, 1,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Foxhol (Netherlands) by Bijlholt; jumboized in 1986 and lengthened from 75 in 84 m. Owned by Kotero (Croatia). She came to Gibraltar in October 2010 loaded with gravel from Malta and was found unseaworthy from an underwater inspection. She had been languishing for more than a year at the South Mole, was excluded from the Russian Maritime Register of Shipping in April 2011, and eventually scrapped afloat at Coaling Island (Gibraltar).

October 2010 © Batilla


**Myra** in Bassens (France) waiting to start loading, August 2011 © Pascal Riteau

**Nawal II (ex-Ismail Prince, ex-Zamet, ex-Benedict).** IMO 7521467. General cargo. Length 116 m, 2,583 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1979 in Rio de Janeiro (Brazil) by EMAQ. Owned by Hillaa Shipping Corp (United Arab Emirates). Detained in 2002 in Leixoes (Portugal), in 2004 in Cagliari (Italy) and in 2008 in Kavala (Greece) and Novorossiysk (Russia). Sold for demolition in Mumbai (India).

**Noble Success (ex-Intercrest, ex-Yang Ling, ex-Redemption, ex-Star Orient, ex-Sirorat Naree, ex-Maya n°5, ex-Ho Ming n°5).** IMO 8214865. General cargo. Length 119 m, 2,877 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Kingbest Shipping Ltd (Hong Kong, China). Detained in 2001 in Hong Kong (China) and in 2010 in Lumut (Malaysia). Sold for demolition in India.

**Norwich (ex-Norwich Castle, ex-SV Pavel, ex-Star Drivanger, ex-Star Hong Kong).** IMO 7620603. General cargo. Length 183 m, 11,502 t. Deflagged from Panama to Bahamas for her last journey. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsu. Owned by SMT - Ship Management & Transport (Cyprus). Detained in 200 in Long Beach (California, United States) and in 2010 in Vishakhapatnam (India). Sold for demolition in India. 508 $ per ton.

**Norwich Castle** on the North sea canal in Ijmuiden (Netherlands), on her way to Amsterdam, October 2010 © Willem Oldenburg


Vidi (ex-Swe Trader, ex-Rauk, ex-Klinte, ex-Larus, ex-Bergvik, ex-Actuaria, ex-City of Dublin). IMO 6824745. General cargo. Length 74 m, 780 t. Swedish flag. Classification society Bureau Veritas. Built in 1968 in Neuenfelde (Germany) by JJ Sietas. Owned by Vargon Shipping AB (Sweden). Detained in 2000 in Kiel (Germany) and in 2008 in Ostend (Belgium). Sold for demolition in Denmark. 1200 Danish krones i.e. 216 $ per ton.


Arriving at Split (Croatia), November 2010 © Sinisa Aljinovic
Miscellaneous

**Dredger**

*Freeway, April 2009 in Pajaritos, Coatzacoalcos, Mexico © Tord Avnæs Sæle*

*October 2011, Ghent (Belgium) © Peter Wyntin*

**Tug**

*In Abidjan, June 2007 © Roland Grard / Marine-marchande.net*

**Cattle carrier**

*Hereford Express, departing Port Headland (Australia), May 2008 © Tropic Maritime*
Car carrier


December 4th 2011, the arrival of *Hoegh Trotter* at Jiangmen Zhongxin Shipbreaking & Steel Co.

Photos by NHST Events / Jon Chaplin – all rights reserved
1020 ships for scrap in 2011, a new record

<table>
<thead>
<tr>
<th>Unit</th>
<th>Tonnage of scrap metal</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India</td>
<td>1 India 3.5 million t</td>
<td>1 bulk carrier: 334 (33%)</td>
</tr>
<tr>
<td>2 Bangladesh</td>
<td>2 Bangladesh 1.6 million t (19%)</td>
<td>2 general cargo: 234 (23%)</td>
</tr>
<tr>
<td>3 China</td>
<td>3 China 1.4 million t</td>
<td>3 tankers: 209 (20%)</td>
</tr>
<tr>
<td>4 Pakistan</td>
<td>4 Pakistan 1 million t (13%)</td>
<td>4 reefer: 50 (5%)</td>
</tr>
<tr>
<td>5 Turkey, 72</td>
<td>5 Turkey 206.000 t (3%)</td>
<td>5 container ship: 48 (5%)</td>
</tr>
<tr>
<td>6 United States, 19</td>
<td>6 United States 131.000 (1%)</td>
<td></td>
</tr>
</tbody>
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For the third consecutive year, cleaning continues in the shipping world as over one thousand ships are disposed of. With 1020 units going for scrap, 2011 beats the 2009 record (1,006 ships). The demolition market grew by 7% compared to the previous year in terms of the number of ships and by 27% by volume of recycled metal. The size of the scrapped vessels is significantly greater with 268 ships over 200m against 168 in 2010. 24 vessels over 300m in length were sent for scrap among which two thirds of tankers and particularly double hulled VLCCs (Very Large Crude Carriers) some as young as 13 to 16 years of age.

Among the vessels scrapped in 2011, 385 (38%) measure less than 150m, 367 (36%) between 150 and 199m, and 268 (26%) over 200m. The ages range from 9 years for the general cargo carrier S Gabriel, damaged off the Azores, to 70 for the veteran Sperry, a US Navy submarine tender. The average age is almost stable at 30.

The evolution radically differs depending on the category of vessels observed. Bulk carriers are three times more likely than in 2010 to be scrapped and at 33% represent the number one category of vessels scrapped ahead of general cargo carriers (23%). The tankers altogether only represent 20% of scrapped vessels and container ships 5%, a decrease in units of -35% for each of these families.

India remains number 1 in volume and units to be demolished, for the 4th consecutive year. Bangladesh retains 2nd place despite the ban on the import of ships to be demolished for half of the year. The ranking is identical to 2010 (except for TURKEY where the number of vessels received in their yards fell). The United States, in full pussy-footing mode, are locally dismantling old hulls from their Reserve Fleet, but send the bulk of merchant vessels to Asia. All the more easy as it is no longer the Environmental Protection Agency (EPA) who are in charge of controlling the export of hazardous materials (TSCA - The Toxic Substances Control Act), but the Maritime Administration who tend to release the fugitive vessels to the detriment of local yards. Europe is getting nowhere, with the exception of Belgium and Denmark who are consolidating their positions.

The total tonnage of metal scrapped in 2011 exceeded the 8 million mark.

365 (36%) were under a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA) and 38% were built in those countries. 586 (57%) have been detained in previous years with their crews in ports worldwide, in Europe but also in Russia and Asia for non-compliance with international safety regulations. 981 ships (96%) were demolished in Asia.

The purchase prices moderately fluctuated in 2011. After an upward trend before the summer, prices returned to levels comparable to the end of last year, of about $475 to 500 per ton in the Indian subcontinent; $400-430 in China and $330 in Turkey. The prices offered by some European and American sites are rarely disclosed, but the prices were announced as over $200 per ton in Denmark and the United States. The most expensive ship, Sun Bridge, was bought by India at $726 per ton, a price blown out of the water by the Canadian Miner which will be cut and dismantled in situ at a cost of $24 million after her catastrophic towing and grounding- i.e. more than $2,000 per ton, excluding the cost of environmental damage...
The END

From Saint-Clair to Salam: the end of a mutant

The French roll-on/roll-off Saint Clair, which almost disappeared in 1990 has been lastly delivered to Indian demolishers in Mumbai after a delay of twenty-one years. Built in 1978 at the Tokyo Ishikawajima Ship and Chemical Plant Company yard, she began her career as the Norwegian Admiral Pacific initially on a link between Marseilles, the Red Sea and India, and from 1980, between Miami and South America via Panama.

Admiral Pacific © sweie / Ship Nostalgia

Fighting the fire on the ferry Saint-Clair in Marseille, August 4th 1990. © Yvon Perchoc

Acquired in 1982 by Société Nationale Maritime Corse-Méditerranée (SNCM) and becoming the French Saint Clair, she was chartered to the Sudcargos group including SNCM, Daher and Naval Caennaise, and operated between Marseilles and the Red Sea or North Africa. On 4 August 1990, when departing Marseilles en route to Tunis with a cargo of cars, trucks and refrigerated trailers, a fire broke out in the car deck and quickly took on such a scale that it took three days to extinguish.

The wreck of the Saint-Clair © Yvon Perchoc
One would have thought the vessel was doomed, but her engines were spared, and the wreck was purchased by Egyptian ship-owner El Salam Shipping & Trading. Temporarily renamed Al Qamar I, the vessel was towed to Port Said in November 1990 where the Canal Naval Construction shipyard transformed her into a ferry through the installation of four additional decks between the front deck and the rear engine so she could carry around 1400 passengers.

The former Saint Clair was ready for service in 1992 under the name of El Salam 89, and began her shuttle service between Suez and Jeddah, mainly carrying Egyptians working in Saudi Arabia.

In 2007, she became a simple roll-on/roll-off after the removal of her passenger accommodation. It may be recalled that the previous year was marked by the dramatic Red Sea ferry disaster involving the Al Salam Boccaccio 98, a vessel belonging to the same group, where almost 1,000 perished. The former St. Clair made her last short trip as Salam under the flag of St Kitts & Nevis.
Sources

American Bureau of Shipping; Black Sea Memorandum of Understanding; Bureau Veritas; Cape Breton Post (the); cargos-paquebots.net; Chittagong Port Authority (the); Clarkson's; Daily Star (the); Det Norske Veritas; Elwatan; Equasis; European Maritime Security Agency; Germanischer Lloyd; Global Marketing Systems; Hindustan Times (the); Indian Express (the); Indian Ocean Memorandum of Understanding; Lloyd's List; Lion Shipbrokers; Lloyd's Register of Ships; Marin (le); Marine Traffic; Marine-Marchande.net; Maritime New Zealand; Mer et Marine; Miramar Ship Index; Mumbai Port Trust (the); NHST Events; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; Presse-Ocean; Radio Canada; Robin des Bois, personnel sources et archives; Russian Maritime Register of Shipping; Ship Nostalgia; Shipspotting; Télégramme (le); Times of India (the); Tokyo Memorandum of Understanding; United States Coast Guards; United States Maritime Administration; United States Navy; Vessel Tracker; Vietnam Register of Shipping; Ville de Nantes.fr.

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