Information bulletin on ship demolition

#8

from January 1 to March 15, 2007

Ship-Breaking.com

Scraping-proof
Benefitting from her exceptional Target Factor of 97, which can be explained by both the vessel’s age and the fact that she was rarely inspected, the Descartes, a gas carrier of Gaz de France, sits disused at the port of Marseille near dock 10, a potential demolition yard for Mediterranean ships. She was initially intended to be sold for demolition but the owner seeks henceforth to sell her as floating storage. After a diagnosis, the presence of asbestos was confirmed. Built in 1971 in Chantiers de l’Atlantique in Saint- Nazaire, this veteran of LNG must, we believe, be demolished. Robin des Bois sent a letter to Gaz de France urging the importance of this matter.

The Tahir Kiran (ex-Georgi, ex-Corcovado, ex-Richmond Hill, ex-Chennai Ookam, ex-Porthos, ex-Frotacanada), bulk carrier. 193m long. Turkish flag. Classification society, Turk Loydu but Bureau Veritas carried out the last quinquennial inspection in December 2004 and the last annual in November 2005. Built in 1981 in Rio de Janero (Brazil) by Engenharia and Maquinas SA then modified in 1987. Proprieter Kirsped Genizcilik (Turkey), Detained in 2001 in New Orleans (United States), in 2002 in Vlisingen (Netherlands), in Melbourne (Australia), and in Cherbourg (France). In 2003 she was black-listed among the 66 dangerous ships theoretically banned from European Ports by the European Commission after the shipwreck of the Prestige. After her arrival under towage following an engine failure at the beginning of February 2007 in Cherbourg, she was detained but left again without mishap five days later.
The Indian Supreme court has once again delayed, on the eleventh of March, the demolition of *Blue Lady* beached in the Bay of Alang. The Supreme Court gave regional expert authorities a maximum of three months to establish a plan for extraction and the eventual re-use of the asbestos or asbestos materials stored on board the ex-*France*. Thus the ex-steamer will finally be dismantled in India, in the summer of 2007, after having left Germany, without any difficulty except the protest of Robin des Bois, in March 2005.

**Scrapped**

From the 1st of January to the 15th of March, 79 ships left to be demolished, 35 in India (44%), 34 in Bangladesh (43%), and 6 in Pakistan (8%). India played as an equal with Bangladesh in the number of ships demolished; Bangladesh maintained the advantage of tonnage, with close to 230,000 tons of metal recycled. Pakistan made its return to the market. The price stabilized around $450 per ton in Bangladesh. In India and Pakistan, prices around $430 per ton allowed these two countries back into the demolition market: the meager difference in costs no longer justifies the fuel surcharge to deliver a ship to Bangladesh when it is not coming from the east. India continues to buy ships containing materials with strong added value: it bought the chemical freighter *Jacaranda*, its 340 tons of stainless steel and bunkers, at $946 a ton.

Of the 79 ships to be broken, 45 are oil tankers, chemical freighters, gas carriers (64%), and 11 general cargo carriers (15%); 25 ships are under European flags or belong to European ship owners (or the European Free Trade Association). The age of these ships at the end of their lives ranges between 22 and 63; the average age is 30 years. 34 measure in length shorter than 150 m, 37 measure between 150 and 199 m, and 8 are between 200 and 280 m. The total of these demolitions will allow for the recycling of close to 470,000 tons of metal.

In comparison to the same time last year, the number of ships fated for demolition has doubled. Many of the ships sent to be demolished at the beginning of the year (30 vessels, 38%) have previously been detained with their crew in ports world-wide. The clean up is heightened for tankers: 45 ships, of which 11 are on the list of single hull tankers banned from transporting heavy fuel since 2005 by the European Maritime Safety Agency, have left for wrecking yards (as opposed to 10 last year). None of these ships have been subjected to a preliminary extraction of hazardous materials.

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Ship and crew detained in port for deficiencies.

Single hull tankers banned from transporting heavy oil in European waters or diverted from European Exclusive Economic Zone (EZZ).

Ship built en France
Tanker

Majori (ex-Grigoriy Nikolayev). Tanker. 178 m in length, 8,600 tons. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Kherson (Russia) by Kherson Shipyards. Owned by the Latvia Shipping Company (Latvia). Detained in 1999 in La Corogne (Spain). Sold for demolition to Bangladesh for $455 per ton. Is it reasonable to bring into the estuary of the Loire, and doubtless to the oil tanker terminal in Donges, the extremely old Majori whose deck and accommodations were consciously repainted and masked? With a coefficient of 41 by the Sirenac data bank, the Majori should have attracted the attention and visits of maritime security inspectors from Nantes/Saint-Nazaire. She never did. All was done in the most extreme discretion for the last commercial voyage of this 26-year-old oil tanker well beyond the theoretical age limits implemented by Total. A letter demanding an explanation of this was sent by Robin des Bois to the Total Donges refinery and to the shipping security center of Nantes/Saint-Nazaire.

Aegean Hellas (ex-Enalios Hellas, ex-Nassau, ex-Esso Puerto Rico). Tanker. 245 m in length, 20,516 tons. Bahamian Flag. Classification society, American Bureau of Shipping. Built in 1982 in Kaohsiung (China) by China Shipbuilding. Owned by Agegean Shipping Management (Greece). Sold as is in Indonesia with its fuel for demolition to Bangladesh at $455 a ton. Aegean Shipping Management is a Greek European company primarily active in oil tankers at the end of their lives. For example: Aegean V and Aegean IX, ex-Gatteville and Goury, 32 and 26 years old, Byzantio, 26 year old, a tanker specialized in the transport of heavy fuel, diverted from the European waters at the end of 2002 after the shipwreck of the Prestige, and victim to a fatal explosion (leaving one Filipino sailor killed and two others in critical condition) off the shores of Hong Kong in March 2003 during a ship to ship transfer; the Byzantio was sent to be broken in 2004.


European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at $440 per ton.


**Champion Vincita (ex-St Nikolai)**. Tanker. 182 m in length, 10,400 tons. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Bremen (Germany) by AG Weser. Owned by Ditlev Simonsen (Norway). Sold for demolition to Bangladesh at $450 per ton.


**Da Qing 42**. Tanker. 178 m in length, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at $296.50 per ton.

**Da Qing 44**. Tanker. 178 m long, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at $290 per ton.


**Entalina (ex-Amer Power)**. Tanker. 169 m in length, 7,260 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in St John (Canada) by St John Shipbuilding Co. Ltd. Old ship of Shell’s converted for vegetable oil transportation. On
the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Owned by Glory Ship Management (Singapore). Sold for demolition to India at $430 per ton.


Maria E (ex-Core Ruby, ex-Andhika Ariadnel, ex-Shoryo Maru). Tanker. 100 m in length, 1,780 tons. Built in 1978 in Akitsu (Japan) by Kishigami Zosen KK. Dominican flag. Unknown classification society. Owned by Khor Al Zubair Shipping (United Arab Emirates). Sold for demolition to Pakistan.


Titan Mars (ex-Corcovado, ex-Camargue). Tanker. 280 m in length, 20,516 tons. Panamanian flag. Classification society, Lloyd’s Register of Shipping. Built in 1976 in Goteborg (Sweden) by Eriksberg MV ( stern) and in Lisbonne (Portugal) by Estaleiros Navais de Lisboa ( bow). Owned by Titan Ocean Pte. Ltd. (Singapore). Sold for demolition to Bangladesh with 1,000 tons of bunkers at $448 per ton.


**Chemical tanker**


**Gas Carrier**


in Capelle (Netherlands) by S&M Ysellwerft BV. Owned by Finaval SpA (Italy). Sold for demolition to India at $455 per ton.


*Parivat 4*. Gas carrier. 55 m long, Thai flag. Unknown classification society. Sold for demolition to Bangladesh.

**Ferry**


*Sydney* (ex-Odessa, ex-Copenhagen). Ferry. 136 m in length, 7,105 tons. Saint-Vincent-et-Grenadines flag. Unknown classification society. Built in 1974 in Barrows (Great Britain) by Vickers Ltd. Owned by Captain Ltd. (Ukraine). Laid up in Naples for many years, seen again in Odessa while awaiting fittings and then re-baptized *Sydney* for her last voyage. Sold for demolition to India.

**Ro / Ro**


**General cargo**


<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Type</th>
<th>Length (m)</th>
<th>Gross Tons (Grt)</th>
<th>Flag</th>
<th>Classification Society</th>
<th>Year Built</th>
<th>Year Detained</th>
<th>Reason Detained</th>
<th>Year Sold to Demolition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eridan I</strong></td>
<td>General cargo</td>
<td>141</td>
<td>3,659</td>
<td>Thai</td>
<td>Bureau Veritas</td>
<td>1977</td>
<td>2005</td>
<td>In Bombay (India)</td>
<td>2005</td>
</tr>
<tr>
<td><strong>Hermes</strong></td>
<td>General cargo</td>
<td>121</td>
<td>3,293</td>
<td>Russian</td>
<td>Russian Maritime Register of Shipping</td>
<td>1971</td>
<td>2005</td>
<td>In Niigata (Japan)</td>
<td>2005</td>
</tr>
<tr>
<td><strong>Komsomolets Sakhalina</strong></td>
<td>General cargo</td>
<td>101</td>
<td>1,902</td>
<td>Panamanian</td>
<td>China Corporation Register of Shipping</td>
<td>1972</td>
<td>2002</td>
<td>In Kawasaki</td>
<td>2002</td>
</tr>
<tr>
<td><strong>Sea Lorry</strong></td>
<td>General cargo</td>
<td>105</td>
<td>2,542</td>
<td>Cambodian</td>
<td>Unknown classification society</td>
<td>1971</td>
<td>2007</td>
<td>In Lianyungang</td>
<td>2007</td>
</tr>
<tr>
<td><strong>Sin Yi</strong></td>
<td>General cargo</td>
<td>1,128</td>
<td>2,635</td>
<td>Russian</td>
<td>Russian Maritime Register of Shipping</td>
<td>1976</td>
<td>2005</td>
<td>In Gdansk</td>
<td>2005</td>
</tr>
<tr>
<td><strong>Star 2</strong></td>
<td>General cargo</td>
<td>104</td>
<td></td>
<td>Saint Kitts-And-Nevis</td>
<td>Unknown classification society</td>
<td>1985</td>
<td>2008</td>
<td>In Zongshan</td>
<td>2008</td>
</tr>
<tr>
<td><strong>Factory Ship (fishing)</strong></td>
<td>Factory ship</td>
<td>83</td>
<td></td>
<td>Russian</td>
<td>Unknown classification society</td>
<td>1977</td>
<td>2008</td>
<td>In Gdansk</td>
<td>2008</td>
</tr>
<tr>
<td><strong>Bukhta Gaydamak</strong></td>
<td>Factory ship</td>
<td>83</td>
<td>2,635</td>
<td>Russian</td>
<td>Russian Maritime Register of Shipping</td>
<td>1976</td>
<td>2008</td>
<td>In Gdansk</td>
<td>2008</td>
</tr>
</tbody>
</table>
**Kurily (ex-Kalper)**. Factory ship. 101 m in length, 3,250 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1978 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkwerft Stralsund. Owned by Magellan (Russia). Sold for demolition in India where it was towed.

**Sea Alaska (ex-Tipton, ex-Unalga)** Factory ship. 103 m in length, 3,372 tons. United States flag. Unknown classification society. Built in 1944 in Sturgeon Bay (United States) by Leathem D. Smith Shipbuilding Co. Sold for demolition to India.

**Tempest (ex-Tempo)**. Factory ship. 78 m in length, 1,631 tons. United States flag. Unknown classification society. Built in Groningue (Netherlands) by Nieuwe Noord Nederlandse Scheepswerven NV. Sold for demolition to India.

**Livestock Carrier**

**Mirma M (ex-El Cinco, ex-Tasman Dertien, ex-Capitaine Tasman, ex-Nemours, ex-Martita, ex-Steendiek)**. Livestock carrier, 78 m in length, 1,777 tons. North Korean flag. Classification society, the Korea Classification Society. Built in 1957 in Hambourg (Germany) by Schiffewerft A. Pahl. Detained in 2004 in Trieste (Italy). Sold for demolition to India.


**Container ship**

**Colombus Victoria (ex-Oregon Star, ex-Colombus Louisiana)**. Container ship. 183 m in length, 10,400 tons. Cypriot flag. Classification society, Germanischer Lloyd. Built in 1979 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owned by Kotani Shipmanagement (Cyprus). Destination of demolition unknown.


**Khudozhnik Zhukov**. Container ship. 198 m in length, 12,411 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Warnemunde (Germany, ex-Democratic Republic) by VEB Warnowwerft. Owned by Far East Shipping Co. (Russia). Detained in 2003 in Brisbane (Australia) and in 2004 in Hong Kong (China) and Melbourne (Australia). Sold for demolition to India at $415 a ton.


Reef r


**Bulk carrier**

*B. Sea (ex-Manyas 1, ex-Superior, ex-Trandocean Progress, ex-Sea Glory)*. Bulk carrier. 176 m in length, 6,848 tons. Georgian flag. Classification society, Turk Loydu. Built in 1976 in Shimizu (Japan) by Kanasashi Co, Ltd. Owned by Soltrans Denizcilik Sanayi (Turkey). Detained in 1998 in Saint-Petersburg (Russia), in 2001 in Houston (United States), and in 2003 in Carthagene (Spain). Sold for demolition to Bangladesh at $412.50 per ton.


*Gulsum Ana (ex-Stadion)*. Bulk carrier. 182 m in length, 7,797 tons. Turkish flag. Classification society, Turk Loydu. Built in 1975 in Shimizu (Japan) by Kanasashi Co. Ltd. Owned by Kardenizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Belfast (United Kingdom) for 40 deficiencies, and in 2001 in Hong Kong (China) for 31 deficiencies. Sold for demolition to Bangladesh at $440 per ton.


Military ships
5 ships of the Belgian military marine, of which 4 were originally minesweepers of the US Navy, will be dismantled in the yards of Van Heyghen Recycling (Galloo group) in Gand, Belgium. A preliminary extraction of asbestos will be carried out. The Galloo group is interested in the dismantling of the Clemenceau whose evaluation in Brest confirmed the residual presence of asbestos and the presence of PCB in the electric cable conduits, paint, rubber joints, linoleum coating, and the electronic board. Other dangerous materials onboard include bags and plastic drums containing paint and hydrocarbon residues, sealed bottles of gas, thermometers and florescent tubes with mercury, fire detectors with micro-radioactive materials, batteries; all these materials were made the object of a localization. As for the ship generated waste found on board the Q 790, were hydrocarbon residues limited to the circuits and the bottom of the machine and boiler rooms, oil drums in the machine room, and in the same place water polluted with asbestos.

Sources: Agence Européenne de Sécurité Maritime, Allied Shipbroking, American Bureau of Shipping, Baltic Maritime Job Exchange (the), Biro Klasifikasi Indonesia, Bureau Veritas, Chittagong Port Authority, Clarkson Intelligence Weekly, Compass Maritime Services, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board (the), Indian Ocean Memorandum of Understanding, Lloyd’s Register of Ships, Ministère de la Défense, Nippon Kaiji Kyokai Register of Ships, OMCC Thailande, Optima Shipbrokers, Robin des Bois sources et archives personnelles, Russian Maritime Register of Shipping, Shipspotting, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards,