

# Ship-Breaking.com

## Escaped from breaking

**Tahoma Reefer.** The Estonian reefer immobilized since August 2006 after a fire in Monrovia had been sold for demolition in September 2006 to India for \$283/ton. Anchored outside of the port, at the request of the local port authorities, she has been resold in March 2007 to a Bulgarian owner but then was stolen by pirates in mid-May. Her fate today is unknown. (see the press release of Robin des Bois "To-be-scrapped vessel stolen in Liberia" » <http://www.robindesbois.org/english/sea/tahoma.html>, May 21<sup>st</sup> 2007 and the global statement 2006 on Ship-breaking , p. 15, <http://www.robindesbois.org/english/shipbreaking.pdf>.

*Tahoma Reefer*, Monrovia (Liberia), August 2006

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**B Sea.** The Turkish bulker under the Georgian flag *B. Sea* (ex- *Manyas 1*, ex-*Superior*, ex-*Transocean Progress*, ex-*Sea Glory*) built in Japan in 1976 and regularly detained for deficiencies, has been sold for demolition to Bangladesh (details in the #8 bulletin, page 11, [http://www.robindesbois.org/dossiers/a\\_la\\_casse\\_10703.pdf](http://www.robindesbois.org/dossiers/a_la_casse_10703.pdf) ). She arrived on site in Chittagong (Bangladesh) on March 15, 2007. The ship has since become the *Woqoof-E-Mujdalefa*, and is currently in repair for a continuation of her career. The departure from Bangladesh initially predicted for June 30 has been pushed back to July 15.

## Follow-up

**Majori.** In bulletin #8 of Ship-Breaking.com and according to a picture of the *Majori* tanker under the bridge of Saint-Nazaire, we put forth the assumption that this tanker of the Erika generation, in her poor conditions, proceeding after the Loire estuary towards Bangladesh for demolition, had brought raw materials to the Total Donges refinery (see page 3, <http://www.robindesbois.org/english/shipbreaking8.pdf> ). The director of the Donges refinery informed us that the *Majori* had in fact unloaded molasses. Indeed in Montoir, the *Majori* unloaded 10, 000 T of this thick and viscous sugar by-product used as food for the animals for the Soufflet firm. An explosion destroyed a molasses tank on October 7, 2002 in the Soufflet's storage. Collateral damages, broken panes and roofs affected the neighboring factory, subjected to the Seveso directive, Norsk Hydro. To avoid the leak of waste in the Loire, prompt asphyxiation, limed fishes, or the obstruction of the gills, a lagoon with geomembrane had to be dug very quickly close to the place of the accident. Molasses in the sea is not regarded as a toxic event, but molasses in an inland water body constitutes an ecotoxicological risk "To fall into the molasses", in the French words, is not good for the eels and salmons. In February 2001, the tanker *Kristal*, Erika generation, and like Erika under the Maltese flag and classified by RINA, broke into two and sunk in the Bay of Biscay; it was transporting 28,000 T of molasses, 11 men from the crew died in the shipwreck. The use of a tanker like the *Majori* in the upstream of the Loire estuary is imprudent. In addition, the maritime inspection of Nantes/Saint-Nazaire did not answer our mail on the absence of a safety visit on board the *Majori* during her stopover in the port.

**Descartes.** In the previous bulletin, issue #8 of Ship-breaking.com, it was mentioned that the gas carrier *Descartes* was disarmed in Marseille and that it should possibly be demolished there if the plan of naval deconstruction in the form #10 is carried out in Marseille. (see <http://www.robindesbois.org/english/shipbreaking8.pdf> , page 1, In response to our letter, Gaz de France said that « considering the marks of interest received for the ship presently charter-free, the enterprise comes to present it for market sale." If failing, the ship will be dismantled scrupulously respecting the regulations in force, particularly relating to asbestos". Of the 10 liquefied gas carriers which left for breakage between March 16 and June 29, 9 ships were built after the *Descartes*, including 3 ships in French shipyards: *Maharshi Vishwamitra* in 1974 in the Chantiers de France, Dunkerque, *Gas Al Burgan* in 1979 in the Chantiers Navals de La Ciotat, and *Al Bida* in 1979 in the Chantiers de l'Atlantique, Saint-Nazaire. Concerning a methane tanker generating important risks and exposed to sloshing (internal waves of liquefied gas) it seems reasonable to withdraw from the fleet the *Descartes* which was launched in 1971, including as floating storage. It would remain on this assumption to define and locate the methods of the extraction of asbestos. The letter from Gaz de France specifies that "asbestos are catalogued, charted and confined". To note - a problem always ignored in the demolition of ships transporting natural gas - is that of the technologically enhanced natural occurring radioactivity presently by the form and traces of radium and its remnants.

## On standby

**Otapan.** The *Otapan* arrived in Rotterdam on February 23, 2007, after being towed back from Turkey where her dismantling had been finally refused by the Turkish authorities for environmental, medical and political reasons (see in the bulletin 2006, page 18, <http://www.robindesbois.org/english/shipbreaking.pdf> ). This has not prevented the same authorities from accepting 5 ships since the beginning of the year which are not asbestos-free nor purged of other pollutants, in particular *Orestes*, a ferry laid up for several years in Bari (Italy) and *Slops X*, a Greek tanker victim of a fire. The extraction of asbestos was to be completed at the end of June, without knowing in which shipyard the *Otapan* would be scrapped thereafter. On June 23, there was a fire in the engine room. The causes of the fire are not known to date.

**Colbert.** A vessel with a history and a bidet fixed especially for Mrs. de Gaulle while accompanying her husband in a transatlantic voyage towards Quebec in 1967, *Colbert* was towed towards Brittany after having been exhibited and visited on the quays of the Gironde in Bordeaux from June 1993 to June 2007. Immediately after the departure of *Colbert*, other colourful ships with a history or passengers, like the *Belem* and the *Arctic Sunrise* of the Greenpeace ship-owner came to decorate the quays of the city of the brief State Minister of Ecology, Sustainable Development and Spatial Planning. Ex-seal hunter and conveyor of heavy material bound in the Antarctic for Terre-Adelie under the name *Polar Bjorn*, the *Arctic Sunrise* is under the threat of demolition. Robin des Bois hopes that the ship-owner will not give up the inclination to value its ex-ships in artificial reef. There is not much time, in September 2006 in Tallinn, the *Arctic Sunrise* was inspected by the Estonian harbor authorities which detected 4 infringements, one of which to appendix I of MARPOL on the prevention of pollution by hydrocarbons. With respect to *Colbert*, it is today in Landevennec bay near sighted Brest. The mayor is very pleased. The demolition is planned for 2010 after carrying out a cartography of pollutants and after using the ship as spare parts storage for vessels of the same generation fated for the tomb, like the frigates *Tourville* and *de Grasse* and the helicopter carrier *Jeanne d'Arc* whose final fate without a doubt will be one of the most controversial of the topicality 2010-2020.

**Blue Lady (ex-Norway, ex-France).** Pure symbol of the double language of Europe and India in regards to the demolition of the ships, full of binded and dispersed asbestos, started from Bremerhaven right under the nose of NGO clouded by the *Clemenceau* and finally with complicity of all (see the press release of Robin Des Bois "The Love Boat", [http://www.robindesbois.org/english/sea/Love\\_boat\\_06.html](http://www.robindesbois.org/english/sea/Love_boat_06.html) , January 13, 2006), the steamer was beached in the bay of Alang in mid - August 2006. May 16, 2007, the Indian Supreme Court authorized the demolition site Priya Blue to empty the residual oil of the tanks but not yet the demolition.

### **Left to breakage**

From March 16 to June 30, 2007, 92 ships left for the demolition, 41 to India (45%), 31 to Bangladesh (34%), 8 to Pakistan (9%) and 5 to Turkey (6%). India precedes Bangladesh in the number of ships to be demolished and in tonnage with nearly 240.000 T of metals compared to 234.00 T. Pakistan and Turkey are modestly present on the market. For bid prices by the demolition contractors, Bangladesh remains highest, especially with regard to the tankers which regularly reach \$500/ton. India continues to buy ships with a large added value and established a new record with the chemical tanker *Jo Rogn* by paying \$1,000/ton. By way of comparison, 2 ships belonging to the US MARAD (Maritime Administration of the United States), one of which the replenishment tanker *Maumee* built in 1956, were sold for about \$400,000 to the demolition site ESCO Marine of Brownsville, Texas, at \$50/ton. Of the 92 ships left to breakage, 45 are oil tankers, chemical tankers, gas carriers (that is to say 50 %). 9 passenger ships left for the Indian, Bangladeshi, Turkish or even Canadian demolition sites, often after a more or less long period of abandonment. 29 ships are under European flag or have European ship-owners (or the European Free Trade Association). The age of these ships at the end of their lifetime is between 18 years and 51 years; the average age is 32 years. 51 has a length lower than 150 m, 25 measure between 150 and 199 m and 15 between 200 and 290 m. The cumulative demolition will allow for the recycling of more than 570,000 tons of metals.

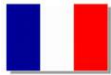
**Since January 1, 2007, 171 ships were sold for demolition, a 30% increase compared to the figures from the previous year. To note- the emergence of the Tuvalu flag adopted as the flag for the last journey. From the period of March 16 to June 28, 2007, many of the ships leaving for breakage were held up beforehand with their crews in world ports (32 ships, 35%, the rate going up 72% for the bulk carriers and general cargo ships). The clean up continues for tankers: 45 ships (against 21 for the same period the year before). None of these ships were subjected to preliminary extraction of hazardous materials.**



Ship and crew detained in a port for deficiencies



single hull tanker banned from transporting heavy fuel in European waters or deviated from European Exclusive Economic Zone (EEZ)





Ship built in France

## Tanker

*Al Mahad (ex-World Crane)*. Tanker. 177 m long, 9.236 t. Saudi Arabian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Toyohashi (Japan) by Kanasashi Co Ltd. Owned by Vela International Marine Ltd (United Arab Emirates). Sold for demolition to India. \$480/ton.

*Al Safaniya (ex-World Athenian)*. Tanker. 177 m long, 9.183 t. Saudi Arabian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Toyohashi (Japan) by Kanasashi Co Ltd. Owned by Vela International Marine Ltd (United Arab Emirates). Sold for demolition to India. \$480/ton.

*Allegiance (ex-New York Sun)*. Tanker. 186 m long, 9.188 t. United States flag. Classification society, American Bureau of Shipping. Built in 1980 in Chester (United States) by Sun Shipbuilding Co. Owned by Maritans Corp (United States). n the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh. \$520/ton. 

*Athenian Freedom*. Tanker. 174 m long, 9.453 t. Marshall Islands flag. Classification society, Det Norske Veritas. Built in 1981 in Japan by Imabari Marugame. Owned by Athenian Sea Carriers (Greece). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Pakistan. \$465/ton. 



*Athenian Freedom*, Megara, Greece. January 27, 2007

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*Clerville*. Tanker. 91 m long. Italian flag. Classification society, Registro Italiano Navale. Built in 1975 in La Rochelle (France) by Société Nouvelle des Ateliers et Chantiers of La Rochelle. Used for the transport of wine. Owned by Vinicoli Trasporti (Italy). Detained in 2003 and in 2004 in Aveiro (Portugal). Sold for demolition to Turkey.



*Denali (ex B.T. San Diego)*. 290 m long, 29.457 t. Tanker. Built in 1978 in San Diego (United States) by NASSCO. United States flag. Classification society, American Bureau of Shipping. Owned by Shipco (United States). Sold as is in Singapore for demolition in Bangladesh. \$487/ton.

*Divnogorsk*. Tanker. 71 m long, 1.147 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1962 in Gdynia (Poland) by Stocznia Im Komuny Paryskiej. Owned by Aquainvest (Russia). Sold for demolition to Bangladesh.

*Fouad 1*. Tanker. 702 t. flag unknown. Unknown classification society. Built in 1969 in Japan. Sold for demolition to India.

*Fouad II (ex-Maria 3)*. Tanker. 702 t. Belize flag. Unknown classification society. Built in 1969 in Japan. Sold for demolition to India.

*Fu Yu (ex-Ning Hua 404, ex-Astro, ex-Deltadue, ex-Pass of Brander)*. Tanker. 97 m long. 1710 t. Chinese flag. Unknown classification society. Built in 1976 in Hessle (Great Britain) by R. Dunston. Owned by China Government Nanjing Petroleum. Sold for demolition to China. \$280/ton.

*Georgiy Kononovitch (ex-Nizhnevartovsk)*. Tanker. 160 m long, 7.445 t. Tuvalu Islands flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Rauma (Finland) by Rauma Repola Oy. Owned by Mourmansk Shipping (Russia). Sold for demolition as is in Singapore. Passed from the Russian flag to the flag of Tuvalu and arrived under the name of Kono in Bangladesh. \$420/ ton.

*Kirkuk*. Tanker. 201 m long, 8.770 t. Iraq flag. Unknown classification society. Built in 1972 in Cadiz (Spain) by Astilleros Españoles SA. Owned by Iraqi Oil Tanker (Iraq). Laid up for several years. Sold for demolition to Pakistan. \$400/ton.

*Lady (ex-Bow Lady, ex-Golar Petrosun)*. Tanker. 170 m long, 7.678 t. Norwegian flag (registered International). Classification society, Det Norske Veritas. Built in 1978 in Stavanger (Norway) by Moss Rosenberg Verft A/S. Owned by Salhus Shipping AS (Norway). Sold for demolition to India.

*Laertis (ex- Emerald Star, ex-Conus)*. Tanker. 177 m long, 10.039 t. Marshall Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by Capital Ship Management (Greece). Former Shell vessel. Sold for demolition to Pakistan with 500 t of bunkers. \$477/ ton.

*Marivic (ex-Ocean Victor, ex-Kenyo Maru)*. Tanker. 231 m long, 15.020 t. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Pyramid Navigation (Egypt). Sold for demolition to Bangladesh with 500 t of fuel and 100 t of gas oil. \$503/ton.

*Maryland (ex-Texaco Maryland)*. Tanker. 184 m long, 7.626 t. United States flag. Unknown classification society, formerly American Bureau of Shipping. Built in 1963 in Sparrows Point (United States) by Bethlehem Steel Co. Owned by US Marad (United States). Sold for demolition to the United States to the shipyard ESCO Marine. \$400,000, or \$52/ton.

*Maumee*. Tanker. 184 m long, 8.008 t. United States flag. Unknown classification society, formerly American Bureau of Shipping. Built in 1956 in Chester (United States) by Sun Shipbuilding and Drydock Co. Owned by US Marad (United States). Sold for demolition to the United States to the shipyard ESCO Marine de Brownsville, Texas. \$405,726, or \$50/ton.



*Maumee*, Buffalo, 23 mai 2005

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*Miguel I*. Tanker. 135 m long, 3.859 t. Comoro Island flag. Classification society, Polski Rejestr Statkow. Built in 1967 in Kudamatsu (Japan) by Kasado Docks, the shipyard which built *Erika*. Owned by International Maritime Cargo (Nigeria). Sold for demolition to India.

*Nand Hari* (ex-*Scandic Venture*). Tanker. 148 m long, 5.305 t. Indian flag. Unknown classification society. Built in 1981 in Koje (Korea) by Samsung Shipbuilding Co Ltd. Owned by Essar Shipping (India). Sold as is in Vigaz (India) for demolition to Bangladesh. \$510/ ton.

*Orestis* (ex-*Wapello*, ex-*Mobil Vanguard*). Tanker. 243 m long, 16.444 t. Marshall Islands flag. Classification society, Det Norske Veritas. Built in 1982 in Yokosuka (Japan) by Sumimoto Heavy Industries Ltd. Owned by Liquimar Tankers Management (Greece). Sold for demolition to Bangladesh. \$525/ ton.

*Persada Bakti* (ex-*Sekar Laut*, ex-*Permina XIX*, ex-*Bruce Sally*). Tanker. 100 m long, 1.719 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1971 in Brême (Germany) by HB Vegesack. Owned by Samudera Intan Permata (Indonesia). Sold for demolition to Bangladesh.

*Perseverance* (ex-*Philadelphia Sun*). Tanker. 196 m long, 9.946 t. Tuvalu Islands flag. Classification society, American Bureau of Shipping. Built in 1981 in Chester (United States) by Sun Shipbuilding Inc. Owned by Maritrans Operating Company (United States). Detained in 2007 in Marsaxlokk (Malta). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh she arrived under the name of *France* after passing from the flag of the United States to Tuvalu.



*Rana R*. Tanker. 650 t. Panamanian flag. Classification society, Phoenix Register of Shipping. Built in 1970 in the Netherlands. Owned by Cyrus Shipping services (United Arab Emirates). Detained in 2003 and in 2006 in Bandar Abbas (Iran). Sold for demolition to Pakistan. \$350/ton.



*Rico* (ex-*Australe*, ex-*Enrico Berlingieri*). Tanker. 89 m long, 982 t. Classification society, Korea Classification Society. North Korean flag. Built in 1968 in Venice (Italy) by Cantieri Navale Breda Spa. Owned by Oceanis Maritime Ltd (North Korea). Detained in 1997 in Rijeka (Croatia). Sold for demolition to Pakistan.



*Shalamar* (ex-*Ideal*, ex-*New Ideal*). Tanker. 259 m long, 18.076 t. Pakistan flag. Classification society, American Bureau of Shipping. Built in 1981 Mizushima (Japan) by Sanoyasu Dockyard Co Ltd. Owned by Pakistan National Shipping (Pakistan). Sold for demolition to Bangladesh. \$480/ ton.

*Sky Star* (ex-*Niaga Energi I*, ex-*Golden Navigator II*, ex-*Sunny Emblem*, ex-*Hassho*, ex-*Hassho Maru*). Tanker. 101 m long, 2.032 t. Sierra Leone flag. Classification society, Biro Klasifikasi Indonesia. Built in 1979 in Akitsu (Japan) by KK Taihei Kogyo. Owned by Pann Multi Finance (Indonesia). Sold as is in Dubai for demolition in Pakistan. \$415/ ton.

*Slops X* (ex-*Quebec*, ex-*Dagrún*, ex-*Dakila*, ex-*Lucerna*, ex-*Baraka*, ex-*Alrai*, ex-*Athelmonarch*, ex-*TN Topaz*). Tanker. 182 m long, 10.642 t. Greek flag. Built in 1975 in Lauzon (Canada) by Davies Shipbuilders Ltd. Owned by Ikologiki Naftiki (Greece). This company and Hellenic Slops (the ship manager) belong to the Gerry Ventouris maritime galaxy (*Byzantio*, *Kifangondo*, *Junior M*, *Gatteville*, *Goury*, *Han...*). Hellenic Slops bought the *Gatteville* in Cherbourg in 2002 to replace the floating storage *Slops*, who had been victim of a fire (see the press release « SOS Gatteville », <http://www.robindesbois.org/communiqués/mer/fortune/2002/040302.html> ). Today, the *Slops X*, also damaged following a fire, was sold as is in Piraeus for demolition under consideration in India then finally to Turkey. \$240/ton.

*Tora* (ex-*Maria Theresa*, ex-*Alice Langli*). Tanker. 68 m long, 3.671 t. Faroe Islands flag. Classification society, Bureau Veritas. Built in 1977 in Esbjerg (Denmark) by Hoffmann. Owned by Simonsen MH (Denmark). Sold for demolition to India.

*Westocean* (ex-*Global Star*, ex-*Quiri*, ex-*Quiriquire*, ex-*Lagoven Quiriquire*). Tanker. 170 m long, 7.300 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter Shipbuilders Ltd. Owned by Atlantic Oil Maritime (Greece). Renamed *Ocean* and passed from the Panamanian flag to the flag of Saint-Vincent and the Grenadines for its last voyage. Sold as is in Nigeria for demolition in Bangladesh.

### Chemical tanker

*Champion Ventura* (ex-*Marietta C*, ex-*St Petri*, ex-*Danisa*). Chemical tanker. 183 m long, 10.398 t. Norwegian flag (registered international). Classification society, Lloyd's register of Shipping. Built in 1981 in Breme (Germany) by AG Weser. Owned by Ditlev Simonsen H (Norway). Detained in 2006 in Rotterdam and Vlaardingen (Netherlands). Sold as is in Singapore. Sold for demolition to India. \$400/ton.



*Eos* (ex-*Teoatl*). Chemical tanker. 165 m long, 8.887 t. Tuvalu Islands flag. Classification society, American Bureau of Shipping. Built in 1989 in Guaymas (Mexico) by AUGUSA. Owned by Navimin (Mexico). Detained in 2001 in Tampa (USA). Sold for demolition to Bangladesh.



*Jo Rogn* (ex-*Johnson Chemsun*). Chemical tanker. 175 m long, 10.890 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1980 in Malmö (Sweden) by Kockums Varv AB. Owned by Hassel (Norway). Former ship of Odfjell Shipping A/S. Detained in 2006 in Vlaardingen (Netherlands). Victim of a fire on March 7, 2007 while on a voyage to the Far East / Scandinavia. Sold for demolition to India, it came to Alang on May 14, 2007. \$1,000/ ton.






*Jo Rogn*, Anvers, le 10 septembre 2006

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*Napht Al Yemen 9* (ex-*Sophos*, ex-*Sipea*, ex-*Ancon*). Chemical tanker. 119 m long, 2,502 t. Cambodian flag. Unknown classification society. Built in 1973 in Fukuoka (Japan) by Fukuoka Zosen KK. Owned by Yemen Islamic Bank (Yemen). Sold as is in Aden. Destination of demolition unknown. \$350.


*Valetta* (ex-*Bryggen*, ex-*Jo Elm*, ex-*Lake Anne*). Chemical tanker. 166 m long, 7,500 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Split (Croatia, ex-Yugoslavia) by Brodogradiliste Split. Owned by Ditlev Simonsen H (Norway). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition to Bangladesh. 

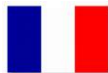
*Victory* (ex-*Stainless Bird*, ex-*Shuo Maru*). Chemical tanker. 57 m long, 437 t. Pavillon Vietnam. Classification society, Vietnam Register of Shipping. Owned by Falcon Shipping (Vietnam). Built in 1975 in Honai (Japan) by Shirahama Zosen KK. Sold for demolition to India.

### Gas carrier

*Berge Arrow* (ex-*Northern Arrow*). Gas carrier. 229 m long, 21,758 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Gdynia (Poland) by Stocznia Im Komuny Paryskiej. Owned by BW Gas (Norway). Sold for demolition to India. \$455/ton.

*Al Bida*. Gas carrier. 227 m long, 21.027 t. Panamanian flag. Classification society, Det Norske Veritas. Built in 1979 in Saint-Nazaire (France) by les Chantiers de l'Atlantique. Owned by Benelux Overseas (Greece). Sold for demolition to Pakistan. \$435/ ton. 

*Gas Aguila* (ex-*Gas Libra*). Gas carrier. 228 m long, 20.573 t. Mongolian flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Yokohama (Japan) by Mitsubishi Heavy Industries. Owned by Eagle Maritime Co Ltd (Japan). Detained in 2004 in Shenzhen (China). Left the Panamanian flag for the Mongolian flag for its last journey towards Aguila. Sold as is in Singapore for demolition in Bangladesh with more than 1,000 t of fuel. \$440/ ton. 

*Gas Al Burgan* (ex-*Gas King*). Gas carrier. 231 m long, 19.870 t. Kuwait flag. Classification society, American Bureau of Shipping. Built in 1979 in La Ciotat (France) by the Chantiers Navals de La Ciotat. Owned by Kuwait Oil Tanker Co (Kuwait). Sold as is in Fujairah. Sold for demolition to India. \$404/ton. 



*Havdrott (ex-Galpara)*. Gas carrier. 219 m long, 15.010 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Emden (Germany) by Thyssen Nordseewerke GmbH. Owned by BW Gas (Norway). Sold for demolition to Bangladesh. \$446/ton.

*Havfru (ex-Vanda, ex-Venator)*. Gas carrier. 181 m long, 11.192 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1973 in Moss (Norway) by Moss Rosenberg Verft A/S. Owned by BW Gas (Norway). Sold for demolition to India, including 600 t of aluminum. \$550/ton.



*Havfru*, Taman River (Tasmania) 2005

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*Havpil (ex-Havlom, ex-Maersk Captain, ex-Sofie Maersk)*. Gas carrier. 138 m long, 5.459 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1977 in Kristiansand (Norway). Owned by BW Gas (Norway). Sold for demolition to India. \$403/ton.

*Kornilia (ex-Petrogaz II, ex-Nippo Maru n°70)*. Gas carrier. 54 m long, 440 t. Greek flag. Classification society, Nippon Kaiji Kyokai. Built in 1965 in Osaka (Japan) by Mitsui Engineering & Shipbuilding Co Ltd. Owned by Stefanous Shipping (Greece). Sold for demolition to Turkey.

*Maharshi Vishwamitra (ex-Hemera)*. Gas carrier. 207 m long, 14.338 t. Indian flag. Classification society, Lloyd's Register of Shipping. Built in 1974 in Dunkerque (France) by les Chantiers de France - Dunkerque. Owned by Varun Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. \$458/ton.



*Norgas Pilot (ex-Magellan)*. Gas carrier. 112 m long. Hong Kong flag. Classification society, Germanischer Lloyd. Built in 1977 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania Spa. Owned by Norgas Carriers AS (Norway). Detained in 1999 in Algeiras (Spain) and in 2005 in Anvers (Belgium). Sold for demolition to India.



### **Cement carrier**

*Seabulk I (ex-Alkazar, ex-Seament XII, ex-Horyu Maru)*. Cement carrier. Unknown classification society. Panamanian flag. 149 m long. Built in 1965 in Aioi (Japan) by Ishikawajima Harima Heavy Industries. Owned by Seabulk Shipping (Greece). Sold for demolition to Turkey.

*Agamemnon* (ex- *Andreas N. Hadjikyriakos*). Cement carrier. 111 m long, 2.450 t. Greek flag. Classification society, Hellenic Register of Shipping. Built in 1969 in Nantes (France) by Dubigeon-Normandie. Owned by Melissa Naftiki Eteria (Greece). Sold for demolition to India.



## Ferry

*Al Judi* (ex-*Moby Will*, ex-*Malta Express*, ex-*Gedser*). Ferry. 114 m long, 3.880 t. Saudi Arabian flag. Unknown classification society. Built in 1968 in Bremerhaven (Germany) by Schiffbau Ges Unterweser AG. Capacity 1,200 passengers. Sailed from 1976 to 1993 in the Mediterranean under the classification RINA. Sold in 1993 to Dallah Marine Transport (Saudi Arabia) then in 1998 to Sudan Shipping Line (Sudan). Detained in 2002 in Port Sudan (Sudan). Class suspended by RINA I on July 1, 2002, then withdrawn on January 1, 2003. Sold for demolition to India.



*Cleopatra I* (ex-*Cleopatra*, ex-*El-Djazair*, ex-*Central n°3*). ferry. 130 m long, 6.800 t. Panamanian flag. Unknown classification society. Built in 1971 in Shimizu (Japan) by Kanasashi Zosen. Owned by Mansomar Navigation (Egypt). Detained in 2003 in Naples for 43 deficiencies. Sold as is in Port Safaga (Egypt) for demolition in India. \$405/ton.



*Nindawayma* (ex-*Ontario n° 1*, ex-*Skudenes*, ex-*Manx*, ex-*Manx Viking*, ex-*Monte Castillo*). Ferry. 101 m long. Canadian flag. Unknown classification society. Built in 1976 in Gijon (Spain) by SA Juliana Constructor Gijonesa. Owned by Ontario Northland Marine (Canada). Laid up for several years in Montréal before being sold for demolition to Canada.

*Orestes* (ex-*Igoumenitsa Express*, ex- *Sifnos Express*, ex- *Sifnos*, ex- *Atlas I*, ex- *Cerdic Ferry*). Ferry. 110 m long. Panamanian flag. Classification society, Hellenic Register of Shipping. Built in 1961 in Troon (United Kingdom) by Ailsa SB Co Ltd. Laid up in Bari (Italy), it was finally sold for demolition to Turkey.

*Pallada* (ex-*Athina I*, ex-*Brindisi*, ex- *Rafaello*, ex-*Ierapetra*, ex-*Ariane 1*, ex-*Sunboat*, Ex-*Ferry Hankyu*). Ferry. 127 m long, 4.326 t. Ukraine flag. Classification society, Shipping Register of Ukraine. Built in 1968 in Japan. Owned by Vival Marine Ltd (Ukraine). Detained in 1998 in Pirée (Greece), in 1999 in Brindisi (Italy), and in 2001 in Patras (Greece) and Brindisi (Italy). Sold for demolition to India.



*Princess of Negros*. Ferry. 107 m long, 4.853 t. Philippines flag. Classification society, American Bureau of Shipping. Owned by Negros Navigation (Philippines). Built in 1973 in Japan by Kochi Jukogyo KK. Sold for demolition to Bangladesh.

*Racha I* (ex-*Raja I*, ex-*Nordfriesland*). Ferry. 67 m long. Thailand flag. Built in 1978 in Husum (Germany) by Husumer Schiffswerft. Owned by Racha Ferry Co Ltd (Thailand). Destination of demolition unknown.

*Super Shuttle Ferry 8* (ex-*Sta Ana*, ex-*Santa Ana*, ex-*Ferry Muroto*, ex-*Nichinana Maru*). Ferry. 117 m long, 4.727 t. Philippines flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Hashihama Zosen. Owned by Jensen Shipping (Philippines). Sold for demolition to India.

*St. Ezekiel Moreno*. Ferry. 140 m long, 6.486 t. Philippines. Classification society, American Bureau of Shipping. Built in 1973 in Japan by Hayashikane Shipbuilding & Engineering Co. Owned by Negros Navigation (Philippines). Sold and towed for demolition to Bangladesh.

### RoRo vessel

*X-press Alexander* (ex-Pelamber, ex-CGM St Georges, ex-Maersk Asia Primo, ex-Maersk Fiero, ex-Fenicia Express). RoRo vessel. 137 m long, 5.587 t. Vanuatu flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Japan by Kanda Zosensho KK. Owned by Doris Maritime Services (Switzerland). Detained in 2000 in Barcelona (Spain). Sold for demolition to India. \$451/ton.



### Car carrier

*Olive Ace*. Car carrier. 176 m long, 11.965 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 in Tamano (Japan) by Mitsui Engineering & Shipbuilding. Owned by MMS Co Ltd (Japan). Sold for demolition to Bangladesh.

### Container ship

*Feeder 3* (ex-MSC Black Sea, ex-Sea Feeder, ex-Carrybox, ex-Eagle, ex-Manchester Eagle, ex-Atlantic Eagle, ex-Black Eagle). Container ship. 116 m long, 2.050 t. Cambodian flag. Unknown classification society, Germanischer Lloyd until 2006. Built in 1972 in Imabari (Japan) by Hashihama Zosen. Owned by Doris Maritime Services (Switzerland). Detained in 1998 in Pirée (Greece). Sold for demolition to India. \$420/ton.

*Frankfurt Express*. Container ship. 287 m long, 24.875 t. German flag. Classification society, Germanischer Lloyd. Built in 1981 in Kiel (Germany) by Howaldtswerke Deutsche Werft AG. Owned by Hapag Lloyd AG (Germany). Sold for demolition to India. \$425/ton.

*Mega 1*. Container ship. 11.236 t. Pakistan flag. Built in 1980 in Canada. Sold initially for demolition to Pakistan but arrived in Alang, India, May 5, 2007. \$430/ton.

*Oel Patriot* (ex-Orient Patriot, ex-Ocean Centurus, ex-Elbe Express, ex-Toledo, ex-Lanka Aruna). Container ship. 184 m long, 10.693 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1983 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Owned by Shreyas Shipping (India). Sold for demolition to India one year before its next survey.

*Phong Chau* (ex-Kapitan V. Trush). Container ship. 173 m, 8.877 t. Vietnamese flag. Classification society, Germanischer Lloyd. Built in 1983 in Warnemuende (Germany, ex-Democratic Republic) by VEB Warnowwerft Warnemuende. Owned by Van Lang Shipping (Vietnam). Detained in 2005 and in 2006 in Singapore. Sold as is in Vietnam for demolition in Bangladesh. \$405/ ton.



*Quan* (ex-Le Yu Quan, ex-Yong He, ex-Onto Star, ex-Jin Zhan, ex-Host Country, ex-OOCL Ambition, ex-Xiang Shan). Container ship. 104 m long, 2.193 t. Tuvalu flag. Classification society, China Classification Society. Built in 1979 in the United Kingdom by Swan Hunter Shipbuilding Ltd. Owned by SITC Ship management (China). Detained in 2002 in Kobe (Japan), in 2004 in Incheon (Korea) and in 2007 in Hong Kong. Sold for demolition to Bangladesh, the flag passed from Panama to Tuvalu.



*S.Queen* (ex-HS Hongkong, ex-Fangcheng, ex-Fang Cheng, ex-Ryfjell, ex-Ouarzazate). Container ship. 93 m long, 1.300 t. Cambodian flag. Classification society, Bureau Veritas. Built in 1975 in Hambourg (Germany) by JJ Sietas Schiffswerft. Owned by Hongzhou Shipping Co Ltd. Detained in 2002 in Hambourg (Germany) and in 2003 in Avonmouth (United Kingdom). Sold for demolition to India.



### **Barge carrier.**

*Atlantic Forest*. Barge carrier. 232 m long, 21.120 t. United States flag. Classification society, American Bureau of Shipping. Built in 1984 in Kherson (Ukraine, ex-USSR) by Kherson Shipyard. Owned by Waterman Steamship (United States). Detained in 1999 in Morehead City (United States). Sold for demolition to India. \$440/ton, including 6,000 t of barges.



*Atlantic Forest*, Rotterdam, July 28, 2004

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### **Fish factory ship**

*Atom* (ex-*Akebono Maru n° 73*). Fish factory ship. 107 m long 3.446 t. Sierra Leone flag. Classification society, Russian Maritime Register of Shipping. Built in 1973 in Fukuoka (Japan) by Fukuoka Zosen KK. Owned by Moryak Rybolov Co (Russia). Sold for demolition to Bangladesh.

*Kronshtadt*. Fish factory ship. 83 m long, 2.697 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1974 in Russia. Owned by fishing cooperative Sever (Russia). Sold for demolition to India.

*Tsimlyansk*. Fish factory ship. 83 m long, 2.819 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Russia Owned by Murmanseld 2 Ltd (Russia). Sold for demolition to India.

### **Fishing ship**

*Rybak Amura*. Fishing ship. 54 m long, 818 t. Russian flag. Built in 1987 in Germany (ex Democratic Republic). Owned by Eko Fish Ltd (Russia). Sold for demolition to India.

*Tayga*. Fishing ship. 82 m long, 1.886 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Poland. Owned by Dalnevostochny Briz Co Ltd (Russia). Sold for demolition to India.

### **Reefer**

*Dragon* (ex-*Win King*, ex-*Win Feng Ching*). Reefer. 100 m long, 1.700 t. Classification society, China Corporation Register of Shipping. Built in 1973 in Japan. Panamanian flag. Owned by Win Master Line Ltd (Chine). Detained in 2005 in Xiamen (China). Renamed *Dragon* for its last voyage. Sold for demolition to Bangladesh.



*Grifas (ex-Bata)*. Reefer. 55 m long, 583 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1974 in Russia. Fish factory ship converted to reefer for the transport of fish. Owned by Fishery Industrial Association Murmanrybprom Co (Russia). Sold for demolition to India.

*Rokishkis (ex-Rokiskis)*. Reefer. 65 m long, 1.069 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1970 in Wismar (Germany, ex- Democratic Republic) by VEB Mathias Thesen Werft. Fish factory ship converted to reefer for the transport of fish. Owned by Fishery Industrial Association Murmanrybprom Co (Russia). Sold for demolition to India.

### General Cargo

*Alteza*. General cargo. 1.295 t. Cambodian flag. Classification society, Global Marine Bureau. Built in 1969 in the USSR. Owned by Sahmar Shipping Co Ltd (Cyprus). Detained in 1999 in Arkhangelsk et in Vyborg (Russia), in 2000 in Rumoi (Japan), in 2001 and in 2004 in Vanino (Russia). Sold for demolition to China. \$250/ton.



*Danu Mas (ex-Derajat, ex-Tanto Mutiarat, ex-Primrose, ex-Cardhu, ex-Bounty IV, ex-Hilaire Maurel, ex-Sinoe)*. General cargo. 118 m long, 3.261 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1977 in Kagoshima (Japan) by Kagoshima Docks. Owned by Tempura Emas (Indonesia). Detained in 2006 in Singapore. Sold as is in Jakarta for demolition in Bangladesh. \$430/ton.



*Dubai Palm (ex-Emirates Star, ex-Altair)*. General cargo. 129 m long, 1.551 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Finland. Owned by Oasis Maritime Ltd (United Arab Emirates). Detained in 2004 and in 2006 in Bandar Khomeini (Iran) and in 2007 in Khorramshar (Iran). Sold for demolition to India.



*Iran Adalat (ex-Arya Sepehr, ex-Iran Sepehr)*. General cargo. 166 m long, 8.170 t. Iranian flag. Classification society, Germanischer Lloyd. Built in 1977 in Yokosuka (Japan) by Sumimoto Heavy Industries. Owned by Islamic Republic of Iran Shipping Lines (Iran). Sold for demolition to India. \$455/ton.

*Kalimantan Pacific (ex-Melina II, ex-Rezeki, ex-City of Ankara, ex-Sangro)* General cargo. 93 m long, 1.756 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1968 in Leith (United Kingdom) by Henry Robb Ltd. Owned by Sejahtera Bahtera Agung (Indonesia). Detained in 2000 in Bangkok (Thailand). Sold and towed for demolition to Bangladesh.



*Mariam Trans (ex-Lady Nuhad, ex-Salem, ex-Carebeca, ex-Carabeka I, ex-Hanseatic)*. General cargo. 78 m long, 853 t. Sierra Leone flag. Unknown classification society. Built in 1966 in Rostok (Germany) by VEB Schiffswerft Neptun. Owned by Fadhel MA (United Arab Emirates). Detained in 1999 in Thessalonique (Greece). With the drift on May 21, 2007, it transported scrap from Iraq towards India. The crew was saved and the ship towed for demolition in India where it arrived on May 24.



*Oka (ex-Sea Wind, ex-Yasha Gordiyenko)*. General cargo. 88 m long, 1.766 t. Georgian flag. Classification society, Russian Maritime Register of Shipping, banned from registration May 3, 2007. Built in 1975 in Turnu-Severin (Romania). Owned by Cotris Ltd (Cyprus). Detained in 2000 in La Spezia (Italy). Sold for demolition to Bangladesh.



*Rana M (ex-Soanka, ex-Krka, ex-Matthias Reder)*. General cargo. 92 m long, 1.360 t. Comoros flag. Classification society, Asian Naval Bureau. Built in 1968 in Kiel (Germany) by Schiffswerft Paul Lindenau GmbH. Owned by Moussa DN (Lebanon). Detained in 2001 in Patras (Greece) and in 2004 in India. Sold for demolition to India.



*Shi Ji (ex-Hong Ning 3)*. General cargo. 106 m long, 3.000 t. St Kitts-and-Nevis flag. Unknown classification society. Built in 1975 in Japan. Sold for demolition to Bangladesh.

*Solo Sun (ex-Solid Sun, ex-Mabuhai, ex-Unique, ex-Band Aid Trader, ex-Thor Staerke, ex-Lindinger Unique)*. General cargo. 91 m long, 1.400 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1977 in Husum (Germany by Husumer Schiffswerft). Owned by Manalagi (Indonesia). Sold and towed for demolition to Bangladesh.

*Tungenes (ex-Trans Sea)*. General cargo. 95 m long, 1.870 t. Indonesian flag. Classification society, Det Norske Veritas. Built in 1974 in Christiansund (Norway) by Sterkoder M/V A/S. Owned by Fil Cargo Shipping (Philippines). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition to Bangladesh.



*Yara (ex-Yong Hue n° 6, ex-SITC Osaka, ex-GGE Ranger)*. General cargo. 141 m long, 5.202 t. Mongolian flag. Classification society, Germanischer Lloyd, classification suspended since August 2006. Built in 1979. Owned by Kassab Intershipping LLC (United Arab Emirates). Sold for demolition to India. \$440/ton.

### **Bulk carrier**

*Botsman Moshkov*. Bulk carrier. 151 m long, 5.555 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Far Eastern Shipping CO (Russia). Sold for demolition to India. \$435/ton.

*Golden Trust n°3 (ex-Ganghai 616, ex-Hao Fa, ex-Amos, ex-Continental Carrier, ex-Packing)*. Bulk carrier. 178 m long, 7.300 t. Panamanian flag. Classification society, Panama Shipping Register Inc. Built in 1971 in Osaka (Japan) by Namura Shipbuilding Co Ltd. Owned by JinXin Ocean Shipping (China). Detained in 2006 in Guangzhou (China). Sold as is in China for demolition in Bangladesh. \$400/ ton.



*Histria Sun (ex-Breaza)*. Bulk carrier. 220 m long, 14.144 t. Panamanian flag. Classification society, Germanischer Lloyd. Built in 1979 in Constanza (Romania) by Intreprinderea Const Naval. Owned by Histria Shipmanagement (Romania). Detained in 2004 in Lisbonne (Portugal). Sold for demolition to Bangladesh. \$440/ton.



*Opportunity (ex-Conger, ex-Asian Union, ex-Global Episode, ex-Shoho Maru)*. Bulk carrier. 222 m long, 12.765 t. Panamanian flag. Classification society, Bureau Veritas. Built in 1981 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Oceansmart Shipping Ltd (Cyprus). Detained in 1999 in Lisbonne (Portugal), in 2005 in Vancouver (Canada) and in 2006 in Zhangjiagang (China). Sold as is in Fujairah (United Arab Emirates) for demolition in India. \$408/ton.



*Rila*. Bulk carrier. 185 m long, 7.122 t. Bulgarian flag. Classification society, Bulgarski Koraben Register. Built in 1973 in Varna (Bulgaria) by Varna Shipyard Georgi Dimitrov. Owned by Navibulgar (Bulgaria). Detained in 2001 in Naples (Italy) and in 2006 in Amsterdam (Netherlands). Sold for demolition to Pakistan.



*Salih C* (ex-*Ocean Voyager*, ex-*Anempodistos*, ex-*Akyndinos C*, ex-*Silver Castle*, ex-*Crystal Azalea*). Bulk carrier. 145 m long, 3.985 t. Panamanian flag. Classification society, Turk Loydu. Built in 1973 in Saiki (Japan) by KK Usuki Tekkosho. Owned by Canbaz Denizcilik (Turkey). Detained in 2002 in La Spezia and in Leghorn (Italy) and in 2003 in Ravenna (Italy). In 2003 it on the black list of 66 dangerous ships theoretically banned from European ports published by the European Commission after the shipwreck of the *Prestige*. Sold for demolition to India.



*Salih C*, Bosphorus Strait, June10, 2006

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**Sources :** *Allied Shipbrokers, American Bureau of Shipping, Biro Klasifikasi Indonesia, Bureau Veritas, China Classification Society, Chittagong Port Authority, Compass Maritime Services, Det Norske Veritas, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board, Indian Ocean Memorandum of Understanding, Lloyd's List, Lloyd's Register of Ships, Maritime Digital Archives, Negros Navigation, Nippon Kaiji Kyokai, Office of Maritime Consultant Co Thaïlande, Optima Shipbrokers, Robin des Bois sources personnelles et archives, Russian Maritime Register of Shipping, Ship Nostalgia, Shipspotting, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards, United States Maritime Administration.*