Ship-breaking.com
Bulletins of information and analysis on ship demolition

2011

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# 23
From January 1st to May 6th 2011

Ship-breaking.com

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

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

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

Chittagong, Bangladesh © Robin des Bois

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

Pakistan

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

The arrival of the Greek Jack D (see p 44 ) on Gadani beach, Pakistan April 15th 2011 © Alex Matevko

France

New horizons for demolition

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

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

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

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

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

An unauthorized yard in the Mediterranean

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

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

![Fighting the fire on the ferry Saint-Clair, August 4th 1990 © Yvon Perchoc](https://example.com/image)

Liquid Natural Gas (LNG) tankers reaching retirement

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

The ex-*Edouard LD*, another vintage LNG tanker built in Dunkirk in 1977, was sold by Louis Dreyfus Armateurs to the Greek Dynagas in 2008. She sails under the name of *Transgas*; she was in Rotterdam (Netherlands) on 1st May 2011, despite the fact that her status on the European database Equasis is not “in service” but “laid”. According to her classification society Bureau Veritas, regulatory inspections are all overdued. It is incredible that such a dangerous substance should be carried on a ship that is inspected so little.
United States

In the United States, the West Coast now has a ship demolition yard in Vallejo, California. Not a moment too soon as, in October 2009 when the cleaning plan was announced for the Suisun Bay National Defense Reserve Fleet, 57 laid up ships were threatening the marine environment and water quality in the bay. Up to now, to avoid exporting invasive species, the hulls of ships awaiting demolition have had to be cleaned of marine organisms in California prior to being towed via the Panama Canal to the nearest approved demolition yards in Texas. Today, Allied Defense Recycling has just re-opened two of the dry docks at the former Mare Island naval base north of San Francisco. Set up in 1854 and closed in 1996, this historic yard employed up to 6,000 people and repaired, maintained and built a large number of US Navy warships. In 1917, it even set a speed record by building the destroyer USS Ward in 17 days, from keel-laying to launching. In 2009, Allied Defense Recycling obtained an authorization to open a ship repair and demolition yard and, in early 2011, was awarded the fifty-year-old President and Solon Turman, its first ships from the Suisun Bay reserve fleet. Other contracts should follow. Unlike what happens in other yards in the United States, where demolition takes place at least partially afloat, all operations at Mare Island will take place in dry dock under optimum pollution confinement conditions.

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

The wrecks in Mauritania (cont.)

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

India dominates the market: Bangladesh fights back

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

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

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

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

Detention and demolition

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

Years and metres

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

Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

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

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

Vessel and crew detained in a port for deficiencies.
Passenger ship

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

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*Pharos, 1955, off Oban (Scotland) © Granton History*  
*Amazing Grace, seen in 2003 at Bequia, St Vincent and Grenadines, ready to supply the Yankee Clipper sailing vessel. © Benoit Donne*


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**Ferry**

**Filipina Princess** (ex-Ferry Akashia). IMO 7313858. Ferry. Length 180 m, 11,000 t. Filipino flag. Classification society Bureau Veritas. Built in 1973 in Kure (Japan) by Kanda Zosen. Owned by Philippine Span Asia Carrier (Philippines). Sold as is in the Philippines for demolition in India. 360 $ per ton.

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


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


Factory-ship


Fishing ship


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


Reefers


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

The Kildin waiting her turn for demolition in Murmansk (Russia) August 2010 © Pieter Inpyn


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


Tanker


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

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

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

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


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

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


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


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


The Overseas Puget Sound in Padilla Bay, Washington (United States), November 2008 © Joel Kifer


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


Ticen Sun (ex-Front Highness, ex-Sea Highness). IMO 8920921. Tanker used as floating storage off Malaysia. Length 322 m, 31,732 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran). In 2011, the navire was renamed twice, first Ticen Sun and then Titan Ruchira. She is announced sold as is in Singapore for demolition in India but late April she was still sailing in the China Sea off Qinhuangdao. 495 $ per ton.


Gas tanker


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


Clipper Posh in Gibraltar, 2010 ©Wartsila / Shipspotting


Chemical tanker


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


![Image of the Caribbean Renaissance ship](https://example.com/caribbean_renaissance_image.jpg)

![The Casper, October 2010 in Maasvlakte, Rotterdam (The Netherlands) © Hannes van Rijn](image)


**Champion (ex-Team Tellus, ex-Team Storviken).** IMO 8028163. Chemical tanker. Length 182 m, 9,855 t. Norwegian flag (international register). Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Koje (South Korea) by Samsung. Owned by Thome Ship Management Pte Ltd (Singapore). Detained in 2005 in Pyongtack (South Korea). Sold for demolition in India. 495 $ per ton.


**Eylen (ex-CT Star, ex-Sulphur, ex-Stena Sulphur, ex-OT Sulphur).** IMO 7917575. Chemical tanker. Length 129 m, 3,100 t. Maltese flag. Unknown classification society. Single hull ship built in 1981 in Oskarshamn (Sweden) by Oskarshamns Varv. Sold for demolition in India. 780 $ per ton including 290 t of stainless steel.

**Iran Beheshti (ex-Selma).** IMO 7389792. Chemical tanker. Length 205 m, 8,981 t. Iranian flag. Unknown classification society. Double hull ship built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Iran Shipping Lines (Iran). Sold for demolition in Pakistan. 470 $ per ton.


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


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

Oil / Bulk / Ore carrier (OBO)


General cargo


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


November 2004, in Workington, United Kingdom © Derek

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


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


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

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


**Kamnik.** IMO 7507241. General cargo. Length 147 m, 6,005 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Osaka (Japan) by Mitsui. Owned by Genshipping Pacific (Singapore). Detained in China in 2002 in Hong Kong and Qingdao and in 2004 in Hong Kong again. Sold for demolition in India.


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


**Mana (ex-Thalassini Mana, ex-Thalassini Idea, ex-Young Statesman).** IMO 7714739. General cargo. Length 154 m, 5,882 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Onomichi (Japan) by Onomichi Zosen. Owned by Good Faith...
Shipping Co (Greece). Sold for demolition in Bangladesh.


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


**New Legend Sun (ex-Hong Yuan, ex-Angelica Schulte, ex-Christianeex-Lorence, ex-Florenc Schoeder).** IMO 7412927. General cargo. Length 139 m, 3,500 t. Panamanian flag. Classification society China Classification Society. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2002 in Yeosu (South Korea) and in 2006 in Kandla (India). Sold for demolition in India.

**Nord Scan Mumbai (ex-Lundeborg, ex-Aspendos, ex-Phenix, ex-Kom, ex-Perseyex-Gajah Borneo, ex-Stellanova, ex-Jumbo Stellatwo, ex-Internavis II).** IMO 7736335. General cargo equipped at the beginning of her career as Internavis II with two combinable derricks; each one had a unit capacity of 220 t. Length 99 m, 3,119 t. Saint Vincent and the Grenadines flag. Classification society RINA. Built in 1978 in Grand-Quevilly (France) by Dubigeon-Normandie. Owned by Suntech Corp Co (United Arab Emirates). Detained in 2010 in Port Klang (Malaysia). Sold and towed for demolition in India. 455 $ per ton.

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


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

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


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

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


The Svyatoy Iakov, in Istanbul (Turkey), August 2010 © Frank Behrends


Ro Ro


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


Container ship


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


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


**Bulk carrier**


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

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


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


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

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


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


Fortune (ex-East Fortune, ex-North Giant, ex-New Market, ex-Xin Hai, ex-Cielo Di Singapore, ex-Nevada, ex-Mare di Kara, ex-Serofina F). IMO 7925883. Bulk carrier. Length 194 m, 10,865 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society RINA. Built in 1982 in Castellammare (Italy) by Italcantieri. Owned by COSCO (China). Sold for demolition in Bangladesh.


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


Mineral Chile (ex-RM Hunter, ex-Marine Hunter, ex-Federal Hunter). IMO 7923964. Bulk carrier. Length 289 m, 23.900 t. Comorian flag. Classification society RINA. Built in 1984 in Hoboken (Belgium) by Boelwerf. In March 2011, the Mineral Chile was deflagged from Panama to Comoros and beached for demolition in Bangladesh as «Chill 1».


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


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


Slavianska. IMO 7721316. Bulk carrier. Length 185 m, 6,590 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 1999 in Antwerp (Belgium) and in 2001 in Sandnessjoen (Norway). Sold as is in Varna (Bulgaria) for demolition in Bangladesh. 380 $ per ton.

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


Car carrier


Heavy load carrier

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


Cement carrier


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


Miscellaneous

Research ship

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

![H.H. Hess being demolished in Texas](https://example.com/image)


Barge


![Giant 3 in Flushing (The Netherlands), September 2009](https://example.com/image)
Hopper dredger

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

Dredging the Fairway on the Berbice River to New Amsterdam (Guyana) April 2008 © Captain Peter / Shipspotting

Offshore supply ship


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


**Sindhu-3.** IMO 8203751. Offshore supply ship. Length 58 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Vasco da Gama (India) by Goa Shipyard Ltd. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

**Sindhu-4.** IMO 8203763. Offshore supply ship. Length 58 m, 1,226 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

**Sindhu-9.** IMO 8322595. Offshore supply ship. Length 55 m, 1,230 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.


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

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

In 1986, the Princesse Marie-Christine tirelessly ploughed back and forth over the Channel, but over the years it turned out that she did not have sufficient lorry transport capacity to meet the demand. To increase this, the Boelwerf shipyard carried out a relatively unusual surgical operation in 1985 that consisted of cutting the ship open horizontally along her entire length and inserting an extra 5-metre high car deck into her superstructures.

In this way, the Princesse Marie Christine was now able to accommodate 68 lorries instead of 37. At the same time, her passenger capacity was increased from 1,200 to 1,400. But the ship was now very high in the water and, to keep her stable, sponsons were attached to either side of the hull, which completed her disfigurement. She now sailed under the colours of Townsend Thoresen.

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

And it was in the south that her career came to an end. Bought in 2010 by the Italian shipping company Blunavy, she sailed the Livorno – Portoferraio route (Island of Elba) under the same name and flag. But this was to last only a season; she was sold to Prayati Shipping in February 2011 with a view to her demolition in India. Renamed Elegant I, she made her last journey to Alang under the St Kitts & Nevis flag, arriving on 9 May after a 36-year career.
# 24
from May 7th to July 29th 2011

Ship-breaking.com

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**Scrapping nuclear**

BAKER, 26th July 1946. Bikini, Pacific Ocean

Note the ship sucked up by the blast of the explosion at the right base of the atomic mushroom.

In July 1946 the US army launched Operation Crossroads, a series of three nuclear weapons tests at Bikini Atoll. A fleet of more than 90 target ships, including obsolete US ships or surrendered warships from the Japanese and German fleets, assembled at the atoll to study the effects of nuclear explosions on ships, equipment and the livestock on board as laboratory equipment. An additional support fleet of 150 ships was mobilised on site to carry out the experiments and accommodate staff.

One year after Hiroshima, 125 accredited journalists came from all over the world, including France, China and the Soviet Union, to cover the tests from the *USS Appalachian*.

In the first test, ABLE, the bomb was dropped on to the target fleet; in the second test, BAKER, it was suspended underneath one of the target ships. For several weeks, the majority of the ships were considered to be too contaminated from a radiation point of view to be boarded for anything longer than a few minutes. The support fleet itself was contaminated.
The effect of the blast and pressure killed fish by the thousands. Coral reefs were devastated and lagoons were polluted by oil slicks and waste material from a 45,000 strong scientific and military community stationed in the area for several months. Given the impossibility of carrying out inspections on board the target ships without surpassing the exposure threshold limits in force at the time, Operation Crossroads was halted in August 1946. The planned third underwater detonation was cancelled because of the devastating effects of BAKER. The external decontamination of the target ships was carried out in situ by non-official teams. In a second step, the surviving fleet was towed to Kwajalein Atoll, still in the Marshall Islands, around 200 miles southwest of Bikini. The idea was to decontaminate the hulls with non-contaminated water. In fact, the largest section of the target fleet, namely around 70 wrecks, was sunk near to Kwajalein Atoll or the Hawaii archipelago.

One year after these two nuclear tests, a team of scientists from the Smithsonian Institute was sent to the site without much radiation protection. Before even making any analyses, it was noted beyond any shadow of a doubt that radiation had entered the marine food chain. On the photographic plates, plankton was shining, as were the digestive systems of planctivore fish.

In 2010, UNESCO made Bikini Atoll a World Heritage Site; the 107 inhabitants of the atoll who were deported in March 1946 were never able to return to their homeland and place of birth.

The decontamination programme of the target fleet continued until 1948; 12 ships were cleared and continued their careers, 8 large ships and submarines were towed to California. Similarly, the fleet of support ships left for the US Navy base in San Francisco to be inspected and decontaminated. Among these ships, the Reclaimer would be declared OK for service and returned to Pearl Harbor but the Clamp would remain laid up in San Francisco.

Today, these two contaminated vessels have been sold to Texas for demolition (cf. p 9). No information regarding potential residual radiation is available.

Are French ship owners responsible?

The LNG carrier Tellier

The Tellier is in Le Havre. According to her classification society Bureau Veritas she is no longer ‘in service’. The deadline for inspecting the hull while in dry dock passed at the end of July. After nearly four decades of faithful service, the Tellier has reached the end of the line. The average retirement age for gas transporter ships is 33. Nevertheless, the Tellier has just been paid a visit by mysterious buyers who were hoping to extend her usefulness. Could it be possible that GDF-Suez, the owner of the Tellier, is engaging in the same cunningness as they did with the Descartes, which was sold for further use to a Taiwanese shell company, left in a
forgettable Asian dock and sold 3 months later to low cost class scrapping in Bangladesh (see “Ship-breaking.com #13”, page 8)?

The Tellier berthed in Le Havre, July 2011 © Robin des Bois

The Tellier's crews are also waiting – a few sailors and officers, with the skipper in charge, relieve each other from duty in an isolated area of the port. In the absence of a chef, their provisions are topped up every two days by a caterer. When they will leave is uncertain, perhaps even unknown, pushed towards the exit, eventually moving ashore.

The guys from the Tellier are tough nuts to crack. They never wanted to be put through the mill of globalisation and maritime convenience. After a four week strike in November 2004, they succeeded in ensuring that all crews would exclusively be made up of French sailors, an exception for a ship registered with the Registre International Français who were being led to recruit foreign sailors for economic reasons.

Currently, of the 120 sailors who made up the Tellier's workforce, 60 have been made redundant and the surviving 60 should find a position on other LNG carriers flying the GDF-Suez flag; a 'relocalization' that should allow (this would also be a first) jobs to be given to domestic sailors that until now have been reserved for Filipino colleagues. That, at least, is what Robin des Bois hopes will be the case for the last “warriors” left within the French Merchant Navy.

As for the Tellier, Robin des Bois hopes she will have the asbestos removed and be dismantled in France in adherence with all health requirements. This wish is shared by the Secretary of State in charge of Transport under the authority of the Ministry for Ecology which, in a letter in May 2010 sent to the CEO of GDF-Suez, recommended France as the country for the dismantling of the Tellier and cautioned the ship owner on the legal dangers of exporting the ship at the end of its life and its dangerous waste products. In his letter, Dominique Bussereau points out that “given her date of construction and propulsion type, the Tellier contains significant quantities of asbestos”.

Without any shadow of a doubt, the Ministry for Ecology maintains the position it had in 2010.
The history of the *Tellier*

The *Tellier*, which was laid up on her arrival at Le Havre on the 6 July, reached her 37th birthday. A ship with a capacity of 40,000 cubic metres of methane, she was delivered in January 1974 by the La Ciotat shipyard to Messigaz, a company whose principal shareholder was the Compagnie des Messageries Maritimes – then looking to diversify – along with Gaz de France. The *Tellier* owed her name to the engineer Charles Tellier, who invented procedures for preserving foodstuffs by cooling. Gas, an energy foodstuff, is transported in gas carriers in liquid form at a temperature of minus 160°. The *Tellier* started her career with a few voyages between Arzew (Algeria) and the methane terminal at Le Havre (now no longer there) during a period when the *Jules Verne* was being repaired. She then entered into service on the route for which she was designed, Skikda (Algeria) – Fos-sur-Mer, France, which she virtually never left.

![The Tellier, May 2008, going alongside M1 loading terminal in Skikda (Algeria) © Dido / Shipspotting](image)

The Messigaz Company became a subsidiary of Gaz de France at the end of 1993, but the *Tellier* was kept in operation by the Compagnie Générale Maritime (which followed on from Messageries Maritimes) until 2001, when her management was taken over by Gazocéan, another maritime subsidiary of Gaz de France. The *Tellier* was incorporated into the GDF-Suez fleet when the two entities merged in 2008.

Two pending *Seafrance* vessels

![October 2009, SeaFrance Cezanne and Renoir are rusting in Dunkirk © HHV ferry blog](image)

Laid up in Dunkirk for two years and degrading rapidly in this condition, the *SeaFrance Renoir* and *Cezanne* ferries were sold two weeks ago to two Panama based companies whose sole vocation is managing, independently of each other, their lucky finds from Dunkirk. Their first mission is to transfer them from French flag to the Belize flag (a high risk flag, listed on the “grey list” of the Paris Memorandum of Understanding). For two years, the French broker Parimar tried to find untraceable
buyers likely to continue using the fuel and oil guzzling ships, with their out-dated design and requiring significant amounts of work to bring them into line with current standards. It is unfortunately common knowledge that the transferring of passenger ships from European routes and waters to exotic waters and unsuitable modes of management has been the cause of numerous maritime and human disasters.

If the fate of the *Cezanne* and *Renoir* is indeed a continuance of their use in waters far away from Europe, *SeaFrance*, the SNCF and therefore the French State are taking clearly identified risks.

Alternatively, the French ship owner could use the services of a shell company in order to escape the financial constraints of a dismantling operation that complies with the highest European standards, with the shell company purchasing embarrassing virtual wrecks at very low cost and selling them on to Asian scrap dealers for a good price. If scrapped in India or Bangladesh, the *Renoir* and *Cezanne* would bring around 3 and 4.5 million dollars at today’s prices for their owners while at the same time exposing workers to multiple dangers including those related to asbestos - the *Cezanne* is full of the stuff.

The threat of takeover for *SeaFrance* is a real one. In order to convince serious buyers such as Louis Dreyfus Armateurs and the Danish DFDS, *SeaFrance* must be as presentable as possible; buyers are not interested in acquiring the problems of the *Renoir* and *Cezanne*.

**History of the SeaFrance *Cézanne*, a roll on roll off vessel which became a ferry**

The SeaFrance *Cézanne* was originally the Swedish roll on roll off cargo ship the *Ariadne* (10,500 tonnes deadweight) of Nordö fit out, built in 1980 by the Kockums shipyard in Malmö. Renamed the *Soca* a shortly after she was put into service, she was first put to work on the Koper (Slovenia) – Tartous (Syria) route, transporting trucks destined for the Middle East. She was then sold in 1982 to the Bulgarian road transport company Somat who renamed her the *Trapezitza* and continued initially with the same type of transportation on the Koper – Aqaba (Jordan) route. In 1984 she was operated on the ‘Medlink’ line between Marseille, Greece and Bulgaria and in 1986 she was to be found on the Trieste – Patras route under Greek charter.

In 1988, she was acquired by Sealink British Ferries for their Dover – Calais freight service and was initially named the *Fantasia*, then the *Channel Seaway* in 1989 under the flag of the Bahamas. The British company then decided to convert the roll on roll off freight ship into a car ferry and with that in mind, sent her to the Lloyd Werft shipyard in Bremerhaven in 1989. When she left the shipyard in 1990 she had been completely transformed, with a capacity for 1800 passengers, 480 cars and 80 heavy goods vehicles.
Within the context of Franco-British cooperation on cross channel traffic, Sealink British Ferries (which in the meantime had become a subsidiary of the Swedish company Stena) then give her to the Société Propriétaire de Navires (49 % Stena – 51 % GIE SNCF-CGM), her fit out being provided by the Société Nouvelle d'Armement Transmanche, a result of the recent conversion into subsidiaries by the SNCF and its Armement Naval section. She was frenchified as the *Fiesta* and began service on the Calais-Dover route in July 1990. The *Fiesta* was then renamed the *SeaFrance Cézanne* when the SNAT changed its business structure on 1 January 1996 after the pool linking it to Stena was dissolved. Finally, in December 1999, SeaFrance bought back the 49 % share of the SPN that Stena held and in the process became 100% owners of the ship.

The *Fiesta* at Calais berth 6. © Joe Canavan

The *SeaFrance Cézanne* had two sisters-ships. The *Zenobia*, put into service at the end of 1979 on the Koper – Tartous route, had to be evacuated by its crew on 2 June 1980 after listing heavily near Larnaca (Cyprus); she then capsized and sank. The *Scandinavia*, delivered by Kockums in March 1980, had a career similar to the *Cézanne*, becoming the Bulgarian *Tzarevetz* in 1982, then the Bahamian *Fiesta* and the *Fantasia* with Sealink after being transformed into a ferry in Bremerhaven in 1990. Staying on the Dover-Calais route, she was then renamed the *Stena Fantasia* (at the end of 1990) and the *P&O SL Canterbury* (1998) after the creation of P&O Stena Lines. Sold to the Greek fit out company Agoudimos, she left for the Adriatic in March 2004 and became the Bulgarian *Tzarevetz* in 1982, then the Bahamian *Fiesta* and the *Fantasia* with Sealink after being transformed into a ferry in Bremerhaven in 1990. Staying on the Dover-Calais route, she was then renamed the *Stena Fantasia* (at the end of 1990) and the *P&O SL Canterbury* (1998) after the creation of P&O Stena Lines. Sold to the Greek fit out company Agoudimos, she left for the Adriatic in March 2004 and became the Bulgarian *Alkmini A.*, then went back up to the Baltic in October of the same year after being acquired by the Polish company Polferries who then used her under a Bahamas flag on the Swinoujscie (Poland) – Ystad (Sweden) route under the name of the *Wawel*.

**History of the SeaFrance Renoir, formerly the Côte d’Azur**
The career of the *SeaFrance Renoir* was much more linear than that of the *SeaFrance Cézanne*. Built in 1981 by the Ateliers et Chantiers du Havre under the name of the *Côte d’Azur* for the SNCF, this ship, which had always been used on the Calais-Dover route, marked the history of the French cross channel fleet in that she was the first ferry to be known as ‘third generation’, notably equipped with two car decks, one of top of the other, accessible from the front and rear. Her capacity was 1600 passengers, 330 cars or 54 trucks. In 1990, along with the *Fiesta*, she was given to the Société Propriétaire de Navires (SPN), which united Stena and the SNCF, and was fitted out by the Société Nouvelle d’Armement Transmanche (a subsidiary of the SNCF). She took her name the *SeaFrance Renoir* at the start of 1996 at the same time that the SNAT became SeaFrance. The latter took full ownership of the vessel in December 1999 following the repurchase of Stena’s share by the SPN.

Laid up in Dunkirk since February and September 2009 respectively, the *SeaFrance Cézanne* and *SeaFrance Renoir* were acquired in July 2011 by Kimiya Shipping Inc and Emily Shipping Inc, two Panamanian companies linked to the German firm Condor Maritime Dienstleistung, from Hamburg. They were renamed the *Western Light* and the *Eastern Light* and fly the flag of Belize. They were still in Dunkirk as of 8 August.
Asbestos on board

Asbestos is an indisputable carcinogen. The World Health Organisation has called for a cease in its usage. It estimates that 100,000 people a year worldwide die due to asbestos exposure. The only Asian countries to ban its use are Japan in 2006 and South Korea in 2009. The four leading countries when it comes to ship dismantling – India, Bangladesh, China and Pakistan – have no statistics on death rates from asbestos. Asia consumes 70% of global production and yet only 13% of annual deaths from asbestos globally are recorded as occurring there. No statistics on asbestos, therefore no deaths or disabilities through asbestos; the equation is too easy and obviously wrong. It is only when asbestos widows or widowers demonstrate in China and India and other Asiatic countries that have a ship dismantling industry that the administrations there will launch epidemiological research or communicate any research they already have in their possession. Until then, many asbestos soldiers will be mown down. The study that Asiatic experts have just published is revealing and uncompromising: “there is a lack of information on deaths due to asbestos in Asia. The evolution of the use of asbestos in Asia since 1970 will in all likelihood in the coming decades cause a ground swell of illnesses and deaths linked to asbestos”.

Staying with the field of ship demolition, it is astounding to note that ships no longer in use containing asbestos in various forms are going to await demolition in countries where they were not built, where the constraints on the use of asbestos and its handling are weak or non-existent. We should not delude ourselves. For example, the efforts of China in moving towards ‘ecological’ or ‘green’ dismantling will not extend to storing asbestos recovered from ships in cells. This would be the first time that a mineral user country (more than 600,000 tonnes in 2007) throws a substantial part of it into the rubbish, particularly when the genius of recycling, good or evil, prevails there.

It is Robin des Bois’ opinion that responsible ship owners should only send their ships for demolition to countries that prohibit the exploitation and use of asbestos and which are gathering statistics on its differing pathologies.

Asbestos everywhere

The Anna in La Rochelle, in October 2009 and in yard 2 being dismantled in June 2011

© Françoise Massart / Marinemarchande.net
© France 3 Poitou

Asbestos catalogue for the Anna, a small Ukrainian coastal trading vessel built in Glasgow in 1978, 87m long, 1500 t, currently being broken up in Dock No.2 at La Rochelle port after 3 years of laid up (Cf. Ship-breaking.com #22 p 4):
- mastic in the electricity cable ducts
- insulating material in the electrical panels
- windlass brake bands
- flange seals and furnace door seals
- gland packing braid and spare braid
- piping insulation material
- paint in the chain locker and resurfacing paints
- box underneath sanitary plinth
- ceiling covering
- glue underneath carpet
Fresh news from the Ocean Pearl

One remembers the old general cargo carrier *Ocean Pearl* arrived in Chittagong on September 3rd 2010. The ship was obviously fated to demolition by her new owner Prayati Shipping, a specialist in the purchase of breathless ships like the old Finnish ferry *Onyx* (Cf. the *Onyx saga*) last year. The *Ocean Pearl* was stranded on a sand bar, with a twisted hull and no hope to break free by her own (Cf. the note of information on August 12th 2010 and the bulletin Ship-breaking.com #22, p 4). Since then, the ship has been cut up and her stern ripped off.

Global assessment - May, June, July 2011

**India still, Bangladesh back**

237 ships set off for demolition, i.e. 20 ships a week. India with 99 ships (42%) maintains its rank as the leader for demolition in terms of both tonnage and recycling units in spite of Bangladesh fighting back with 55 ships (23%). China is 3rd with 37 ships (16%), ahead of Pakistan, 20 (8%), Turkey and the United States 6 ships each (3%). The destination of demolition of 10 vessels remains unknown.

The High Court of Justice of Bangladesh had “temporarily” authorized the beaching for demolition until early July pending regulatory measures. A new deadline is expected which would enable the activities to be extended.

In terms of the volume of scrap metal to be recycled, India (almost 800,000 tonnes) comes ahead of Bangladesh (538,000 t), China (390,000 t) and Pakistan (238,000 t). These four countries represent 95% of the recycled tonnage. Overall demolition will recycle over 2 million tonnes of metal. With 88 units (37%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – 51 (22%) and general cargo carriers 42, (18%).

Of the 237 ships, 217 went for demolition in Asia. 80 (34 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). 78 (33%) were built in these same countries.

**Detention and demolition**

62 (26%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least 143 (60%) had been previously detained in ports worldwide, with a detention rate of 75 % for bulk carriers and general cargo carriers, and 57% for container ships. The detention rate was 34 % for oil tankers, but 55 % for chemicals carriers and 60% for the OBO family of the *Gulf Jash ex-Probo Koala*.

**Years and meters**

The end-of-life age for ships ranged from 18 years for the double hull tankers *General Zamora* and *Quito Jaya*, and 69 years for the ex US rescue and salvage ship *Clamp*. The average age was 30 years: It is 25 for double-hull tankers and 29 for single-hull tankers which seems to confirm that the maintenance of the latter is easier. 81 ships were under 150 m long, 80 were between 150 and 199 m and 76 were over 200 m. The biggest ship to be sent for demolition this quarter was the tanker *Titan Scorpio*, 332 m long.
Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

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

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

Vessel and crew detained in a port for deficiencies.

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.

Color coding of ships which may be radioactive to varying levels.

**US MARAD National Defense Reserve Fleets (NDRF)**

*Bolster.* ARS-38. Rescue and salvage ship. Length 65 m, 1,488 t. United States flag. No classification society. Built in 1944 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater and participated later to the Korean and Vietnam wars. She was present at atomic tests in 1955 at Operation Wigwam and in 1958 at Operation Hardtack. During the 1970s and 1980s, she was used as ocean tug including for towing old navy vessels to the US MARAD reserve fleet. Decommissioned and struck from the naval register on September 14th 1994. On May 23rd 2011 she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be brushed to eliminate the eventual invasive species which could be transferred via the Panama Canal from the Pacific to the Atlantic Ocean.

*Bolster, returning from sea to the Naval Station, Long Beach, Spring 1992 © David Buell*

*Clamp (ex-Atlantic Salvor).* ARS-33. Rescue and salvage ship. Length 65 m, 1,630 t. United States flag. No classification society. Built in 1942 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater. Her career was short but very active: in March 1946, she sailed for Bikini Atoll to assist at the American atomic bomb tests of Operation Crossroads. She took in tow the ex Japanese warship *Nagato* to the atoll. Her duty following the tests was to extinguish fires and control damages to the target vessels. In May 1947, the *Clamp* towed the submarine *Skate*, one of the target vessel used during the tests to Mare Island naval base in California where the submarine will eventually be scuttled off.
The 

**Clamp** was decommissioned the same year and laid up in the Pacific Reserve Fleet in San Pedro and later, in 1962 in the National Defense Reserve Fleet in Suisun Bay. She has been out of operation for more than 60 years and most of her equipment was removed to support several memorial ships. Decommissioned and struck from the naval register on September 14th, 1994. In 2009, her condition is described as « very poor » and she is not listed either as a vessel with significant historical or technological characteristics. On May 23rd, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.

**Reclaimer**. ARS-42. Rescue and salvage ship. Length 65 m, 1,497 t. United States flag. No classification society. Built in 1945 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship served on the Asiatic-Pacific theater. In June 1946, like her sistership the 

**Clamp**, she sailed to Bikini atoll and assisted to the American atomic bomb tests. She was contaminated but in January 1947, she received final radiological clearance and returned to Pearl Harbor. She was recommissioned for service in the Korean wars. In 1962 she assisted to another atomic test on Christmas Islands. She then sailed back to Pearl Harbor and participated in the Vietnam war. Decommissioned and struck from the naval on 13 September 1994. Laid up since in the reserve fleet Suisun Bay; in 2008 she was prepared for SINKEX the US Navy naval exercises. On May 16th, 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States).

**Ohio** (ex-Seatrain Ohio, ex-Mission San Jose). IMO 6621234. Container ship. Length 160 m, 5,532 t. United States flag. No classification society. Built in 1944 in Sausalito (United States) by Marinship Corp as fleet oiler for the US Navy. In 1966, the ship was sold to Hudson Waterways and converted to a combination container ship and train ferry. Her title was transferred again to the US MARAD in 1973. In May 2011, she leaves the Beaumont reserve fleet for demolition by the ESCO Marine Shipyards in Brownsville, Texas (United States).

**Sagamore** (ex-Alaska Standard). IMO 5008071. Tanker. Length 78 m. United States flag. No classification society. Built in 1959 in Portland (United States) by Albina E&M Works for Standard Oil of California in replacement of the first Alaska Standard built in 1923 which supplied for 35 years fuel to remote towns on Alaska’s coast as well as to the camps of miners, trappers and fishermen. The second Alaska Standard was purchased by Sealift Tankers in 1986 and then transferred to the US MARAD. On May 16th, 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.

The arrival of **Sagamore** in San Francisco for cleaning before demolition in Texas © daver6 / navy.memorishop
See The END p 46 for all the details on the Probo sisters’ saga.

Oil / Bulk / Ore carrier (OBO)

Gulf Ahmadi (ex-Probo Bison, ex-Eships Gull, ex-Probo Gull). IMO 8405866. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,662 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Gladstone (Australia) and in 2009 in Port Alfred (Canada). Sold for demolition in Bangladesh en bloc with two of her sisterships, Gulf Shagra and above all Gulf Jash, ex-Probo Koala. 528 $ per ton. The Gulf Ahmadi arrived mid-May in Chittagong and was allowed to be beached for demolition on July 2nd.

Gulf Jash (ex-Probo Koala, ex-Probo Baoning). IMO 8309816. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,389 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Vladivostok (Russia), in 2007 in Bandar Khomeini (Iran), in 2008 in Bremen (Germany) and in 2010 in Galveston (United States). Sold for demolition in Bangladesh en bloc with two of her sisterships, Gulf Shagra and Gulf Ahmadi. 528 $ per ton. Refused in the Bangladeshi waters on May 28th, the fate of the ship is uncertain.


Gulf Sieb (ex-Probo Emu, ex-Probo Bani). IMO 8309804. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,613 t. Panamanian flag. Classification society Lloyd’s Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). After an ultimate call mid-June in Chittagong where she unloaded a cargo of clinker, the Gulf Sieb sailed to Alang where she was beached for demolition on July 30th.

August 2nd 2006, in Gibraltar. Like her sistership Probo Koala, the Probo Emu was used as a floating refinery of sulphurous petroleum products © paceyms / Shipspotting
**Tanker**


**Archon** (ex-Alexander M, ex-Omonia, ex-Tago, ex-Angelina Amoretti). IMO 7012480. Tanker. Length 89 m, 1,400 t. Greek flag. Classification society American Bureau of Shipping. Single hull ship built in 1970 in Porto Viro (Italy) by Visentini. Owned by Alpha Bunkering III Shipping Co (Greece). The ship was listed by the European Commission among the 66 highly dangerous ships after the sinking of the tanker *Prestige* in November 2002; she should therefore have been banned from European ports under the directive on Port State Controls. The ban remains paper and the *Archon* went on calling at all the European ports where it was detained for varying durations. Detained in 1998 in Malaga (Spain), in 1999 in Genoa (Italy) and Piraeus (Greece), in 2000 in Brindisi (Italy) and Rotterdam (The Netherlands), in 2001 in Heraklion (Greece), in 2003 in Dublin (Ireland), in 2004 in Piraeus (Greece), in 2005 in Valencia (Spain) and in 2006 in Setubal (Portugal) and Belfast (United Kingdom). Sold for an unknown destination of demolition.


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*Archon, on Perama roads (Greece), June 2007 © Aleksi Lindström*

*Blue Ridge, March 2009, on the Mississippi river © A Sazonov*


**Falkonera** (ex-Taiho I, ex-Taiho Maru). IMO 8919336. Tanker. Length 330 m, 33,334 t. Liberian flag. Classification society Nippon Kajji Kyokai. Single hull ship built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by Aeolos Management SA (Greece). Reported as sold for demolition in Pakistan, the Greek Falkonera, sailed from Rotterdam (The Netherlands), announced her arrival in India through the Automatic Identification System (AIS) but eventually reached Chittagong on ballast on May 21st and was allowed to be beached for demolition ten days later. 540 $ per ton.


**Iran Rajai** (ex-Ferncraig). IMO 8003369. Tanker. Length 176 m, 9,974 t. Deflagged from Iran to Comoros for her last journey. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1983 in Pula (Croatia) by Uljanik. Owned by IRISL Marine Services (Iran). The Iranian fleet is hiding under the Comorian flag ! Sold for demolition in India where she arrives as « Raka » 515 $ per ton.

*Iran Rajai, berthed in Rotterdam (The Netherlands), May 2008 © Frans Sanderse*


Overseas New Orleans (ex-Exxon Yorktown, ex-Hunter Armistead). IMO 7932422. Tanker. Length 200 m, 9,833 t. Tuvaluan flag. Classification society American Bureau of Shipping. Double hull ship built in 1983 in San Diego (United States) by National Steel (NASSCO). Like all the OSG ships (Overseas Shipholding Group), the Overseas New Orleans was deflagged from United States, became the simple Orleans owned by a ghost company based in the British Virgin Islands and was in the end beached for demolition in in India. 525 $ per ton.


River Jamaima (ex-Guadalupe B, ex-Camponubla). IMO 7711634. Tanker. Length 166 m, 6,522 t. Unknown flag. Unknown classification society. Single hull ship built in 1979 in Puerto Real (Spain) by AESA. Owned by Expedia Marine Co Ltd (Nigeria). Banned from transporting heavy fuel in European waters since January 2005. The ship had already been sold for demolition in June 2010 (Cf. Shipbreaking.com # 20). In fact she went on sailing under an unknown flag and was just beached for demolition in India in Alang.


**Gas tanker**

Several ships anchored in the Bay of Yokohama (Japan) or sailing from there, or cargoes onboard, have been lightly contaminated by the fallout of the Fukushima Daiichi accident. This is the reason why, as a warning, Ship-breaking.com, considering the hasty demolition of the Bekalang and the Belais, has decided to call for attention on the risks of radioactive spots on these two vessels.

**Bekalang** (ex-Gadila). IMO 7217896. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This LNG carrier with a capacity of 75,000 m³ was, like her sistership Belais, fated for the transport of natural gas from Brunei to Japan. Sailing originally under the British flag, their title was transferred in 1986 from STASCO - Shell Trading and Shipping Company to Brunei Shell Tankers and they were reflagged to Brunei. On 6th March, before the tsunami and Fukushima accident, the Bekalang was sailing in the Bay of Yokohama. She then left for Osaka and South Japan, came back to Yokohama at the end of March and was sold for demolition in China. 450 $ per ton.

January 2008, Uraga Channel © Yuichi Morita

**Belais** (ex-Gastrani). IMO 7347794. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Brunei Shell Tankers. Like her sistership Bekalang, the Belais was berthed in Yokohama during the Fukushima crisis. She did not sail far from the Bay before she was sold for demolition and headed to Jiangyin in China. 450 $ per ton. The series had two other ships, Gadina and Gari, still in service.


Chemical tanker


Hannibal II (ex-Merit, ex-Merity). IMO 8011756. Chemical tanker. Length 172 m, 8,813 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Dunkirk (France) by Normed. Sister-ship of the Lady Jasmine (see below), the Hannibal II was delivered in 1983 as Merity to the Brazilian shipowner Flumar. She was purchased in 1997 by Gabès Marine Tankers, renamed Hannibal II, first flew the Tunisian flag and was reflagged to Panama from 2007 on. Her late career was marked by the attack of Somali pirates on November 11th 2010. She was detained with her 31 crew members until march 17th 2011 and was beached in Alang on July 6th.
**Lady Jasmine** (ex-Lady Nil, ex-Chuy). IMO 8011744. Chemical tanker. Length 172 m, 8,849 t. Tunisian flag. Classification society Bureau Veritas. This double hull chemical tanker (mainly phosphoric acid), with a capacity of 24,000 dwt, was built in 1983 in Dunkirk by NORMED (Chantiers du Nord et de la Méditerranée) as the Brazilian Chuy for Transportes Fluviais y Marítimos (Flumar), among whose shareholders at the time was the French group Louis Dreyfus. She was sold in 1996 and became the Turkish Lady Nil and in 2003 the Lady Jasmine owned by the Tunisian Gabes Marine Tankers SARL. Detained in 1999 in Hamburg (Germany). Sold for demolition in India.

September 2008, berthed in Valletta (Malta) © Jörn Prestien


**General cargo**


Deren Pioneer (ex-Escco Faith, ex-Lela, ex-Govora). IMO 7906306. General cargo. Length 130 m, 3,367 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Galati (Romania) by SN. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 1997 in Bilbao (Spain), in 1998 in Newcastle (United Kingdom), in 2000 in A Coruña (Spain) and Rouen (France), in 2001 in Antwerp (Belgium) and Aveiro (Portugal), in 2004 in Genoa (Italy) and Koper (Slovenia), and in 2006 in Leghorn (Italy) and Cartagena (Spain). Sold for demolition in India.


Gati 1 (ex-Toei 1). IMO 8405165. General cargo. Length 92 m, 1,758 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Kochi (Japan) by Kochi Elho. Owned by Gati Coast To Coast (India). Sold for demolition in India. 462 $ per ton.


Skogaland (ex-Kent Navigator, ex-Star Skoganger, ex-Petraia, ex-Khalij Enterprise, ex-Aldebaran). IMO 7604336. General cargo. Length 164 m, 7,413 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Imperial Ship Management AB (Sweden). Detained in 2004 in Montreal (Canada), in 2005 in Naples (Italy) and in 2010 in Szczecin (Poland). Sold as is in Kakinada (India) for demolition in India where she arrives as « Gala ». 470 $ per ton.

Skogaland in Nordseekanal (The Netherland) © Boatfan07 / vesseltracker


**Umm Albnain (ex-Stella M, ex-Interocean, ex-Moinesti).** IMO 8503890. General cargo. Length 131 m, 3,534 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Tulcea (Romania) by Tulcea Santierul Naval. Owned by Al Sabatoin Shipping LLC (United Arab Emirates). Detained in 2004 in Naples (Italy) and twice in Constanta (Romania) and in 2006 in Leghorn (Italy). Sold for demolition in India. 488 $ per ton.

**Western Traveller (ex-Thor Traveller, ex-Victoria Pride, ex-Gabyana, ex-Caribbean Princess, ex-Santa Rosa).** IMO 8503060. General cargo. Length 176 m, 8,224 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Nobpac Shipping Pte Ltd (Singapore). Detained in 2002 in Gdansk (Poland) and Rotterdam (The Netherlands). Sold for demolition in Bangladesh.


**Yacu Puma (ex-Poppi P).** IMO 7622807. General cargo. Length 149 m, 5,909 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Tadotsu (Japan) by Hashihama SB. Owned by MMS Americas LLC (United States). Detained in 2011 in Houston (United States). Sold as is in Tampico for demolition in India. 320 $ per ton.


**Container ship.**


King Honor (ex-Portinari, ex-Vermeer, ex-Red Sea Entente, ex-Hapag Lloyd Kiel, ex-Seatrain West Point, ex-Ville de Bordeaux). IMO 7521986. Container ship. Length 201 m, 10,498 t. Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1978 in Tonsberg (Norway) by Kaldnes; jumboized in 1982 and lengthened from 172 to 201 m. Owned by Nanjing King Ship Management Co (China). Detained in 2007 in Tianjin (China) and Bandar Abbas (Iran) and in 2010 in Bandar Abbas again. Sold for demolition in India. 525 $ per ton.


Wisdom (ex-Qc Wisdom, ex-India Star, ex-Moringia, ex-Vietnam Star I, ex-OOCL Pudong, ex-City Of Leeds, ex-Contship Canada, ex-Ocean Spirit, ex-Olandia). IMO 8417558. Container ship. Length 147 m, 4,730 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1985 in Bremerhaven (Germany) by Rickmers. Owned by Manship Pte Ltd (Singapore). The Wisdom was sailing early June from Colombo (Sri Lanka) to the demolition yards of Alang in tow of the Greek tug Seabulk Plover. She broke free, headed towards the Bandra Worli Sea Link but missed this bridge between Mumbai Center and its western suburbs, and finally drifted and grounded up north on Juhu Beach. She was grounded a few hundred meters away from the shore and became an attraction for thousand of visitors; some curious visitors tried to swim across to get onboard and had eventually to be rescued. One teenager drowned. The coast guards and the Indian navy refused to support the towing of the ship to Alang and the Wisdom stays stucked for three weeks before being freed by a tug hired from Singapore. She was beached in Alang on July 2nd. 475 $ per ton.


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*Scottish Star*, in Gibraltar straits, October 2009 © Angel Luis Godar Moreira


Ro-Ro Duana (ex-Sardauna, ex-Vulpine, ex-Southern Carrier, ex-Tor Fladria, ex-Anna Oden). IMO 7800758. Ro-Ro. Length 170 m, 6,754 t. Deflagged from Panama Tanzania for her last journey. Classification society Det Norske Veritas. Built in 1979 in Landskrona (Sweden) by Gotaverken Oresunds; jumboized in 1988 and lengthened from 143 to 170 m. Owned by RMR Shipmanagement BV (The Netherlands). Sold for demolition in India.

Emerald Sea (ex-Anadyr). IMO 8120674. Ro-Ro. Length 177 m, 10,815 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Vuosaari (Finland) by Valmet oy. Owned by Elmira Shipping& Trading SA (Greece). Detained in 2006 in Mumbai (India). Sold as is in Capetown (South Africa) for demolition in India. 455 $ per ton.

Finnforest (ex-Bore Britannica, ex-Stena Britannica, ex-Stena Hispania, ex-Kotka Violet, ex-Merzario Hispania, ex-Atlantic Project, ex-Stena Project). IMO 7528623. Ro-Ro. Length 151 m, 7,100 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Weissfiord Shipping (Latvia). Sold as is in Italy for demolition in India.

Italroro Two (ex-Calabria, ex-Serenissima Express). IMO 7517583. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane SB. Owned by Puglia Navigazione (Italy). Sold for demolition in Turkey. 330 $ per ton. Her sistership, Italroro One, owned by the same company, has been laid up in Toulon (France) since October 2008 following a legal decision as the owner failed to pay for the ship's bunkers. The crew had been detained on board until March 2009.


Repubblica di Venezia. IMO 8511706. Ro-Ro. Length 213 m, 16,628 t. Italian flag. Classification society RINA. Built in 1987 in Marghera (Italy) by Breda Fincantieri; jumboized in 1991 and lengthened from 181 to 213 m. Owned by Grimaldi Group (Italy). Sold for demolition in India.

**Bulk carrier**


*Apollo Star* (ex-Voutakos, ex-K. Jasmine, ex-Jasmine). IMO 8518015. Bulk carrier. Length 291 m, 22,978 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Koje (South Korea) by Samsung. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2005 in Dampier (Australia) and in 2006 in Rotterdam (The Netherlands) and again in Dampier. Sold as is in Singapore for demolition in Bangladesh. 505 $ per ton.

*Arena* (ex-Kibele, ex-Amura, ex-Boleslawiec). IMO 7725568. Bulk carrier. Length 95 m, 1,772 t. Turkish flag. Classification society Turk Loydu. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Aspet Gemi Tankerciligi (Turkey). Detained in 1999 in Gdansk (Poland) and in 2008 in Cagliari (Italy). Sold for demolition in India. 494 $ per ton.


**Cape Gulf** (ex-United Dynamic, ex-Donat). IMO 8712403. Bulk carrier. Length 274 m, 23,414 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Puerto Real (Spain) by AESA. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2009 in Ningbo (China). Sold as is in Singapore for demolition in Bangladesh but she eventually arrived in India. 497 $ per ton including 1.300 t of bunkers.


Front Breaker (ex-Front Breaker). IMO 8906872. OBO converted to bulk carrier. Length 285 m, 23,090 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by International Tanker Management (United Arab Emirates ). Detained in 2003 in Dampier (Australia) and in 2008 in Kdzeregli (Turkey). Sold for demolition in Bangladesh. 510 $ per ton.


Harriette (ex-Overseas Harriette, ex-Esmeralda). IMO 7516993. Bulk carrier. Length 172 m, 6,102 t. United States flag. Classification society American Bureau of Shipping. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by Sealift Inc (United States). In January 2010, the US MARAD prompted the US Environmental Protection Agency to review the Harriette transfer request and her demolition in Bangladesh in regard with the Toxic Substances Control Act. One year and half later, no recommendation has come from the EPA and this was considered as a clearance for scrapping. The Bangladeshi authorities allowed the ship to be beached for demolition in June 2011. 530 $ per ton.


Khalija 3 (ex-Almavita, ex-Al Noor). IMO 8128690. Bulk carrier. Length 191 m, 8,515 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Gulf Rocks KSC (Kuwait). Detained in 2001 in Augusta (Italy), in 2007 in Tuticorin (India), in 2008 in Xiamen (China) and in 2010 in Fangcheng (China) and Mumbai (India). On August 7th 2010, the Khalija 3 collided with the container ship MSC Chitra while leaving the port of Mumbai. An oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO’s world heritage site. The MSC Chitra was towed to Alang for demolition in March 2011 (see Ship-breaking.com #23, p 37) and today it is Khalija 3’s turn. Sold for demolition in India. 470 $ per ton.

The Khalija 3 and her smashed bow, laid up in Mumbai, December 2010 © Brian Crocker


Min Fu (ex-Glory Zoushan, ex-Alekos N. Agoudimos, ex-Kos, ex-Salgir, ex-Professor Kostiukov, ex-Torm Helvig). IMO 7526663. Bulk carrier. Length 182 m, 9,230 t. Deflagged from Tuvalu for her last journey. Classification society Intermaritime Certification Services. Built in 1978 in Lindo (Denmark) by Odense Staalskibs. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2001 in Lisbon (Portugal), in 2004 in Szczecin (Poland) and in 2005 in Genoa (Italy). Sold for demolition in Bangladesh. 510 $ per ton.


Samarinda Carrier (ex-Dong Ya Ocean, ex-Tianwang Star, ex-Minoas, ex-Baleares, ex-El Toro, ex-Alexander). IMO 7910761. OBO converted to bulk carrier in 2004. Length 243 m, 17,106 t. Deflagged from Panama to Comores for her last journey. Classification society Lloyd's Register of Shipping. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by Chokang Shipping Co Ltd (South Korea). Detained in 2004 in Taranto (Italy) and in 2009 in Tianjin (China). Sold for demolition in Bangladesh. 502 $ per ton including 750 t of bunkers.


Xin Ye 2 (ex-Themera, ex-Emerald, ex-Aello, ex-Soaring Kite, ex-Hydrangea). IMO 7432642. OBO converted to bulk carrier in 2004. Length 228 m, 14,250 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Kobe (Japan) by Kawasaki. Owned by Xing Hong Yang International Ship Management (China). Detained in 2000 in Brindisi (Italy), in 2001 in Bremen (Germany), in 2003 in Hamburg (Germany), in 2007 in Constanta (Romania) and Dalian (China) and in 2008 in Guangzhou (China). Sold for demolition in Xinhui (China) by Jiangmen Xinhui Yuzhou Shipbreaking Co.


Car carrier


Factory ship (fish)

*Athena* (ex-*Athena II, ex-Skadi, ex-Kapitan Azarkin*). IMO 8907096. Factory ship. Length 105 m. Faroe Islands flag. Classification society Det Norske Veritas. Built in 1992 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Ocean Group Faroes Ltd. (Faroe Islands). On 9th May 2011, a fire broke out on the factory ship *Athena* berthed in the port of Runavik (Faroe Islands) and spread throughout. This is the third fire on board and the second one in one year. No crew member is hurt but the ship is burned out and is taken in tow to Esbjerg (Denmark) where she will be dismantled.


Nuclear fuel carrier.

*Pacific Sandpiper*. IMO 8310695. Nuclear fuel carrier. Length 103 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Appledore (United Kingdom) by Appledore SB. Owned by Pacific Nuclear Transport Ltd (United Kingdom). She was decommissioned early this year and most of her equipment was removed. The *Pacific Sandpiper* is towed early June to the Netherlands for deep cleaning and should be broken up in the Van Heygen Recycling yard in Ghent (Belgium). (See the Press release « A nuclear waste to be broken up in Belgium », 7th June 2011)
Cement carrier

Cattle carrier

Heavy load carrier

Jumbo Challenger in Europoort, Rotterdam (The Netherlands), March 2011 © Arjan Elmendorp

Offshore supply vessel


Crew transferred from the offshore platform Transocean Legend to the Langery, September 2004 © Lindsay Bremner

Ferry


Puerto Eden, on January 2009 in Puerto Montt (Chile).

The Evangelistas, another ferry owned by the same company, dangerous for the maritime security is still sailing in the same fragile areas, across the fjords of Patagonie and the National Park of Torres del Paine.

© Osvaldo Morales Cáceres

Evangelistas © Navimag.com
The END

The scheduled death of the PROBO family (Koala, Bison, Emu, Bear, Elk and Panda)

In 1989, a Korean shipyard built a series of 6 OBO ships for the Norwegian ship owner Klaveness Group. Initially, the 6 sister ships transported bauxite between Australia and Asia and caustic soda between Asia and Australia. Then, the family was resold to Greek shipping companies and transported hydrocarbons of often mediocre quality. At least two Probos, the Probo Emu and the Probo Koala, served as floating refineries under the aegis of the transnational Trafigura. In August 2006, the Probo Koala became a symbol for the exportation of dangerous waste to Africa when she discharged 528 t of deadly slops in the port of Abidjan (Ivory Coast). (Cf. Probo Koala). This is the end of the blue period.
The same year, the 6 sister ships Probo Koala, Probo Bison, Probo Emu, Probo Bear, Probo Elk and Probo Panda were repurchased by Dubai based Gulf Navigation for the total cost of 136 million dollars and became the Gulf Jash, Gulf Ahmadi, Gulf Sieb, Gulf Riyad, Gulf Safwa and Gulf Shagra respectively. They now became globe trotters, coldly welcomed over the years by safety departments that unmask worrying, advancing rust on the decks and under the paint. This is the end of the red period.
Detective story

On 17 May 2011, Robin des Bois learnt about the sale of three members of the family for demolition in Bangladesh, the former Probo Koala, Bison and Panda (by then the Gulf Jash, Ahmadi and Shagra) and alerted the authorities in the country of the liability associated with the former Probo Koala and the health risks she represented for the workers involved. On 28 May, the Gulf Jash was banned from Bangladeshi territorial waters and waited between Hong Kong and Vietnam while she looked for a final solution. On 2 August, she surfaced again in Shanghai (China); her status is officially still 'to be broken up' in the Equasis database. Will she be demolished in a Shanghai shipyard?

As for her two sister ships earmarked for demolition in Bangladesh, they have arrived in Chittagong. Arriving in mid-May amid the Gulf Jash scandal, the Gulf Ahmadi received her permit to be beached on 2 July, just within the provisional authorisation time period given by the High Court (see previous legal instalments at Ship-breaking.com #23, p 1). Arriving slightly later, the Gulf Shagra was reported to be still in Chittagong at the end of July awaiting the green light for demolition (the Court should indicate an extension to the authorisations for dismantling activities in the coming weeks). The ship had distinguished itself in Australia in 2005. On 11 May of that year, under the name of Probo Panda, she was anchored offshore at Gladstone waiting to unload her cargo of caustic soda. Her crew was made up of 17 Ukrainian sailors, 3 Georgians and a Russian; the ship’s electrician, who was repairing the lighting in the machine rooms, was electrocuted and died.

The Probo family, which was united in life, found itself shattered in death. The Gulf Safwa, formerly the Probo Elk, arrived in India at the beginning of June at the height of the confusion. The ship was stopped by the Indian authorities while awaiting inspection by customs and the pollution control department for Gujarat State; they suspected her of being the Gulf Jash which had just been banned from entering Bangladeshi territorial waters and thought she was trying to slip in to India. After genealogical confirmation, the Gulf Safwa was finally recognised as the sister ship of the Gulf Jash; she was allowed to be beached for demolition.

During this period, the Gulf Sieb, formerly the Probo Emu and still in service, also passed through Chittagong in mid-June with a cargo of clinker. Did she come to say her goodbyes to the Ahmadi and Shagra or did she negotiate with the shipyard due to demolish three Probos and then substitute herself for the Gulf Jash? The Gulf Sieb finally left Bangladesh for the open sea again… But not for long – she arrived in Alang on 30 July and was allowed to be beached for demolition.

The Gulf Riyad survives, formerly the Probo Bear. Surprise, surprise - in June Gulf Navigation sold her to the Chinese owned Pan-Chinese Shipping Co Ltd and ever since she has sailed under the name of the Pan Chinese No 1. Like her sister ship the Probo Panda, the Probo Bear had also killed in Australia; in April 2006, a sailor died during a shipping manoeuvre whilst the vessel was being loaded with manganese at Groote Eylandt in northern Australia. As a final coup de theatre, the Gulf Jash also survives, renamed on 8 August as the Hua Feng. So for the moment the former Probo Koala, 5 years exactly after the crime that took place in Abidjan, enjoys a remission and the A la Casse.com network is remaining vigilant in order not to miss the end of the last two sister ships from this cursed family.
Mid-September 2011, the Greek tug Hellas and the Canadian Miner in convoy, heading to Turkey

Jacques Gauthier

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The risk of towing

The tow broke. *Canadian Miner* drifted and ran aground September 20th on Scatarie Island in Nova Scotia. This is not the first time that a Canadian ore miner was in tow to be demolished in Turkey (cf Ship-breaking.com.com nº22, rubric “Bulk carrier”; *Agawa Canyon, Algoisle, Canadian Prospector*). She was at risk of drifting, colliding, sinking or running aground. It’s no longer a risk. It’s a fact.

*Canadian Miner* is set, next spring, to be cut on site when the weather is milder. The operation will cost around $24 million, according to the most recent estimates. It will be polluting and dangerous for workers. The ship’s paint coat is also toxic. The wiring, electric equipment and insulating likely contain PCBs and asbestos. Extinguishers and batteries were extracted from the ship as well. 6,000 liters of diesel and 3,000 liters of oily water have been removed from the vessel in difficult conditions; oil sheen spread into the sea and on the coast. Scatarie Island is a sanctuary for plant life, marine life and an environmental privilege for fishing activity.

The Canadian Government declines all responsibility. That’s easy to say. Just before the convoy left on September 10th, Canadian authorities inspected the tugboat *Hellas* only to identify 14 deficiencies. The tugboat was subsequently detained for 3 days and then authorized to tow *Canadian Miner* through the North Atlantic and Mediterranean. *Hellas* was built in 1975, is owned by Greek company and flies the flag of Saint Vincent and Grenadines. It’s understandable why Athens refused to comment since *Canadian Miner* ran aground. It’s unclear why Canadian federal authorities and the Port of Montreal let the convoys leave at the beginning of winter with a dilapidated tugboat. It was pulling a 230-meter giant owned by a ghost company based in the Marshall Islands for her last journey and still hiding millions of liters of hydrocarbons in her bunkers and engine room.

This sea accident shows once more the danger of transatlantic towing of merchant or military ships heading for demolition and the need for modern dismantling sites in North America. Canada exports its retired boats not only in Turkey but India as well. (cf. in this bulletin the ferries *Caribo* and *Smallwood*, ex-*Caribou* and ex-*Joseph and Clara Smallwood* have left Sydney, Nova Scotia for demolition in India…)

Letters to the editor

**From P Blankenstijn, received August 24th 2011**

Dear publisher of Robin des Bois.

In your report you mention two vessels quickly leaving the Bay of Yokohama. “Suspicions of radioactivity contamination on two tankers quickly leaving the Bay of Yokohama to be demolished in China”

Where do you get the information from these ships. They are not radioactively contaminated.

We have provided the owner with full inventory of these vessels. A proper IHM was created. A solid ship recycling plan was made. The ships are recycled at the highest standards in the industry.

Why do you report on ships not known to you and spread around this incorrect information. We are more than willing to communicate with your organization, but we should stick to correct information.
1. There is no radioactive material on the ships other than the smoke detectors.
2. The ships were not radioactive due to recent disaster in Japan.
3. They did not sneak out but were properly prepared in line with regulations and voluntarily implementation of the Hong Kong convention.
4. A full IHM and SRP was created
5. Ships recycled under 3rd party supervision.

Would appreciate if you can make a correction statement in your next bulletin. Please feel free to contact us any time on any ship on any owner.

Robin des Bois’s answer.
Ship-breaking.com n°24 brings up the risks of localized contamination of ships subject to coastal and atmospheric influences from the accident at Fukushima. We would like to note that Belais and Bekalang are free from pollution post-Fukushima and that the sole radioactive sources of pollution identified are smoke detectors.

However, our research on Technologically Enhanced Naturally Occurring Radioactive Materials confirms that, in Canada, after 450 round trips over 8 days, wagons of liquefied natural gas (LNG) contain 10 liters of a very fine dust. They contained 32 Bq/gram of lead 210 and 29 Bq/gram of polonium 210. Ship-breaking.com advises that radiological precautions have to be taken before the demolition of LNG tankers because of radioactive scales. According to the provided bibliography, scales are concentrated in the onshore pipelines and pump rooms where their contents reach 50,000 Bq/kg. The cutting and the second fusion of radiologically contaminated steel endangers the health of workers, and the health of users of second hand steel. A number of incidents like this were reported in Asia and also in Europe with supplies imported from Asia.

From AM Vellekoop, Rotterdam, received August 29th 2011
I am an employee of Rotterdam Port Authorities in Holland and very interested in the whereabouts of demolition ships.
According your bulletin Ship-breaking.com # 23 – May 2011 – Robin des Bois - 4/56, the LNG carrier Transgas has been in Rotterdam on may 1st 2011, despite the fact she has been registered as laid.
I can assure you she never was in Rotterdam. Simply because there is only 1 brandnew LNG terminal. The first ship ever arrived at the LNG GATE terminal in Rotterdam was the British Trader on june 13th 2011. More than 1 month later.
When I check the AIS history of the Transgas, many days she is in the Indian Ocean region and from one day to the other she sometimes pops up for one day in Rotterdam. Perhaps is this the reason for your mistake?
Please confirm.

Robin des Bois’ answer.
Thank you very much for your interest and remark.
As you noticed we were very surprised to see the Transgas was still sailing while she was supposed to be laid up. We were even more astounded to see her in the Rotterdam area around May 1st 2011 according to the AIS. From your information we understand we were obviously misled by the ship’s itineraries stating Rotterdam as her last known port.

In the next edition of our bulletin we will correct this and mention the Transgas never docked in Rotterdam, and was subsequently never controlled there. We will remain vigilant about the ships’ fate.

October 31st 2011, latest news : the Transgas was sold in 2008 by Louis Dreyfus Armateurs to the Greek shipowner Dynagas Ltd (Cf. the press release in french of June 19th 2008 « Il y a de l’amiante dans le gaz »); she now has just been acquired by the Singapore-based company Thome Ship Management Pte Ltd. Her status is still « laid up » according to the Equasis database.

From Iran, August 19th 2011
I am glad to find your site, it is a great help for persons who want to know more about this subject. so I have a question, I need some articles and papers about the impact of ship-breaking on sediments, could you help me?
with best wishes,

Robin des Bois’ answer (abstract)
Shipbreaking activities impact sediments because of the pollutants and hazardous substances onboard ships to be broken up. Contamination from ship-breaking activities show a close resemblance to the contamination from ship-building yards. The impact is worsened when ships are beached and when liquid and powder waste are not collected.
Exterior paints are a source of contamination when they get loose and chips fall into the waters; residual toxics fix on the sediments and are found in high concentration.

Studies published in the United States showed the pollution of the sediments (and marine life) in the Bay of San Francisco where a fleet of around 70 obsolete ships has been laid up for years.

The two following links may inform you on this subject.

http://www.darrp.noaa.gov/southwest/suisunbay/report.html
http://www.contracostatimes.com/ci_6163892?nclick_check=1

**From Dumitru, Moldavia, September 10th 2011**

My name is Dumitru and I am a Moldovan journalist.

I am now working on an article about the registration of ships (vessels) under Moldovan flag. Searching on the web I discovered your “bulletin of information and analysis on ship demolition”. (...)

In your bulletin I discovered that in the period 2008-2011 were demolished 15 ships with Moldovan flag (in 2011 – 3 ships; in 2010 – 9 ships; in 2009 – 2 ships; in 2008 – 1 ship). See please attached the list of demolished ships picked up from your bulletin. In two cases – Shakhtar (2011) and Rika (2009) – the ships were deflagged from country X to Moldova for its last journey. I have two questions to your experts:

1. There are any international or EU regulations which the owner should follow before deciding to demolish the ship (for example, request a special permit from the flag country authorities, pay a special fee etc.) or the owner can demolish the ship freely?

2. Which, in your opinion, can be the reasons of the owner to deflag the ship from own country to another and then immediately to demolish the ship? I noticed that the majority of the ships with Moldovan flag were demolished in short term after getting the Moldovan flag.

**Robin des Bois’ answer**

We actually listed a number of ships headed for demolition under the Moldavian flag. In this issue, it was the case for 5 ships.

Presently, there is no international regulation applied to the ship dismantling. The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal very rarely applies. A ship that sails is not considered as waste. The Hong Kong Convention, IMO convention on the safe and environmentally sound demolition of ships, adopted in 2009, will not go into effect for another 10 to 15 years considering the number of required signatures. Still, a convention apply only to Parties.

In the European Union, the Parliament and the Commission advocate a code of conduct. (Green Paper on netter ship dismantling, etc.) The goodwill of European shipowners, however, has its limits. Most of the time, old ships heading to demolition are resold to an intermediary outside of the European Union and deflagged. This practice of deflagging for the last voyage allows the last shipowner to save on final costs like crew salaries, navigation certificates and registration rights. As a matter of fact, Tuvaluan, Kittians, Togolese and now Moldovan flags are represented by internationally established law firms and offer ideal economic conditions and timing.
Low Cost Flagging
Demolition has become increasingly discreet and many shipowners prefer to deflag their ships before sending them to the scrapyard. The Jordanian Shehrazade, Indonesian Bhatra Bhum, Taiwanese Shen, Norwegian Evi Knutsen, Norwegian-Bahamian Scotia Spirit, Canadian Caribou and J&C Smallwood, Greek Fos I and Pavilion responded to the calls of Saint-Kitts-et-Nevis and Tuvalu, two leaders of low cost flagging. This saves money on the final crew salaries and costs before demolition. Still, the method enables to lose track of the vessel and her history.

Competition is fierce: Moldavia as well as in the Togolese Republic are in the field. The Finnish Jollas was hiding her tracks by becoming the Syrian Capt Mahdi before adopting Togolese nationality for her last voyage toward Alang.

News from the SeaFrance ferries
As stated in Ship-breaking.com #24, Eastern Light and Western Light, formerly SeaFrance Renoir and SeaFrance Cezanne, left Dunkerque at the end of the summer. After briefly sailing in the Mediterranean Eastern Light returned to the North Sea in the Zeebrugge area in mid-October and just arrived in Alang where she is now waiting for her demolition permit. Western Light hang around in the Eastern Mediterranean, crossed the Suez Canal and is now off Aden.

In “Ship-breaking.com # 24”, doubt was cast on the further exploitation of these two ferries as well as concerns about their demolition in Asia. The doubt is definitely confirmed.

On the other hand, according to the Le Marin, the Minister of Environment reported that asbestos was primarily concentrated in SeaFrance Renoir and that SeaFrance Cezanne was asbestos free. “Ship-breaking.com # 24” had stated the opposite.

Probo Koala goes into over time
According to the Equasis database, the status of the Probo Koala has not changed since May 2011 and remains as “to be broken up”. Yet Hua Feng, now under the Chinese flag, continues to sail. After a visit to Indonesian waters in the Bay of Wada at the beginning of September, the vessel reappeared in the Sea of China on October 23rd and then passed by Shanghai on October 27th toward a port in the Yellow Sea.

Her sister ship, Gulf Shagra, arrived in May in Bangladesh, got the green light and then was just beached for demolition as Hua Fu. The other survivor from the Probo family, formerly Probo Bear and Pan Chinese 1, continues to sail as Hua Di (Cf. Shipbreaking.com #24).

Results from August to October 2011
251 ships left for demolition, about 21 vessels a week. The summer did not show any signs of slowing down. The total demolition will allow for more than 2 million tons of metal to be recycled. 226 ships left for Asia. 89 ships (35%) belonged to European owners. 91 ships (35%) were constructed in Europe.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Tonnage of scrap metal</th>
<th>Category</th>
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<tbody>
<tr>
<td>1 India 107</td>
<td>1 India 910,000t</td>
<td>1st Bulk carrier, 102 (41%)</td>
</tr>
<tr>
<td>2 China, 43</td>
<td>2 Bangladesh, 380,000 t</td>
<td>2nd General cargo 62, (25%)</td>
</tr>
<tr>
<td>3 Bangladesh, 40</td>
<td>3 China 350,000 t</td>
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<tr>
<td>4 Turkey, 23</td>
<td>4 Pakistan, 180,000 t</td>
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<tr>
<td>5 Pakistan, 19</td>
<td>5 Turkey, 73,000 t</td>
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</tr>
<tr>
<td>6 Denmark, 4</td>
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<tr>
<td>7 Belgium, Lithuania and Estonia 1</td>
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Despite the demolition permits that were extended, as previously announced in Ship-breaking.com # 24, Bangladesh has now stopped all activity. The demolition sites managed to beach a great number of ships during the summer while the authorization was still in place. Today, however, they are plagued by work accidents. On September 19th, a worker was killed after being crushed by falling sheet metal. Then on October 16th, four workers died of asphyxiation by carbon dioxide that was loaded and stored without precaution in the container ship Bhatra Bhum (cf p 43). All site activity was stopped pending an investigation report and dismantling authorizations for new ships were suspended. Since the beginning of the year, at least 12 workers have been killed at the Chittagong demolition sites.
After the bars, demolition
78 (31%) 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 always take priority: at minimum, 158 (63%) were subject to prior detention in worldwide ports with a detention rate at more than 75% for bulk and general cargo carriers. The detention rate is at 30% for oil tankers and 50% for chemical tankers. Tzoanna VII holds the record for Ship-breaking.com # 25 with 10 detentions between 2000 and 2007.

Years and meters
The age of vessels leaving the fleet ranks between 15 years pour the tanker Liberator T suffering from a general lack of maintenance and 45 years for the bulk carrier of the Great Lakes Canadian Miner (Cf, page 1, The risk of towing). The average age is 30 years. The average age of double hull tankers who leave for demolition (25 years) is always less than that of single hull tankers (28 years). 78 ships have an inferior length of 150 meters, 105 measure between 150 and 199 meters and 68 are more than 200 meters. The largest vessel sent for demolition is the ore carrier Ruhr N with a length of 340 meters.

Passenger ship
Regency Sky (formerly Stena Baltica). IMO 7907685. Passenger ship. Length 228 m. Comoros Flag. Unknown Classification society. Regency Sky is a rare case in recent marine history where the ship has never sailed. Ordered in 1979 by the Swedish Stena Line at the Polish shipyards of Gdanska, she would be known as Stena Baltica. Her construction was so delayed because of internal problems at the shipyard that Stena cancelled the contract in 1986. The unfinished hull was then repurchased in 1989 by a Greek shipowner, Antonis Lelakis, to make a cruise ship for his company Regency Cruises. Renamed Regency Sky, the ship was towed to the Avlis Shipyards site in Perama, also a property owned by Lelakis. The Eleusis Shipyards site extended the hull 50 meters, but works were uncompleted when Regency Cruises went bankrupt in 1995. Regency Sky was seized by creditors and remained laid up as she passed from one berth to another until her departure for Aliaga, Turkey in July under the name Zoe.

The Regency Sky at Piraeus, 2008 © Aleksi Lindström
Ferry

Caribo (ex-Caribou). IMO 8301876. Ferry. Length 179 m, 12,952 t. Deflagged from Canada to Saint Kitts and Nevis for her last journey. Unknown classification society. Built in 1986 in Lauzon (Canada) by Versatile Davie. Sold by her Canadian owner Marine Atlantic to the Indian Prayati Shipping Pvt Ltd, the specialist in express ship-scraping (Cf. Onyx). Caribo left Nova Scotia on 20th August and was beached for demolition in India on 13th; she was followed by Smallwood, another ferry of the same company. 490 $ per ton.

Caribou and Joseph & Clara Smallwood tied up at Sydport (Canada) awaiting sale in March 2011 © Don Merritt


Dimitroula, laid up under arrest by creditors in Piraeus central port, May 2010. © Aleksi Lindström


Monte Stello (formerly Palanga). OMI 7807093. Ferry / Ro-Ro. Length 126 m, 5,868 t. New Zealand Flag. Lloyd’s Register of Shipping Classification Society. Detained in 2005 at Las Palmas (Spain). Constructed in 1979 in Le Havre for the Société Nationale Maritime Corse-Méditerranée (SNCM), Monte Stello, the name of one of the highest peaks in Cap Corse, was designed to operate ro-pax services between Marseilles and Corsica. She grounded during a trip between Marseille and Porto-Vecchio on January 1st, 1994 on Barrenttini Island, north of
Sardania. Her 61 passengers and 25 crew were evacuated with no problem, but the ship was severely damaged and immediately declared a total loss.

The wreck was raised in May of 1994 by Smit Tak and Fratelli Neri and then towed to Naples to be demolished. She was finally repurchased by Norwegians who put her back into working order at Trondheim. The former Monte Stello was then acquired by the Lithuanian Shipping Company and renamed Palanga under the Lithuanian flag. She ensured service between Klaipeda, her home port, and Germany or Sweden.

She was sold again in 2006 to Strait Shipping, a New Zealand-based company who restored her original name of Monte Stello and put her back online in the Cook Straight which separate the two main islands of New Zealand, between Wellington and Picton.

Strait Shipping operates another ferry from Le Havre, Santa Regina, acquired in 2002. Another sister-ship of Monte Stello, Porto Cardo, is sailing between the islands of Trinidad and Tobago under the name Warrior Spirit. Sold as is in New Zealand for demolition in China for $355/ton including 225 tons of bunkers.

Pavilion (formerly Diplomat, European Diplomat, Pride of Suffolk, Baltic Ferry, Stena Transporter, Finnrose, Stena Trader). IMO 7528661. Ferry. Length 151 m, 8,071 t. Saint-Kitts and Nevis flag for her last voyage. Lloyd's Register of Shipping Classification Society. Owned by Argo Systems (United Arab Emirates). Detained in 2002 and 2003 at Rosslare (Ireland) and in 2010 at San Juan (Puerto Rico). Built in 1978 at Ulsan (South Korea) by Hyundai, this 151 meter ship often changes name and assignment before settling in at P&O like Pride of Suffolk in 1987, later European Diplomat. In 1982, while she was under charter of Townsend Thoresen as Baltic Ferry, she was used by the British Defense Minister in support of military operations in the Falklands.
The former European Diplomat which was operated between Rosslare and Cherbourg for P&O from 2001 to 2005 and then for Celtic Link Ferries as Diplomat between 2005 and 2009, was sold for demolition in India. Chartered in the Caribbean since she left Cherbourg, she made her last voyage under the name Pavilion, bearing the colors of Saint-Kitts and Nevis at her arrival at Alang Beach on August 12th.

Pride of Telemark (formerly Alkmini A, Pride of Provence, PO Provence, P&OSL Provence, Stena Empereur, Stena Jutlandica). IMO 7907257. Ferry. Length 152 m, 13,350 t. Norwegian Flag. Lloyd's Register of Shipping Classification Society. Built in 1983 at Dunkirk (France) by Chantiers du Nord et de la Méditerranée (Normed) for the Stena Line. This ship started carrying as the Swedish Stena Jutlandica between Göteborg (Sweden) and Frederikshavn (Denmark).

In 1996 she was renamed Stena Empereur under the English flag, she assumed the Stena line between Calais and Dover, then took the name of P&O SL Provence during the Stena / P&O joint venture in 1998. After their separation, she became, in 2003, Pride of Provence solely for P&O. In 2005, she was sold to the Greek Agoudimos and left for Piraeus as Alkmini A. But she returned almost immediately to the North, was chartered by the Norwegian company Kystlink which assumed links between Langesund (Norway) and Stromstad (Sweden) or Hirtshals (Denmark). She became the Norwegian Pride of Telemark at the end of 2005 (Telemark is the region where Langesund is located).
September 17th, 2007, after an engine failure, she collided with the quay in Hirtshals; her hull was badly damaged. After repairs, she did not return to service. Her last journey brought her to Alang in October.


Romilda, laid up in Piraeus, June 2011
© Sebastiaan Toufekoulas

Acquired by P&O in 1987 and renamed Pride of Canterbury, she sailed on the Dover-Boulogne line. She was later sold in 1993 to the Greek shipowner Gerassimos Agoudimos and became Romilda. Her service between Piraeus and the Greek Islands came to an end in September 2009 when she was seized by creditors with all the G.A. ferries. Laid up until her departure for demolition in Aliaga (Turkey).

Shehrazade (ex-Fedra, ex-agen, ex-Borgen). IMO 7358315. Ferry. Length 130 m. Deflagged from Jordania to Tuvalu for her last trip. Classification society RINA. Built in 1975 at Aalborg (Denmark) by Aalborg Vaerft; jumboized in 1982 and extended from 109 to 130 m. Sold for demolition in India.

Smallwood (ex-Joseph and Clara Smallwood). IMO 8604797. Ferry. Length 197 m, 12,499 t. Deflagged from Canada to Saint-Kitts and Nevis for her last voyage. Classification society Lloyd’s Register of Shipping. Built in 1989 at Levis (Canada) by Davie Industries. Sold by her Canadian shipowner Marine Atlantic along with Caribou (Cf; above) to Prayati Shipping for demolition in India for $490/ton.

Fishing ship

Jona Edvalds in Hornafjördur (Iceland), October 2009
© Runólfur Hauksson
Reefers


**Laura (ex-Baltic Start, ex-Baltic Star).** IMO 8221832. Reefer. Length 140 m, 6,073 t. Cook Islander flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by SIA Regulus (Latvia). Detained in 2000 in Masan (South Korea) and in 2002 in Oita (Japan). Sold for demolition in India for $510/ton.


Ro Ro

Al-Zahraa. IMO 8027822. Ro Ro. Length 111 m, 3,985 t. Iraqi flag. Classification society unknown. Built in 1983 in Elsinore (Denmark) by Helsingor Vaerft. Locked at Bremerhaven (Germany) since July 1990. A film, « Lost in Bremerhaven », is devoted to two marine guards on board in August 2002. After 21 years of sitting in rust, the ship was towed to Klaipeda (Lithuania) for demolition. See The END p 46.


Gas tanker
Bekulan (ex-Gari). IMO 7235939. Gas tanker. Length 257 m, 20,000 t. Bruneian flag. Classification society Lloyd's Register of Shipping. Double hull ship. Built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Former LNG shell transferred to Brunei Shell Tankers (Brunei). Like her sisterships Belais and Bekalang (see Ship-breaking.com n°24, p 16), Bekulan found herself in the Yokohama Bay at the time and after the Fukushima accident. A radiological diagnostic remains necessary for this type of ship. In onshore facilities, the naturally radioactive gas is known to concentrate in equipment, tank, pumps and pipes. Why not on marine facilities? (See Letter to the Editor, P. Blankenstijn). Sold for demolition in China for $450/ton.

Tanker


Bel Taylor (ex-Torm Hilde, ex-Sitamona, ex-Bona Brave, ex-Golar Aberdeen). IMO 8913849. Tanker. Length 228 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Copenhagen (Denmark) by Greek shipowner B&W Skibsvaerft. Sold as is in Singapore for demolition in India for $575/ton including 900 t of bunkers.


China Spirit off the coast of Angola, January 2009. used as bunker tanker. See the fenders © Bengt-Rune Inberg

Coast Range. IMO 7908184. Tanker. Length 201 m, 10,532 t. United States flag. Classification society American Bureau of Shipping. Double hull ship. Built in 1981 in San Diego (United States) by Nassco. Owned by Crowley Maritime Corp (United States). Sold as is in the Bahamas for demolition in India. Ship-breaking sites in Texas and Louisiana were not used. $455/ton.


Estrecho De Magallanes sailing at Strait Magellan, January 2010 © Felipe Carvajal


Jag Pari. IMO 8009492. Tanker. Length 167 m, 8,774 t. Deflagged from India to Tanzania on her last journey. Classification society Lloyd's Register of Shipping. Double hull ship built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Exim Inc (United States). Sold for demolition in Bangladesh. $530/ton including 350 t of bunker.


Liberator T (ex-Mandalay, ex-Tomis Cloud, ex-Cristal, ex-lanca). IMO 9037068. Tanker. Length 190 m, 10,561 t. Panamanian flag. Classification society RINA. The ship's construction began in Galati (Romania) Galati SN shipyard in 1988 but not completed until 1996. Owned by Nortech Shipping Ltd (Greece). February 2011, the ship was inspected in Lagos (Nigeria) by an eventual buyer. Despite her short period of activity, the main problem pointed out by experts was the general lack of maintenance largely due to the owner’s inability or reluctance to spend money on the ship. Sold for demolition in India for $520/ton.


Chemical tanker


Bulk carrier


Alaknanda. IMO 8321046. Bulk carrier. Length 189 m, 8,470 t. Deflagged from India to Saint-Kitts and Nevis on her last journey. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Kakinada (India) for demolition in Bangladesh for $470/ton.

Asia Union (ex-Humber, ex-Cast Otter). IMO 8015673. Bulk carrier. Length 235 m, 14,395 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 at Ulsan (South Korea) by Hyundai. At the end of 2009, the ship was sold by the Greek Sea Pioneer Shipping for $5.8 million, a modest sum for a ship unless it is heading for demolition. Her new owner, Chinese Minlun Shipping Co operated her mainly in Asian waters. She was never detained despite constant deficiencies pointed out by Port State Controls: 14 in January 2010 in Taizhou Zhejiang (China), 17 in August 2010 in Taean (South Korea), up to 32 in December 2010 in Xiamen (China), and still 16 last June in Samarinda (Indonesia). In September, Asia Union arrived off Chittagong fated for demolition. Following the protests of local groups the Minister of Ecology asked the local authorities to not deliver the NOC (No Objection Certificate) for demolition before an in-depth inspection of the ship. Asia Union was kept waiting 8 miles off the coast and was compelled to leave Bangladesh waters. Her fate remains uncertain today.


Defne Y (ex-Zelec, ex-Zgorzelec). IMO 7725518. Bulk carrier. Length 95 m. Sierra Leone flag. Classification society Turk Loydu. Built in 1980 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by IHH – Insan Hak Vehurriyetleri (Turkey). Detained in 2008 in Hull (United Kingdom) and Tarante (Italy) and in 2009 in Port-la-Nouvelle (France) and Limassol (Chypre). Sold for demolition in Pakistan.


Dmitriy Pozharskiy, in Herøya (Norway) © Tomas Østberg-Jacobsen

Don Leandro (ex-Aspis, ex-Velos I, ex-Velos). IMO 7414444. Bulk carrier. Length 177 m, 6,560 t. Deflagged from Chile to Tanzania on her last journey. Classification society American Bureau of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Empremar SA (Chile). Sold as is in Chile for demolition in India for $352/ton.

Don Leandro (ex-Aspis, ex-Velos I, ex-Velos). Bulk carrier. Length 177 m, 6,560 t. Deflagged from Chile to Tanzania on her last journey. Classification society American Bureau of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Empremar SA (Chile). Sold as is in Chile for demolition in India for $352/ton.


Drummond Voyager (ex-Voyager, ex-Sakaide Maru). IMO 8110198. Bulk carrier. Length 258 m, 17,856 t. Italian flag. Classification society RINA. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Augustea Group (Italy). Detained in 2003 in Gladstone (Australia) and in 2010 in Mobile (United States). Sold for demolition in India. $535/ton including 400 t of bunker.

Drummond Voyager (ex-Voyager, ex-Sakaide Maru). IMO 8110198. Bulk carrier. Length 258 m, 17,856 t. Italian flag. Classification society RINA. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Augustea Group (Italy). Detained in 2003 in Gladstone (Australia) and in 2010 in Mobile (United States). Sold for demolition in India. $535/ton including 400 t of bunker.

Drummond Voyager, in Tampa, Florida, September 2008 © Greatshippics / Marinetrafic

Elena B (ex-Paksi, ex-Khudozhnik Kasiyan). IMO 7721330. Bulk carrier. Length 185 m, 7,695 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Svemir Shipping Schiffsmakler und-ManAGING GmbH (Germany). Detained in 2003 in Donges (France), in 2004 in Volos (Greece) and Castellon de la Plana (Spain) and in 2010 in Thessalonique (Greece) and Nikolayev (Ukraine). Sold for demolition in Bangladesh.


**Irene** (ex-*Chennai Veeram*). IMO 8128080. Bulk carrier. Length 190 m, 9,302 t. Greek flag. Classification society Lloyd’s Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Mega Shipping Line Corp (Greece). Detained in 2006 in Bandar Khomeini (Iran) and in 2009 in Vishakhapatnam (India). Sold for demolition in India.


Katina (ex-Major Basil). IMO 7410852. Bulk carrier. Length 173 m, 7,300 t. Saint Vincent & Grenadines. Classification society Lloyd’s Register of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. Owned by Brodarstvo Doo (Croatia). Detained in 1999 at Quebec (Canada), in 2002 in Algeciras (Spain) and in 2006 in Norfolk (United States) and Bourgas (Bulgaria). Sold for demolition in India for $530/ton.


Newlead Spartounta (ex-Grand Spartounta, ex-Olympia, ex-Amelia). IMO 8521191. Bulk carrier. Length 262 m, 20,528 t. Liberian flag. Classification society RINA. Built in 1989 in Marghera (Italy) by Fincantieri. Owned by Newfront Shipping SA (Greece). Detained in 1999 in Amsterdam (Netherlands), in 2000 in Newcastle (Australia), in 2005 in Tarento (Italy) and Gladstone (Australia) and in 2009 again in Gladstone then in Vancouver (Canada). Sold for demolition in India for $530/ton.


Ocean Beauty (ex-Edco Star, ex-Chloe, ex-Sycee, ex-Marilock). IMO 8025850. Bulk carrier. Length 225 m, 12,310 t. St Vincent & Grenadines flag. Classification society Polski Regestr Statkow. Built in 1983 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cairo Three A Import & Export (Egypt). Detained in 2003 in Dampier (Australia) and Vancouver (Canada), in 2004 in Piombino (Italy), in 2009 in Hamburg (Germany) and in 2010 in Rotterdam (Netherlands). Sold as is in China for demolition in India for $474/ton.


Ruhr N (ex-Ruhr Ore). IMO 8410108. Bulk carrier (VLOC). Length 340 m, 42,687 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Neu Seeschiffahrt GmbH (Germany). Like her sisterships, Alster N and Alfred N, le Ruhr N were sold for demolition in Bangladesh for $525/ton. Before leaving for demolition, all valuables were removed at Rotterdam. The same should have happened with dangerous materials.


V Europe © shipping Explorer


General cargo

Afamia Sun (ex-Al Kauthar D, ex-Georgios, ex-Cam Ilomba, ex-Gloria, ex-Karina, ex-Kassina, ex-Dorico). IMO 7412575. General cargo. Length 121 m, 2,344 t. Moldovan flag. Classification society International Register of Shipping. Built in 1975 at Kochi (Japan) by Kochi Jyuko. Owned by Arados Shipping Co Srl (Roumanie). Detained in Novorossiysk (Russia) in 2007, 2008 and 2010. In January 2011, she was sold for demolition in India. Her status in the Equasis database is “broken up” since January 24 but the ship continues to sail and was deflagged from Saint Kitts & Nevis to Moldovia , before being sold again for demolition in India.

July 2009 in Novorossiysk (Russia) © Oleg Sushkov


E Dignity (ex-Marathon, ex-Anchor Bay, ex-Sliema, ex-Kapital I, ex-Margaret John, ex-Anastasia II). IMO 7706562. General cargo. Length 116 m, 2,649 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owned by Emre Gemicilik Denizcilik Ticaret Ltd (Turkey). Detained in 2000 in Bilbao (Spain) and Rouen (France), in 2005 in Longuldak (Turkey), in 2006 in Kerch (Ukraine) and in 2011 in Tuapse (Russia) and Trabzon (Turkey). Sold for demolition in Bangladesh. In November 2005, E Dignity is already considered bound for demolition. A broker bought her for $326/ton and resold her 4 months later for $340/ton for demolition in Bangladesh (Cf. Ship-breaking.com n°2). However, the ship goes on sailing on the Mediterranean sea, always in bad conditions and plagued by detentions. She is flying the Maltese flag up to 2010 before adopting Georgian nationality and then Tololese in 2011. After 6 years of reprieve, E Dignity just retired and was beached for demolition in Chittagong, Bangladesh.


Gazze (ex-YUnis Sirin, ex-Ahmet Erdogan, ex-Hasan Koc, ex-Coklar III). IMO 7806192. General cargo. Length 84 m, 1,147 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1981 in Balat (Turkey) by Gunsin. Owned by Ihh Insan Hak Vehurriyetleri (Turkey). Detained in 2000 in Setubal (Portugal), in 2001 in Sevilla (Spain) and again in Setubal, in 2002 in Rijeka (Croatia) and Eleusis (Greece) and in 2003 in Ravenna (Italy) and again in Eleusis. Sold for demolition in India.


Golden Huayang (ex-Thor Champion, ex-Cape Moreton, ex-California, ex-Nedlloyd Vitoria, ex-Red Sea Egalite, ex-CGM Roussillon, ex-Castor). IMO 8209640. General cargo. Length 169 m, 7,900 t. Sierra Leone flag. Classification society unknown. Built in 1982 in Kiel (Germany) by Howaldtswerke-DW. Announced as sold for demolition in China in March 2011, the ex Thai Thor Champion was renamed Golden Huayang flying the Sierra Leone flag and went on sailing. Her new certificates are delivered by RINA. Owned by Jiangsu Huayi Ship Management Co Ltd (China). The ship is eventually beached in India on 28th September.

Hafez (ex-Freital). IMO 7604283. General cargo. Length 122 m, 3,600 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1977 in Rostock (Germany) by Neptun Schiffswerft. Owned by Sahyouni Trade & Transport Maritime (Syria). Detained in 2003 in Antwerp (Belgium) and Barletta (Italy), in 2007 in Ravenna (Italy) and in 2010 in Limassol (Cyprus). Sold for demolition in Pakistan.


Mwafak (ex-Destiny S, ex-Petas, ex-Wall, ex-Lilliet, ex-Akrogiali, ex-Juarez). IMO 7420039. General cargo. Length 154 m, 4,891 t. Tanzanian flag. Classification society Maritime Lloyd. Built in 1977 in Elsinore (Denmark) by Helsingor Vaerft. Owned by Seagate Marine Srl (Romania). Detained in 2000 in Liverpool (United Kingdom) and Saint Petersburg (Russia), in 2001 in Bilbao (Spain) and Antwerp (Belgium), in 2008 in Novorossiysk (Russia) and Nikolayev (Ukraine) and in 2009 in Theodosia (Ukraine). Sold for demolition in India. $515 /ton.


*Mwafak, berthed in Tartous (Syria), with her beautiful black livery to hide rust, September 2010 © Mahmoud / Shipspotting*


The detention record holder Tzoanna VII in Valencia (Spain), August 2007. © Guzzlebroo / Shipspotting

Yesil Rize 1. IMO 7505786. General cargo. Length 83 m. Turkish flag. Classification society Turk Loydu. Built in 1979 in Izmir (Turkey) by Degas Izmir. Owned by Rize Denizcilik (Turkey). Detained in 1998 in Sevillea and Cadiz (Spain) and Sète (France), in 2000 in Chioggia (Italy), in 2001 in La Spezia and Naples (Italy) and in 2007 in Torre Anniunciata (Italy). Sold for demolition in Turkey.

Zhong Qiang II. IMO 7927532. General cargo. Length 162 m, 7,256 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Argentina by AFNE. Owned by Eastern Rain Ship Management (China). Detained in 2002 in New Orleans (United States), in 2003 in Antwerp (Belgium), in 2005 in Gdansk (Poland), in 2010 in Bandar Abbas (Iran) and in 2011 in Bandar Khomeini (Iran), Shanghai (China) and Kolkata (India). Sold for demolition in India. $520/ton.


Cement carrier


Container ship

*Bhatra Bhum* (ex-*Benja Bhum*, ex-*Scandutch Orient*, ex-*Glory Ace*). IMO 7812438. Container ship. Length 118 m, 3,811 t. Deflagged from Indonesia to Tuvalu on her last journey. Classification society Biro Klasifikasi Indonesia. Built in 1979 at Shiogama (Japan) by Tohoku SB Co. Owned by Bintika Bangunusat (Indonesia). Sold for demolition in Bangladesh. On 16th October, 6 workers fell unconscious while working inside the vessel. 61 cylinders containing carbon dioxide were kept carelessly in a store-room. 4 of the workers died in hospital after inhaling the toxic gas.

![The container ship *Bhatra Bhum* in Singapore, August 2009 © John Wilson](image)


**Miscellaneous**  


**Donald Redford**. IMO 7924281. Dredger. Length 53 m, 552 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1981 at Glasgow (United Kingdom) by Ferguson Bros; jumboized in 1990 and extended from 45 to 53 m. Owned by Northwood Fareham Ltd (United Kingdom). On 1st November 2003, *Donald Redford* which was en route to her dredging grounds collided with Hythe Pier in Southampton. Tests after the accident showed that the junior master in command of the team had consumed a substantial amount of alcohol (89 microgrammes of alcohol in 100 millilitres of breath. The legal limit for driving on the road is 35), was possibly affected by the effects of a prescribed anti-depressant drug and had worked over time in the last 24 hours. Sold for demolition by Van Heygen in Ghent (Belgium).

Car carrier


Saddam’s tank carrier

*Al-Zahraa*, port of registry Bassorah, Irak, was a transport carrier 110 meters long launched in 1983 (Cf sheet p 12). Her job consisted of transporting rolling military equipment like tanks and armored vehicles. She began her service during the Iran / Irak War (1980 – 1988). She was known for her powerful rear ramp, a crane for heavy loads and a helicopter platform. Her bridges were reinforced. The ship was equipped with two dorms capable of housing 250 men. This marine support of the Iraq War suffered heavy mechanical damage between Djeddah and Northern Europe. She had to stop for repairs in the German port of Bremerhaven. She arrived there July 14, 1990. The work had started at the beginning of August when the UN instituted an embargo on Iraq.

This international decision followed the invasion of Kuwait by Iraq. *Al-Zahraa* was therefore immobilized in the German port. Almost all civilian sailors returned to Baghdad by plane. One of them stayed on board to watch the ship. Since the summer of 1991, there have been 2 sailors who survey the ship and are relieved every 8 months.

Those who had the misfortune of guarding *Al-Zahraa* in the port of Bremerhaven in 2003 at the beginning of the invasion of their country by foreign armies stayed in exile on board for more than 2 years. They lived aboard the rusted ship in poverty and poor sanitation. If Iraq complied with wharfage and dock floating dock fees for an emergency refit in 1997, sailors did not benefit as much, even in winter. All over radio and TV, bombs battered Iraq, buildings exploded and families sunk into depression. Psychological and physical conditions border on inhumane despite the assistance of neighbors and the support of one of the suppliers in the port. After 21 years of decay, the new Iraqi government declined to spend 6€ million to put the ship back in navigational order. *Al-Zahraa* left the deserted dock at the Bremerhaven fishing port where it had been relegated in 2005 to make room for large sailing festival.

“Shame on the region” according to the population or “Silent witness of world history” for the captain of the port, *Al-Zahraa*, after a high-risk tow, is being demolished at Klaipeda, Lithuania. If *Al-Zahraa* had been able to talk, she would have shed some light on the relations shared by the international community with Iraq and explain its frequent stops between 1983 and 1990 in the Baltic Sea, Romania, Bulgaria, ex-Yugoslavia and Italy. She will hold her silence until the end. But, it’s the end of “Saddam’s tank carrier”, the pet name over time that accompanied *Al-Zahraa* (*La Rose*) and her Iraqi flag.

© Hannes Grobe/BHV

© Die Vergessenen der Al-Zahraa – Knut Veden

© Die Vergessenen der Al-Zahraa – Knut Veden
Sources
European Maritime Safety Agency; American Bureau of Shipping; Black Sea Memorandum of Understanding; Bureau Veritas; Cape Breton Post (the); Chittagong Port Authority (the); Clarkson’s; Contracostatimes; Daily Star (the); Det Norske Veritas; Equasis; Exim India; Germanischer Lloyd; Global Marketing Systems; Huffington Post (the); Indian Ocean Memorandum of Understanding (the); Lloyd’s List; Lion Shipbrokers; Lloyd’s Register of Ships; Marin (le); Marine Traffic; Mer et Marine; Miramar Ship Index; National Oceanic and Atmospheric Administration (NOAA); Nexus Maritime Consultants Ltd; Nippon Kaiji Kyokai; Radio Bremen; Radio Canada; Robin des Bois, sources personnelles et archives; Russian Maritime Register of Shipping; Ship Nostalgia; Shipspotting; Spiegel (der); Tokyo Memorandum of Understanding; Tradewinds; United States Coast Guards; United States Maritime Administration; United States Navy; Vergessen der Al-Zahraa (die); Vessel Tracker; Vietnam Register of Shipping.

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# 26

From October 22nd to December 31st 2011

# Ship-breaking.com

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## Ciao Melquiades-Ville de Nantes

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.
October 2008, 26 years later, Ana Maria in Tartous (Syria) © Mahmoud

In 2011 at Aliaga ship-breaking yard © Yvon Perchoc – Marine Marchande.net

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*

November 7th 2011 © Peter Wyntin

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.

In 2005 in Kobe (Japan) © Kero / Marinetraffic
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 Preout 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 Arrancione 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 ISlabìnd 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 Arrancione 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 Tellier).
I wonder if you might have further information that might be useful. The deceased seaman was a Somali 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.

December 3rd 2011 © Batilla

December 10th © Batilla

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)?


In Brest © Robin des Bois

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.


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>
</thead>
<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>
<td></td>
</tr>
<tr>
<td>5 Denmark</td>
<td></td>
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<tr>
<td>6 United States</td>
<td></td>
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</tr>
<tr>
<td>7 Belgium, Gibraltar, Vietnam and Ecuador</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

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, 31 et 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.

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 Shipping Register. 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 chartered 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 Vitória (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-Trapezita, 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  
© Matthias
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.

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.

Reefer

Bosfor (ex-Kapitan Kuzmin, ex-Ukrainskiy Komsomolets). IMO 7828736. Reefer. Length 172 m, 8,084 t. Deflagged from Belize to Tuvalu for her last journey under the name "Bosfo". Classification society Russian Maritime Register of Shipping. Built in 1979 in Nikolaev North (Ukraine) by 61 Kommunara. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India.


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 Carol. 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.

Sebarok Spirit, passing the opera house in Sydney (Australia), June 2011 © Clyde Dickens


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.


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


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.


In 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 Miazushima (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.


*Ilse* in Elbehaven (Germany), July 2009 © R Khan


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.


Early 90's, the Kapitan Penkov with a full load of big dia pipes from Japan. © Nikolay / Shipspotting


Xin Yuan Chao (ex-Eliet, 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 milles 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.


MSC Magali 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-Ferio, 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


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 (ex-Vivit, ex-Konga, ex-Kapten Konga, ex-Yuriy Klementyev).** IMO 8016665. General cargo. Length 82 m, 1,360 t. Domenican flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Uusikaupunki (Finland) by Rauma Repola. Owned by SIA ARG Shipping (Latvia). Detained in 2006 in Nantes (France), in 2009 in La Spezia (Italy), in 2010 in Klaipeda (Lithuania) and Bayonne (France) and in 2011 in Nantes again and in Theodosia (Ukraine). Sold for demolition in Turkey.

*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*


**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 Mitsui. 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.


*Porsoy berthed at Hornafjordur (Iceland) December 2010 © Sverrir Adalsteinsson*


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 Avsnes Sæle](image)

![October 2011, Ghent (Belgium) © Peter Wyntin](image)

**Tug**


![In Abidjan, June 2007 © Roland Grard / Marine-marchande.net](image)

**Cattle carrier**


![Hereford Express, departing Port Headland (Australia), May 2008 © Tropic Maritime](image)
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 458 (45%)</td>
<td>1 India 3.5 million t</td>
<td>1 bulk carrier: 334 (33%)</td>
</tr>
<tr>
<td>2 Bangladesh 145 (14%)</td>
<td>2 Bangladesh 1.6 million t (19%)</td>
<td>2 general cargo: 234 (23%)</td>
</tr>
<tr>
<td>3 China, 142 (14%)</td>
<td>3 China, 1.4 million t</td>
<td>3 tankers: 209 (20%)</td>
</tr>
<tr>
<td>4 Pakistan, 108 (11%)</td>
<td>4 Pakistan 1 million t (13%)</td>
<td>4 reefers: 50 (5%)</td>
</tr>
<tr>
<td>5 Turkey, 72 (7%)</td>
<td>5 Turkey 206.000 t (3%)</td>
<td>5 container ship: 48 (5%)</td>
</tr>
<tr>
<td>6 United States, 19 (2%)</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 sends 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.

In Jeddah (Saudi Arabia), June 2009 © Marc Ottini

November 1999 : the jumboized El Salam 89 in Suez © Yvon Perchoc

El Salam 89, April 2006 © Marcin

Suez, June 2007 © Federico Bolognini
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, personnal 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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