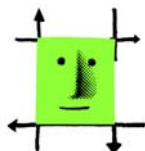


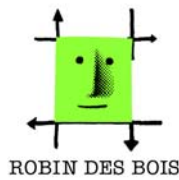
# Ship-breaking.com

Information bulletins on ship demolition, # 12 - 14  
from January 1<sup>st</sup> to December 31<sup>st</sup>, 2008



ROBIN DES BOIS

Robin des Bois  
2009



## Global Statement 2008 of shipping vessels Sent to Demolition

For the third consecutive year, the association Robin des Bois has studied in detail the reality of the ship-breaking market through the mobilisation and the analysis of about thirty diverse and specialised bibliographical sources. In 2006, Robin des Bois tallied 293 vessels sold for demolition and 288 in 2007. In 2008, 456 vessels have left the ocean. This large increase of vessels to be demolished (+ 58%), follows suit with the total weight of recycled metals: 3.7 million ton in 2008 against 1.7 million in 2007, i.e. more than double.

The flow of vessels leaving the oceans in 2008 was dense and even accelerated towards the end of the year. The prices offered by the Asian ship-breaking yards at the beginning of the year continued to rise up until summer, they reached record averaging prices of around 800 \$ per ton. The ship-owners took advantage to sell old and/or large vessels, in particular a large number of VLCC tankers (Very Large Crude Carrier). During autumn, for a while the decrease in selling rates of metals and the financial crisis disorganised the ship-breaking market: uncertainty in prices, difficulties in obtaining the cash finances or the letters of credit slowed down transactions and negotiations. The result was that China became a more stable and attractive destination than their Indian subcontinent competitors. After a number of wavering weeks, demolition prices stabilised to lower prices, equalling 2003 rates (i.e. around 200 \$ per ton). In the mean time the flow of vessels did not slow down, on the contrary: on a global level the collapse of exports, as well as the freight rate, encouraged ship-owners to demolish their fleets of old and/or no longer used bulk carriers and container ships. 67 % of the container ships and 97 % of the bulk carriers were sold for demolition during the last three months of the year.

Of the 456 vessels, 177 (39 %) were under a European flag or belonged to ship-owners established in the European Union or members of the European Free Trade Association (EFTA). In spite of the European Commission's work to define in their Green Paper better ship-dismantling practices, the European ship-owners do not seem to be interested in work, safety and environmental conditions in Asian ship-breaking yards.

In 2008, India and Bangladesh once again received the majority of vessels to be demolished (83% compared to 81 % last year). India was the first destination with 194 vessels (43%), just in front of Bangladesh with 182 vessels (40%); concerning the percentage of metal per ton to be recycled the ranking is the opposite, with more than 1.7 million tons for Bangladesh and 1.3 million tons for India. This year The United States Maritime Administration sold 25 vessels from their reserve fleet to local ship-yards. The drop in prices since autumn enabled China to return to the market with a total of 24 vessels to be demolished. The other vessels finished their life in Pakistan (19), Turkey (2), Belgium (1), and in Mexico (1).

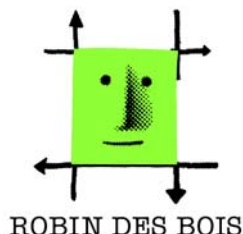
The size of the vessels demolished in 2008 is superior to that of 2007. 173 were less than 150 m in length, 161 measured between 150 and 199 m in length, and 122 were more than 200 m in length; in 2007 we only counted 35 vessels which were more than 200 m in length. The ages range from 18 to 64 years. The average age is 32.

In 2008, the category of oil tankers, chemical tankers and gas transporters remain the largest number amongst all the vessels sent to be demolished with 148 vessels (32%) against 136 (46 %) in 2007 followed by bulk carriers 81 (18%), general cargo ships 62 (14%) and container ship carriers 61 (13 %); 46 reefers of which more and more are leaving their place to container ship carriers were also sent to be demolished.

Of the 456 vessels sent to be broken up in 2008, 215 (47%) were detained with their crew in ports worldwide and in particular in Europe for not conforming to International maritime security regulations, of which 9 tankers listed by the European Maritime Safety Agency as single hull ships banned from transporting heavy fuel since 2005 under the framework from the Erika 1 Package and 5 vessels banned from European harbours under the implementation of the Port State Control directive.

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## Ship-breaking.com



**Cementco bulk carrier – Outbound Brisbane to Gladstone August 2007 – © Shipspotting  
Sold for demolition to Bangladesh by her Australian owner at the end of the year 2008.**

From September 22<sup>nd</sup> to December 31<sup>st</sup> 2008, 181 vessels have left to be demolished; the cumulative total of the demolitions will permit the recycling of more than 1.7 million tons of metal. During this period, India with 80 vessels (44%) to be demolished, is ahead of Bangladesh with 70 (39%), followed by China 20 (11%), and Pakistan 11 (6%). Bangladeshi ship-breaking yards prefer to buy high tonnage vessels; therefore Bangladesh is ahead of India with a total of 810,000 t of metal to be recycled compared with India at 570,000 t in 2008.

Following record summer prices, the rates offered by ship-breakers started to decrease in September along with the fall of steel plate prices. At the end of September, vessels were still negotiated at around 500 \$ per ton, but the financial crisis, the restriction of credit facilities and the drop in freight rates all led to a collapse in demolition prices : compared to their highest level the prices were divided by three and fell back to their 2003 rates. In October, the difficulties in achieving transactions and uncertainty of prices on the Indian subcontinent resulted in China ranking for the first time as the number one destination of demolition.

After some wavering weeks, transactions recovered and their rhythm accelerated during the last two months of the year. The global collapse of exports and freight rates encouraged ship-owners to get rid of their fleet of old and/or no longer used bulk carriers and container ships. From September 22<sup>nd</sup> to December 31<sup>st</sup> 2008, more than three out of four ships sent to demolition were bulk carriers 73, (43%), container ships, 41 (23%) and general cargo carriers 20 (11%). Tankers (oil tankers, chemical tankers, gas carriers) which were the first category of vessels to be demolished in 2007 representing around half the total number of vessels demolished tallied only 31 (17%) by the end of 2008.

117 ships (65 %) have been previously detained in harbours worldwide with a percentage of 75% for bulk carriers and container ships. 41 (23%) were classified by a non IACS society (International

Association of Classification Societies). 65 (36%) have been built in the European Union or Norway. 87 (48%) were under European flag or had owners from the European Union or the European Free Trade Association (EFTA) of which 54 (34%) Greek.






The age of these end-of-life ships range between 21 and 53; the average age is 29.5 years. 33 vessels were less than 150 m in length, 78 between 150 and 199 m and 70 between 200 and 315 m.

The destinations of demolition are currently « dancing », often towards Bangladesh. This is in particular the case of three container ships owned by the French company CMA CGM : the *Veronique Delmas*, *CMA CGM Potomac* and *Ursula Delmas* all arrived to Chittagong in January where they were beached. Originally these three vessels were announced as being sold to Indian ship-breaking yard.

It is the same situation concerning the soap opera of the German owned *Maersk Barcelona*, *Maersk Brisbane* and *Ankara* continues, regardless of the tip-off by Robin des Bois of their sale to be demolished to an Asian ship-breaking yard without any protocol, the denials of their ship-owner KGAL stating « To have not yet decided on the fate of the vessels » and the selling of the two first-mentioned ships to an Indian yard (see the [press release dated April 21st 2008](#) "Oil slick queen demolished in Bangladesh" and the [bulletin Ship-breaking.com # 13](#)). The class of the *Maersk Brisbane* was withdrawn by the Lloyd's Register of Shipping in September for survey overdue. The ship was beached to be broken up, not in India, but in Bangladesh on 8<sup>th</sup> November, as the "*Brisbane Maru*", after an ultimate change of name and after dropping the Bahamean flag for the Saint-Kitts-and-Nevis flag.

As for the *A Elephant*, and two other Very Large Crude Carriers from Taiwan Maritime Transport the *B Elephant* and the *C Elephant* were sold to Bangladesh for demolition. The *A Elephant* arrived to Chittagong in October but eventually left three months later to continue her career.

The *B Sea* was sold for demolition to Bangladesh in early 2007 where she was repaired and continued to sail as the *Woqoof-E-Mujdalefa* from India to Bangladesh for nearly two years. She was detained in Kandla (India) in March 2008. After a final delivery of rice in Chittagong she was finally sold for demolition to a local ship-breaking yard.

	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).
	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.

### Bulk carrier

*Acamar* (ex-*Simeon CH*, ex-*White Eagle*, ex-*Sun Laurel*, ex-*Golden Laurel*). IMO 7512612. Bulk carrier. 225 m in length, 11,264 t. Panamean flag. Classification society, Global Marine Bureau. Built in 1977 in Sakai (Japan) by Hitachi Shipbuilding. Owned by Dusung Shipping Co Ltd (South Korea). Detained in 1998 in Rotterdam (The Netherlands), in 2001 in Qinhuangdao (China) and in 2008 in Yantai (China). Sold for demolition to Bangladesh at 270 \$ per ton.



*Admiral* (ex-*Pollaris*, ex-*Zoe R*, ex-*Cape Star*, ex-*Carina*, ex-*Eden*, ex-*Eastern Friendship*). IMO 7916349. Bulk carrier. 154 m in length, 5,531 t. Marshall Islands flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Uwajima



(Japan) by Uwajima Zosensho. Owned by Navigation Maritime (Greece). Detained in 2002 in Amsterdam (The Netherlands). Sold for demolition to India at 265 \$ per ton.

*Aghia Markella* (ex-*Pearl of Abu Dhabi*, ex-*Hellespont Monarch*, ex-*Navios Monarch*). IMO 7807988. Bulk carrier. 230 m in length, 12,688 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in Uraga (Japan) by Sumitomo. Owned by World Management Inc (Greece). Detained in 2003 in Lisbon (Portugal) and in 2004 in Rotterdam (The Netherlands). Sold for demolition to India at 190 \$ per ton.



*Agios Nikolaos II* (ex-*Ermioni*, ex-*Sunray*, ex-*Tirol*, ex-*South Beauty*, ex-*Gard*). IMO 7378664. Bulk carrier. 219 m in length, 11,910 t. Comorian flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Hakodate (Japan) by Hakodate Docks. Owned by Endeavour Shipping Co (Greece). Detained in 2001 in Naples (Italy), in 2004 in Savona (Italy), in 2006 in Koper (Slovenia) and in 2008 in Cadiz (Spain). Banned from European harbours since February 1st 2008 under the EU directive 95/21/EC on Port State Control. Sold for demolition to India at 222 \$ per ton.



***Aghios Nikolaos II*, September 2008, Koh Si Chang (Thailand) © Geir Vinnes**

*Alexis D* (ex-*An Shun*, ex-*Agapi*, ex-*Star Jasmine*, ex-*Nordhval*). IMO 7525700. Bulk carrier. 179 m in length, 7,504 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui. Owned by DND Management (Greece). Detained in 2001 in Norfolk (United States). Sold for demolition to India.



*Alfa* (ex-*Ovruch*, ex-*Pakhom Makarenko*, ex-*Kamahi*). IMO 7617395. Bulk carrier. 179 m in length, 7,823 t. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Alloceans Shipping Co Ltd (Greece). Detained in 2007 in Klaipeda (Lithuania). Sold for demolition to India at 274 \$ per ton.



*Amber* (ex-*Yellow Amber*, ex-*Jelita*, ex-*Wilmona*). IMO 7632747. Bulk carrier. 224 m in length, 14,155 t. Dominican flag. Classification society, Det Norske Veritas. Built in 1978 in Nagasaki (Japan) by Mitsubishi HI. Owned by Polembros Shipping (Greece). Detained in 2002 in Qinhuangdao (China). Sold for demolition to Bangladesh.



*Bars* (ex-*Rhea*, ex-*Schumy*, ex-*General Pradzynski*). IMO 7358080. Bulk carrier. 201 m in length, 9,841 t. Cambodian flag. Classification society, Inclamar. Built in 1976 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulcom Ltd (Bulgaria). Detained in 1998 in Leixoes (Portugal), in 2002 in Pohang (South Korea), in 2005 in Koper (Slovenia) and in 2007 in Tianjin (China). Sold for demolition to India.



*Brave JL (ex-Brave Zhejiang, ex-Sea Brave, ex-Bechet)*. IMO 8214059. Bulk carrier. 254 m in length, 17,370 t. Saint-Vincent-and-Grenadines flag. Classification society, China Classification Society. Built in 1983 in Mangalia (Romania) by 2 Maj Mangalia. Owned by Cosco (China). Detained in 2005 in Rotterdam (The Netherlands). Sold for demolition to Bangladesh at 208 \$ per ton.



*Capetan Giorgis I (ex-Hermitage, ex-Regal Master, ex-New Ordy, ex-Ordy, ex-Hoyo Maru)*. IMO 7613105. Bulk carrier. 228 m in length, 13,236 t. Cyprus flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Hellenic Star Shipping (Greece). Banned from European harbours in 2003 under the EU directive 95/21/EC on Port State Control. Detained in 2002 in Hamburg (Germany) and in Lisbon (Portugal) and Chioggia (Italy) in 2003. Sold for demolition to China at 185 \$ per ton.



*Cementco (ex-Lake Eildon)*. IMO 7623112. Bulk carrier. 148 m in length, 5,746 t. Barbados flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Hiroshima (Japan) by Mitsubishi. Owned by Inco Ships (Australia). Detained in Australia in 2007 in Brisbane and in 2008 in Gladstone. Sold for demolition to Bangladesh at 208 \$ per ton.



*Centauri (ex-Redestos, ex-Tri Hexagon, ex-Asia Viking)*. IMO 7701354. Bulk carrier. 158 m in length, 5,559 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 in Chofu (Japan) by Kyokuyo. Owned by Navigation Maritime Ltd (Greece). Sold for demolition to India at 267 \$ per ton.



*Constance N (ex-Gargantua, ex-Global Spirit, ex-Chishirokawa Maru)*. IMO 8210211. Bulk carrier. 315 m in length, 27,994 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1983 in Sakaide (Japan) by Kawasaki. Owned by Neu Seeschiffahrt GMBH (Germany). Sold for demolition to Bangladesh at 190 \$ per ton.



*Danning Princess (ex-Gilia, ex-Bulk Phoenix, ex-Hebei Phoenix, ex-Alice, ex-Baia Noua, ex-Stavroula)*. IMO 8127660. Bulk carrier. Panamean flag. Classification society, International Register of Shipping. 254 m in length, 17,590 t. Built in 1981 in Constantza (Romania). Owned by COSCO Shipmanagement (China). Detained in 2001 in Rotterdam (The Netherlands), in 2004 in Genova (Italy), in 2005 in Samcheonpo (Korea), in 2006 in Boryung (Korea) and in 2008 in Dangjin (Korea). Sold for demolition to Bangladesh at 252 \$ per ton.



*Dion (ex-Asian Enterprise, ex-Maraca)*. IMO 7508659. Ore / Bulk / Ore carrier converted in 2005 to bulk carrier minéralier. 276 m in length, 25,839 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Angra do Reis (Brazil) by Verolme do Brasil. Owned by Larus SA (Greece). Detained in 2004 in Cadiz (Spain), in 2005 in Dampier (Australia) and in 2008 in Ningbo (China). Sold for demolition to Bangladesh at 280 \$ per ton including 1,000 t of bunkers.



*Doctor Rami (ex-Yantarnyy)*. IMO 6815811. General cargo. 102 m in length, 1,991 t. Togolese flag. Classification society, International Register of Shipping. Built in 1968 in Turku (Finland) by Valmet. Detained in 1999 in Southampton (United Kingdom) and Thessaloniki (Greece), in 2001 in Vasto (Italy) in 2002 in Rijeka (Croatia) in Rouen (France), in 2003 in Koper (Slovenia) in Gaeta (Italy), in 2004 in Vasto, Leghorn and Venice (Italy), in 2007 in Sibenik (Croatia) and Koper (Slovenia) and in 2008 in Ploce (Croatia) and Larnaca (Cyprus). Sold for demolition to India at 190 \$ per ton.



*Dolce I (ex-Dolly, ex-Epic Star, ex-Epic, ex-Vitoria, ex-Lotte I, ex-Minoan Fame, ex-Arauco)*. IMO 7410888. Bulk carrier. 173 m in length, 7,955 t. Panamean flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Niteroi (Brazil) by CCN Maua. Owned by Priamos Maritime SA (Greece). Detained in 1998 in Rotterdam (The Netherlands).



Netherlands) and Volos (Greece), in 2000 in New Haven and in New Orleans (United States), in 2004 in Venice (Italy) and in 2006 in Ravenna (Italy). Sold for demolition in India.

*Dorian Star* (ex-*Hansa Danzig*, ex-*Pacific Boxer*, ex-*Pennsylvania Rainbow*). IMO 7632981. Bulk carrier. 160 m in length, 6,541 t. Cyprus flag. Classification society, Russian Maritime Register of Shipping. Built in 1978 in Mizushima (Japan) by Sanoyasu. Owned by Hellenic Star Shipping (Greece). Detained in 1998 in La Coruña (Spain) in 2004 in Tarento (Italy) and in 2005 in Koper (Slovenia). Sold for demolition in Bangladesh.



*EEC Atlantic* (ex-*Bulk Atlantic*, ex-*Agia Eirini*, ex-*Sovereign Venture*). IMO 7616339. Bulk carrier. 187 m in length, 7,401 t. Panamean flag. Classification society, RINA. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Hibiscamar Transportes (Portugal). Detained in 2002 in Gdansk (Poland) and in 2008 in Hamburg (Germany). Sold for demolition to India at 265 \$ per ton.



*Epic* (ex-*Thalassini*, ex-*Polaris*, ex-*Coral*, ex-*Erne*, ex-*Yeral*). IMO 8018405. Bulk carrier. 185 m in length, 7,738 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Priamos Maritime SA (Greece). Detained in 2003 in Newport (United Kingdom). Sold for demolition to China at 235 \$ per ton.



*Ermoupolis* (ex-*Finikas*, ex-*Donna Silvana*, ex-*Picasso*, ex-*Laura Pando*). IMO 7634020. Bulk carrier. 182 m in length, 6,581 t. Panamean flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Olaveaga (Spain) by ESA. Owned by Sealink Marine Inc (Greece). Detained in 1999 in Searsport and Mobile (United States) and Québec (Canada). Sold for demolition to India at 265 \$ per ton.



*Feliz 1* (ex-*Anna V*, ex-*Agios Dimitrios*, ex-*Prosperity Sea*). IMO 7919822. Bulk carrier. 201 m in length, 10,057 t. Panamean flag. Unknown classification society; class transferred to a non IACS society in 2005. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Priamos Maritime SA (Greece). Detained in 2000 in Montréal (Canada), and in 2004 in Hamburg (Germany). Sold for demolition to Bangladesh at 250 \$ per ton.



*Flag Epos* (ex-*Matheos*, ex-*Mirs Bay*, ex-*Beauforte*, ex-*Beau Prosperity*, ex-*Beau Fortune*, ex-*Danelock*). IMO 7928108. Bulk carrier. 225 m in length, 12,250 t. Cyprus flag. Classification society, Bureau Veritas. Built in 1981 in Copenhagen (Denmark) by B&W Skipsvaerft. Owned by Golden Union Shipping Co SA (Greece). Detained in 2004 in Rotterdam (The Netherlands). Sold for demolition to India at 265 \$ per ton.



*Fu Hai* (ex-*Heng Xin*, ex-*Jupiter*, ex-*Imperial Confidence*, ex-*Hyundai No. 5*, ex-*Asia Cho*). IMO 7703560. Bulk carrier. 143 m in length, 5,752 t. Panamean flag. Classification society, Korean Register of Shipping. Built in 1978 in Ulsan (Korea) by Hyundai. Owned by Pacific King Shipmanagement (Singapore). Detained in 1998 in Rotterdam (The Netherlands), in 2001 in Port Klang (Malaysia) and Nanfong (China) and in 2002 in Guangzhou (China). Sold for demolition to India.



*Fu Shun Hai* (ex-*Kimberly*, ex-*Bulk Treasure*, ex-*Hebei Treasure*, ex-*Perfect Fortune*, ex-*Mount Ymitos*, ex-*Bailesti*, ex-*Christina*). IMO 8026452. Bulk carrier. 220 m in length, 14,628 t. Panamean flag. Classification society, Panama Shipping Register. Built in 1983 in Mangalia (Romania) by 2 Maj Mangalia. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2003 in Koper (Slovenia), in 2005 in Pohang (South Korea), in 2006 in Samcheonpo (South Korea) and in 2007 in Hong Kong (China). Sold for demolition to Pakistan at 200 \$ per ton.



*Fu Yang* (ex-*Asteri*, ex-*Ken Sun*, ex-*Lancelot Sun*, ex-*Nobility C*, ex-*Johanna K*, ex-*John L*, ex-*Shinko Maru*). IMO 7916363. Bulk carrier. 154 m in length, 5,417 t. Panamean flag. Classification society,

Nippon Kaiji Kyokai. Built in 1980 in Uwajima (Japan) by Uwajima Zosensho. Owned by Pacific King Shipping Pte Ltd (Singapore). Sold for demolition to China at 230 \$ per ton.

*Golden Globe (ex-Magda, ex-Taipan 1, ex-Dinastia, ex-Mulpha Sibiu, ex-Chujiang Career, ex-Wiltshire, ex-Wild Clover, ex-Enterprise)*. IMO 7701794. Bulk carrier. 181 m in length, 6,654 t. Panamean flag. Classification society, Hellenic Register of Shipping. Built in 1977 in Kochi (Japan) by Shin Yamamoto. Owned by Lauritzen Kosan A/S (Denmark). Detained in 2004 in Augusta (Italy), in 2007 in Bandar Abbas (Iran) and in 2008 in Lianyungang (China). Sold for demolition to Pakistan.



*Greveno (ex-Hami, ex-Hamilton Progress, ex-Fort Hamilton)*. IMO 7631573. Bulk carrier. 160 m in length, 5,610 t. Maltese flag. Classification society, Bureau Veritas. Built in 1978 in Osaka (Japan) by Sanoyasu. Owned by Triton Maritime (Greece). Sold for demolition to Pakistan at 285 \$ per ton.



*Hebei Century (ex-Eirini, ex-Eirini L, ex-Taifung, ex-Venture, ex-Cast Blue Whale)*. IMO 8015685. Ore / Bulk / Oil carrier (OBO) converted to bulk carrier in 2005. 281 m in length, 30,600 t. Hong Kong flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by HOSCO (China). Detained in 2007 in Antwerpen (Belgium). Sold for demolition to Bangladesh at 210 \$ per ton.



*Hebei Diligence (ex-Sea Fin, ex-Baia de Fier)*. IMO 8102610. 254 m in length, 17,790 t. Hong Kong flag. Classification society, China Classification Society. Built in 1984 in Constantza (Romania). Owned by HOSCO (China). Detained in 2000 in Pusan South Korea). Sold for demolition to Bangladesh at 255 \$ per ton.



*Hebei Dove (ex-Moon Dancer, ex-Peregrine X, ex-Antares, ex-Baotrans, ex-Vesalius)*. IMO 8020551. Ore / Bulk / Oil carrier (OBO) converted to bulk carrier in 2003. 249 m in length, 21,835 t. Hong Kong flag. Classification society, China Classification Society. Built in 1983 in Tamise (Belgium) by Boelwerf. Owned by HOSCO (China). Detained in 2000 in Taranto (Italy) and Dampier (Australia). Sold for demolition to Bangladesh at 210 \$ per ton.



*Hebei Hawk (ex-Vergina 1, ex-Elgin, ex-Lake Droville)*. IMO 7924944. Bulk carrier. 285 m in length, 27,849 t. Hong Kong flag. Classification society, China Classification Society. Built in 1981 in Tsuneishi (Japan) by Nippon Kokan. Detained in 2004 in Port Walcott (Australia). Sold for demolition to Bangladesh at 230 \$ per ton.



*Hebei Pioneer (ex-Iolcos Ability, ex-Gracious Spirit, ex-Mizukawa, ex-Mizukawa Maru, ex-Apollo Oshima)*. IMO 8109979. Bulk carrier. 270 m in length, 18,279 t. Hong Kong flag. Classification society, Nippon Kaiji Kyokai. Built in 1982 in Kobe (Japan) by Kawasaki. Owned by HOSCO (China). Detained in 2001 in Port Headland (Australia). Sold for demolition to Bangladesh at 250 \$ per ton.



*Helen B (ex-Berge Helene)*. IMO 7915644. Bulk carrier. 249 m in length, 16,899 t. Panamean flag. Classification society, Det Norske Veritas. Built in 1983 in Stocznia (Poland) by the shipyard « Komuny Paryskiej ». Owned by Blue Ocean Ship Management (United States). Detained in 1998 in Hamburg (Germany), in 2001 in Rotterdam (The Netherlands) and in 2007 in Tianjin (China). Sold for demolition to Bangladesh at 200 \$ per ton.



*Hena (ex-Fortuna, ex-Fedra, ex-Hera H, ex-Sherouk Shams, ex-Rio Verde)*. IMO 7391836. Bulk carrier. 193 m in length, 8,300 t. Panamean flag. Classification society, Overseas Marine Certification Services. Built in 1977 in Rio de Janeiro (Brazil) by EMAQ. Owned by Sicuro SA (Greece). Detained in 1999 in Algeiras (Spain), in 2002, in 2003 and in 2005 in Ravenna (Italy), and in 2006 in Venice (Italy). Sold for demolition to India.





*Hillal-1 (ex-Patricia VI, ex-Brave Eagle)*. IMO 7405819. Bulk carrier. 185 m in length, 7,787 t. Turkish flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Oshima (Japan) by Oshima SB. Owned by Buyuk Camlica Denizcilik (Turkey). Detained in The Netherlands in 1997 in Amsterdam and in 1999 in Rotterdam, in 2002 in Antwerpen (Belgium), in 2003 in Hamburg (Germany) and in 2008 in Novorossiysk (Russia). After her last delivery of wheat to Chittagong (Bangladesh), she was sold to a local shipyard for demolition.



*Hong Harvest (ex-Seahawk Freighter, ex-Freighter Spirit, ex-Teekay Freighter, ex-Hoegh Freighter, ex-Siboseven)*. IMO 8012334. 243 m in length. Saint-Vincent-and-Grenadines flag. Classification society, Det Norske Veritas. Built in 1982 in Vegesack (Germany) by Bremer Vulkan. Ore / Bulk / Oil carrier converted to bulk carrier in 2004. Owned by Hongyuan Marine Co (China). Sold for demolition to Bangladesh.



*Hong Wan (ex-Excellent, ex-Gamma, ex-Skycrest, ex-Palmstar Sumida, ex-Federal Sumida)*. IMO 7404592. Bulk carrier. 183 m in length, 8,531 t. Panamean flag. Classification society, Isthmus Bureau of Shipping. Built in 1976 in Mizushima (Japan) by Sanoyasu. Owned by Fuzhou Xinjiahong Shipping Co Ltd (China). Detained in 2006 in Rizhao (China). Sold for demolition to Bangladesh at 265 \$ per ton.



*Hong Yang Shun (ex-Peng Yang, ex-Chennai Muyarchi, ex-Seneca)*. IMO 7235848. Bulk carrier. 206 m in length, 10,561 t. Panamean flag. Classification society, Isthmus Bureau of Shipping. Built in 1973 in Cadix (Spain) by Espanoles. Owned by Shenzen Marine (China). Detained in 2007 in Tianjin (China) and in 2008 in Zhuhai (China). Previously sold in 2006 for demolition to China, she actually went on sailing and was eventually sold for demolition to India at 265 \$ per ton.



*Hyundai Oceania*. IMO 8211540. Bulk carrier. 266 m in length, 22,308 t. South Korean flag. Classification society, Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (Korea). Detained in 2002 in Gladstone (Australia). Sold as is in Korea for demolition in Bangladesh at 251 \$ per ton.



*IGWT (ex-Nand Srishti, ex-Georgis Gerontas)*. IMO 7622106. Bulk carrier. 172 m in length, 6,450 t. Kiribati flag. Classification society, Indian Register of Shipping until June 2007. Built in 1978 in Japan in Kudamatsu (Japan) by Kasado Docks. Owned by Pacmar Shipping (Singapore). Detained in 2000 in Kwangyang (South Korea). Sold as in in Fujairah (United Arab Emirates) for demolition in Bangladesh at 233 \$ per ton.



*Kapadokia (ex-Karadokia, ex-Iron Spencer)*. IMO 7925962. Bulk carrier. 271 m in length, 23,277 t. Cyprus flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Marmara Navigation (Greece). Sold for demolition to China at 180 \$ per ton.



*KS Angel (ex-Angel S, ex-Angel, ex-Angela, ex-Angela R, ex-Lucija, ex-Lassia, ex-Suiko Maru)*. IMO 7718711. Bulk carrier. 183 m in length, 8,679 t. Panamean flag. Classification society, Panama Shipping Register Inc. Built in 1978 in Mizushima (Japan) by Sanoyasu. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2005 in Napoli (Italy) and in 2008 in Quinhuangdao. Sold for demolition to China at 227 \$ per ton.



*KS Glory (ex-Glory, ex-Lima, ex-Kapitan Polin, ex-Maritime Leader)*. IMO 7921813. Bulk carrier. 188 m in length, 8,528 t. Panamean flag. Classification society, Isthmus Bureau of Shipping. Built in 1980 in Osaka (Japan) by Osaka Zosenho. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2000 in Vancouver (United States) and in 2007 in Tangshan (China). Sold for demolition to Bangladesh at 255 \$ per ton.



*Ledra (ex-Rolan, ex-Bukax, ex-Brisas I, ex-Sagami Maru, ex-Argos Peace)*. IMO 8005434. Bulk carrier. 224 m in length, 10,669 t. Liberian flag. Classification society, Nippon Kaiji



Kyokai. Built in 1980 in Tsurumi (Japan) by Nippon Kokan. Owned by Marmaras Navigation (Greece). Sold for demolition to India at 270 \$ per ton.

*Lia* (ex-Mount Pylon, ex-Never on Sunday). IMO 7610737. Bulk carrier. 231 m in length, 12,543 t. Greek flag. Classification society, American Bureau of Shipping. Built in 1978 in Kudamatsu (Japan) by Kasado Docks. Owned by Polembros Shipping (Greece). Detained in 2003 in East Providence (United States) and in 2006 in Lianyungang (China). Sold for demolition to Bangladesh at 275 \$ per ton.



*Liberty Star* (ex-American Clape, ex-American Trader, ex-Green Echo). IMO 7618454. Bulk carrier. 175 m in length, 7,087 t. Cyprus flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 à Numakuma (Japan) par Tsuneishi. Owned by Hellenic Star Shipping (Greece). Sold for demolition to Bangladesh.



*LS Venture* (ex-Prosperous Ocean, ex-Conqueror, ex-Jag Roshni, ex-Arethousa III, ex-Arethousa, ex-Star Dragon, ex-Star Centaurus, ex-Centaurus). IMO 7500310. Bulk carrier. 179 m in length, 7,747 t. Mongolian flag. Classification society, Vietnam Register of Shipping. Built in 1977 in Chiba (Japan) by Mitsui. Owned by ITC Corp (Vietnam). Detained in 2003 and 2005 in Singapore and in 2008 in Vungtau (Vietnam). Sold for demolition to Bangladesh.



*Lydia* (ex-Loxandra, ex-Pacific Resource, ex-Iron Whyalla). IMO 7925950. Bulk carrier. 285 m in length, 23.690 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Marmaras Navigation (Greece). Sold for demolition to Bangladesh at 220 \$ per ton.



*Maha Anosha* (ex-Jag Ratna, ex-Captain John D Pateras, ex-Pantanassa). IMO 7628215. Bulk carrier. 185 m in length, 7,878 t. Indian flag. Classification society, American Bureau of Shipping. Built in 1977 in Imari (Japan) by Namura. Owned by Five Star Shipping (India). Sold for demolition to Pakistan at 270 \$ per ton.

*Max* (ex-Zaira, ex-Lika, ex-Nortrans Elma). IMO 7374319. Bulk carrier. 259 m in length, 20,387 t. Saint-Vincent-and-Grenadines flag. Classification society, American Bureau of Shipping. Built in 1976 in Chiba (Japan) by Mitsui. Owned by Overseas Marine Services (Greece). Sold for demolition to India at 620 \$ per ton.



*New Eastern Star* (ex-La Mer, ex-Pacifist, ex-Batten, ex-CSK Brilliance, ex-Shinei Maru). IMO 7920766. Bulk carrier. 270 m in length, 21,160 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Sea Star Shipmanagement (China). Detained in 2003 in Gladstone (Australia). Sold for demolition to China at 220 \$ per ton.

*Noora* (ex-Eugenia B, ex-Hyundai n°19, ex-Hai Soo, ex-Intermarine Venture). IMO 7378391. Bulk carrier. 178 m in length, 7,811 t. Comorian flag. Classification society, Hellenic Register of Shipping. Built in 1975 in Saiki (Japan) by Usuki Tekkosho. Owned by Welship Navigation (Cyprus). Detained in 1998 in London (United Kingdom), in 2005 in Mangalore (India), in 2006 in Mumbai (Inde), and in 2007 in Bandar Abbas (Iran) and Madras (India). Sold at 190 \$ per ton and towed for demolition to India.



*Occam's Razor* (ex-Pantelis A. Lemos, ex-Iberita, ex-Tiberius). IMO 7921849. Bulk carrier. 270 m in length, 21,491 t. Panamean flag. Classification society, American Bureau of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Meandros Lines (Greece). Detained in 2000 in Dampier (Australia). Sold for demolition to Bangladesh at 267 \$ per ton.



*Ocean Express* (ex-Pearl of Bahrain, ex-Pobahrain, ex-Seabee I, ex-Seabee, ex-Captain John, ex-Jacara, ex-Heering Christel). IMO 7346893. Bulk carrier. 218 m in length, 14,574 t. Maltese flag. Classification society, Det Norske Veritas until July 2008; when her



class was transferred to a non IACS classification society. Built in 1974 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Pioneer Ship Management (United Arab Emirates). Detained in 2000 in Ghent (Belgium) and in 2006 in Zhenjiang (China). Sold for demolition to India.

*Ocean Light* (ex-*Goodpal*, ex-*Glory Field*, ex-*Tomei Maru*). Bulk carrier. 196 m in length, 9,290 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Hellenic Star Shipping (Greece). Detained in 1997 in Liverpool (United Kingdom), in 1999 in Montreal (Canada) and in 2000 in Saint-Petersburg (Russia) and Cardiff (United Kingdom). Sold for demolition to Bangladesh.



*Oranda* (ex-*Nava Maria*, ex-*Maria Sitinas*, ex-*Trongate*). IMO 7601279. Bulk carrier. 171 m in length, 7.270 t. Panamean flag. Classification society, China Corporation Register of Shipping. Built in 1977 in Hiroshima (Japan) by Mitsubishi. Owned by Way East Shipping (China). Detained in 2003 in Yeosu (Korea) and in 2007 in Guangzhou (China). Sold for demolition in India.



*Osman Mete* (ex-*Nomadic Dixie*, ex-*Dixie*, ex-*Matumba II*, ex-*General Lapus*, ex-*Manila Hope*, ex-*Bellnes*). IMO 7380485. Bulk carrier. 177 m in length, 8,108 t. Turkish flag. Classification society, Det Norske Veritas. Built in 1975 in Shimizu (Japan) by Nippon Kokan. Owned by Lomboz Deniz Tasimachigi A.S. (Turkey). After the Prestige shipwreck in 2002, she was put on the black list of 66 ships banned from Europe by the directive on Port State Controls. Detained in 2001 in Novorossiysk (Russia) and Philadelphie (United States), in 2002 in Cardiff (United Kingdom) and in 2008 in Kandla (India). Sold for demolition to India at 265 \$ per ton, including 500 t of bunkers.



*Pacific n° 1* (ex-*Petalis*, ex-*Ismini*, ex-*Elsø*, ex-*Fort Nelson*). IMO 7375571. Bulk carrier. 184 m in length, 8,400 t. Mongolian flag. Classification society, Vietnam Register of Shipping. Built in 1975 in Osaka (Japan) by Sanoyasu. Owned by ITC Corp (Vietnam). Detained in 2005 in Vungtau (Vietnam). Sold for demolition to Bangladesh. 262 \$ per ton.



*Pan Express* (ex-*Primula*). IMO 7532985. Bulk carrier. 187 m in length, 8,833 t. Panamean flag. Classification society, Isthmus Bureau of Shipping. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2000 in Cardiff (United Kingdom) and in 2008 in Zhangjiagang (China). Sold for demolition to Bangladesh at 250 \$ per ton.



*Sammi Aurora* (ex-*Maritime Alliance*). IMO 7700312. Bulk carrier. 170 m in length, 6,489 t. Panamean flag. Classification society, Korean Register of Shipping. Built in 1978 in Osaka (Japan) by Osaka Zosensho. Jumboized in 1986. Owned by STX Pan Ocean Co Ltd (Korea). Sold for demolition to China at 205 \$ per ton.

*Sammi Herald* (ex-*Pacific Trader*, ex-*Strait Trader*, ex-*Rimba Central*). IMO 7507150. Bulk carrier. 170 m in length, 6,905 t. Panamean flag. Classification society, Korean Register of Shipping. Built in 1978 in Kochi (Japan) by Imai Zosensho. Owned by STX Pan Ocean Co Ltd (Korea). Sold for demolition to China at 205 \$ per ton.

*Sea Beauty 1* (ex-*Sea Beauty*, ex-*Ocean Heart*, ex-*Prosperity II*, ex-*Anangel Prosperity*). IMO 7435486. Bulk carrier. 164 m in length, 5,675 t. Panamean flag. Classification society, Hellenic Register of Shipping. Built in 1976 in Aioi (Japan) by Ishikawajima-Harima. Sold for demolition to India.



*Sea Bridge* (ex-*Blue Sea*, ex-*Handy Sea*, ex-*Oras*, ex-*Levant K*, ex-*Levent Kaptanoglu*, ex-*Seapearl*, ex-*Shining Star*). IMO 7526534. Bulk carrier. 175 m in length, 6,723 t. Mongolian flag. Classification society, International Ship Classification. Built in 1977 in Shimizu (Japan) by Kanasashi. Owned by Pacmar Shipping (Singapore). Detained in 1999 in Swinoujscie (Poland), in 2000 in Huelva (Spain) and Rotterdam (The Netherlands), in 2002 in Venice (Italy) and Zhenjiang (China) and in 2007 in Szczecin (Poland). Sold for demolition to Bangladesh.



*Seaeagle (ex-Brilliant Venture)*. IMO 7916313. Bulk carrier. 223 m in length, 11,596 t. Maltese flag. Classification society, Bureau Veritas. Built in 1981 in Mihara (Japan) by Koyo. Owned by Eastern Mediterranean Maritime (Greece). Sold for demolition to Bangladesh.



*SGC Seawind (ex-Oceania, ex-Oceania Maru)*. IMO 7402362. Bulk carrier. 267 m in length, 22,256 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1976 in Yokosuka (Japan) by Sumitomo H.I. Ltd. Owned by Alcyon Shipping Co Ltd (Greece). Sold for demolition to China at 180 \$ per ton.



*Shiraoi Maru*. IMO 8810463. Bulk carrier. 195 m in length, 6,753 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima Shipbuilding. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition to China at 227 \$ per ton.

*Spar Three (ex-Diwata, ex-Berta, ex-Mino Maru)*. IMO 8124759. Bulk carrier. 189 m in length, 9,212 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Spar Shipholding SA (Norway). Detained in 1999 in Thessaloniki (Greece), in 2006 in Hamburg (Germany), in 2007 in Belfast (United Kingdom) and in 2008 in La Coruña (Spain). Sold for demolition to Bangladesh at 230 \$ per ton.



*Stellar Breeze (ex-Pearl Queen)*. IMO 8808393. Bulk carrier. 194 m in length, 8,424 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by NY Shipmanagement Ltd (Singapore). Detained in 2005 in Portland (Australia). Sold for demolition to China at 220 \$ per ton.



*Surfing Jad (ex-Marblue, ex-Pontoporos, ex-Odyssey-10)*. IMO 7374577. Bulk carrier. 170 m in length, 6,546 t. Panamean flag. Classification society, International Naval Surveys Bureau. Built in 1974 in Osaka (Japan) by Namura. Owned by Swedish Management Co SA (United Arab Emirates). Detained in 2007 in Bandar Abbas (Iran) and in 2008 in Pipavav (Inde). Sold for demolition to India at 278 \$ per ton.



*Sweet Lady II (ex-Northern Light)*. IMO 7917111. Bulk carrier. 224 m in length, 11,541 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Ulsan (Korea) by Hyundai. Owned by Eastern Mediterranean Maritime (Greece). Sold for demolition to India.



*Swift Fair (ex-Teekay Fair, ex-Bona Fair, ex-Ballenita, ex-El Lobo, ex-August Thyssen)*. IMO 7910773. Ore / Bulk / Oil (OBO) carrier converted into a bulk carrier in 2003. 243 m in length, 17,340 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by Eastwind Hellas (Greece). Detained in 2000 in Rotterdam (The Netherlands). Sold en bloc with *Swift Fame* for demolition in Bangladesh. 255 \$ per ton.



*Swift Fame (ex-Basilica Duckling, ex-Brisa, ex-Docebrisa)*. IMO 7526572. Bulk carrier. 241 m in length, 13,217 t. Liberian flag. Classification society, American Bureau Of Shipping. Built in 1981 in Angra do Reis (Brazil) by Verolme do Brasil. Owned by Eastwind Hellas (Greece). Detained in 1998 in Ghent (Belgium), in 2002 in New Orleans (United States) and in 2003 in Carthagena (Spain). Sold en bloc with *Swift Fair* for demolition in Bangladesh at 255 \$ per ton.



*Swift Secure (ex-Anna LK, ex-Frotauruguay)*. IMO 7433646. Bulk carrier. 193 m in length, 9,113 t. Panamean flag. Classification society, Bureau Veritas. Built in 1981 in Rio de Janeiro (Brazil) parr EMAQ. Owned by Split Shipmanagement Ltd (Croatia). Detained in 2004 in Carthagène (Spain) and in 2005 in Amsterdam (The Netherlands). Sold for demolition to Bangladesh at 250 \$ per ton.



*Swift Superior (ex-Balaban I, ex-Serafim, ex-Ocean Glory)*. IMO 7507148. Bulk carrier. 171 m in length, 6,694 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in Toyama (Japan) by Nipponkai. Owned by Split Shipmanagement Ltd (Croatia). Detained in 2003 in Pasajes (Spain) and in 2005 in Newcastle (United Kingdom). Banned from European harbours in 2005 by the EU directive on Port State Control. Sold for demolition to Bangladesh at 250 \$ per ton.



*Tuas Express (ex-Kyokuto Maru)*. . IMO 7805734. Container ship. 128 m in length, 3,356 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by Goldenport Shipmanagement (Greece). Detained in 2002 in Vladivostok (Russia). Sold for demolition to India.



*Tzeni (ex-Seal, ex-Ciudad de Ensenada)*. IMO 7357373. Bulk carrier. 178 m in length, 6,762 t. Panamean flag. Unknown classification society. Built in 1977 in Ensenada (Argentina) by AFNE. Sold for demolition to India.



*Vera (ex-Era, ex-Pindos, ex-Ipiros, ex-Jessica, ex-Lombard, ex-Penavel, ex-Hibiscus)*. IMO 7533109. Bulk carrier. 185 m in length, 8,170 t. Panamean flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Tsurumi (Japan) by Nippon Kokan. Owned by Priamos Maritime SA (Greece). Detained in 2007 in Changshu (China). Sold for demolition to India at 275 \$ per ton.



*Verona Castle (ex-Fanfare, ex-Fanoula, ex-Mosdeep, ex-Casuarina, ex-Yamaoki Maru)*. IMO 8021074. Bulk carrier. 190 m in length, 10,690 t. Panamean flag. Classification society, RINA. Built in 1981 in Kudamatsu (Japan) by Kasado Docks. Owned by B Navi SpA (Italy). Detained in 2005 in Mumbai (India) and Incheon (Korea). Sold for demolition to India at 260 \$ per ton.



*Zografia (ex-Rhea, ex-Michalis Lemos)*. IMO 7627821. Bulk carrier. 180 m in length, 6,774 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Docks. Owned by Vulcanus Technical Maritime (Greece). Sold for demolition to Pakistan at 225 \$ per ton.



### Container ship

*Aegean Sea (ex-Zim Adriatic, ex-Adriatic, ex-Zim Iberia)*. IMO 8008292. Container ship. 238 m in length, 15,366 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Krimpen (The Netherlands) by Giessen de Noord. Jumboized in 1991. Owned by Ofer Ships (Israel). Detained in 2006 in Shanghai (China). Sold for demolition to Bangladesh at 242 \$ per ton.



*Alianca Urca (ex-Colombus Canterbury, ex-Monte Rosa)*. IMO 8018974. Container ship. 184 m in length, 10,073 t. Brazilian flag. Classification society, Germanischer Lloyd. Built in 1981 in Bremerhaven (Germany) by Weser Seebeck. Owned by Alianca Navegacao (Brazil). Sold for demolition to India at 200 \$ per ton.



*ANL Escort (ex-APL Emerald, ex-CMA CGM Carolina, ex-President Eisenhower, ex-Neptune Jade)*. IMO 7819369. 260m in length, 17,648 t. Container ship. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Jumboized in 1981. Owned by Zodiac Maritime Agencies (United Kingdom). Detained in 2008 in Ningbo (China). Sold for demolition to Bangladesh at 290 \$ per ton.



*Asia Express (ex-Helderberg, ex-SA Helderberg, ex-MSC Texas)*. IMO 7423029. Container ship. 258 m in length, 22,970 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Dunkerque (France) by Ateliers et Chantiers de France. Owned by Danaos Shipping (Greece). Sold for demolition to Bangladesh.





*CMA CGM Potomac* (ex-*Douce France*, ex-*Fort-Saint-Charles*). IMO 7809869. Container ship. 214 m in length, 15,950 t. United Kingdom flag. Classification society, Bureau Veritas. Built in 1980 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by CMA CGM (France). Sold for demolition to Bangladesh at 260 \$ per ton.



*Fort-Saint-Charles* being floated at Chantiers de l'Atlantique – Saint Nazaire, 1980 © Chantiers de l'Atlantique



*CMA CGM Potomac*, New York City, January 2005 © Tom Turner

*Dimitra II* (ex-*LT Promote*, ex-*Ever Lyric*, ex-*Ever Loyal*). IMO 7900807. Container ship. 202 m in length, 11,349 t. Panamean flag. Classification society, China Corporation Register of Shipping. Built in 1979 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping (Greece). Detained in 2003 in Vancouver (Canada) and in 2004 in Hong Kong. Sold for demolition to Bangladesh at 536 \$ per ton.



*Gamzat Tsadasa*. IMO 7025994. Container ship. 176 m in length, 7,300 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Pula (Yugoslavia) by Uljanik. General cargo carrier jumboized in 1976 and converted to container ship. Owned by FESCO (Russia). Detained in 2000 in Port Botany (Australia). Sold for demolition to India.



*Hill* (ex-*Hille Oldendorf*, ex-*Tasman Challenge*, ex-*NZOL Challenger*, ex-*T.A. Navigator*, ex-*Hammonia*, ex-*Benny Skou*, ex-*Nedlloyd Caribbean*, ex-*Ditte Skou*). IMO 6828686. Container ship. 165 m in length, 7,072 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1969 in Elsinore (Denmark) par Helsingor Vaerft. General cargo carrier jumboized in 1982 and converted to container ship. Owned by Aptera Maritime SA (Greece). Detained in 2000 in Singapore, in 2005 in Venice (Italy) and Koper (Slovenia) and in 2007 in Yokohama (Japan). Sold for demolition to India at 520 \$ per ton.



*Iason* (ex-*Zeus II*, ex-*LT Grand*, ex-*Ever Grand*). IMO 8204535. Container ship. 230 m in length, 14,193 t. Panamean flag. Classification society, RINA. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping (Greece). Sold for demolition to China at 230 \$ per ton.



*India Lotus* (ex-*Zim Haifa 1*, ex-*Zim Savannah*, ex-*M. Savannah*). IMO 7912379. Container ship. 238 m in length, 15,366 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Krimpen (The Netherlands) by Giessen De Noord. jumboized in 1990. Owned by Ofer Ships (Israel). Sold for demolition to Bangladesh at 535 \$ per ton.



*Katie* (ex-*MSC Katie*, ex-*OOCL Executive*, ex-*Oriental Executive*). IMO 7434444. Container ship. 252 m in length, 15,241 t. Panamean flag. Classification society, American Bureau of Shipping. Built in 1977 in La Seyne (France) by Chantiers de la Méditerranée. Jumboized in 1981. Owned by Mediterranean Shipping Company (Switzerland). Detained twice in 2003 in Fremantle (Australia). Sold for demolition to India.



*Leblon* (ex-*Colombus California*, ex-*Monte Cervantes*). IMO 8104632. Container ship. 184 m in length, 9,975 t. Brazilian flag. Classification society, Germanischer Lloyd. Built in 1982 in Bremerhaven (Germany) by Weser Seebeck. Owned by Alianca Navegacao (Brazil). Sold for demolition to India at 200 \$ per ton.



*Meliton* (ex-*Kota Perwira*, ex-*Mol Osaka*, ex-*Osaka*, ex-*Osaka Maru*). IMO 8011225. Container ship. 211 m in length, 12,456 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1981 in Kobe (Japan) by Mitsubishi. Owned by Technomar Shipping (Greece). Detained in 2005 in Shangai (China). Sold for demolition to Bangladesh at 590 \$ per ton.



*MSC Ariane* (ex-*Ninghai*, ex-*Tausala Samoa*, ex-*Santa Clara*, ex-*Torm America*, ex-*Atlantica Montreal*, ex-*Goldenfels*). IMO 7003453. Container ship. 153 m in length, 7,064 t. Panamean flag. Classification society, Germanischer Lloyd. Built in 1977 in Lübeck-Siems (Germany) by Flender. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2000 in La Spezia (Italy) and in 2006 in Colombo (Sri Lanka). The owner was fined 100.000 £, which was reduced by a court appeal to 30.000 £ for an « accidental discharge of polluted waters » off Plymouth in July 2002. Sold for demolition to India at 262 \$ per ton.



*MSC Claudia* (ex-*Oceanus Osaka*, ex-*Kamakura Maru*). IMO 7104673. Container ship. 261 m in length, 23,404 t. Panamean flag. Classification society, Germanischer Lloyd. Built in 1971 in Kobe (Japan) by Mitsubishi. Owned by Mediterranean Shipping Company (Switzerland). Detained twice in 2000 in Fremantle (Australia) and in 2008 in Melbourne (Australia). Sold for demolition to India at 250 \$ per ton.



*MSC Fribourg (ex-Choyang Chance, ex-Zoi S, ex-Korean Chance)*. IMO 7916234. Container ship. 257 m in length, 14,526 t. Panamean flag. Classification society, RINA. Built in 1980 in Kobe (Japan) by Kawasaki. Jumboised in 1988. Owned by Technomar Shipping (Greece). Detained in 1997 in Rotterdam (The Netherlands) and in 2007 in Baltimore (United States). Sold for demolition to India at 360 \$ per ton.



*MSC Katrina (ex-Gulf Spirit, ex-Eagle Pride, ex-OOCL Blossom, ex-Incotrans Spirit)*. IMO 7706938. Container ship. 203 m in length, 14,359 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in Amsterdam (The Netherlands) by Nederlandsche D&SB. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2006 in Koper (Slovenia). Sold for demolition to India.



*MSC Sharjah (ex-Good Luck, ex-Zim Constantza I, ex-Grace, ex-Heung A Grace, ex-Carmen Carina, ex-Biscay, ex-Frankenfels, ex-Aristandros)*. IMO 7206433. Container ship. 147 m in length, 6,657 t. Maltese flag. Classification society, Germanischer Lloyd. Built in 1972 in Osaka (Japan) by Mitsui. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition to India at 230 \$ per ton.



*MSC Teresa (ex-MSC Rafaela S, ex-Rafaela S, ex-Seagull, ex-Tavara, ex-Tamara)*. IMO 7320253. Container ship. 209 m in length, 12,412 t. Panamean flag. Classification society, Germanischer Lloyd. Built in 1974 in Turku (Finland) by Wartsila Oy. Owned by Mediterranean Shipping Company (Switzerland). Detained in 2003 and 2005 in Fremantle (Australia), and in 2006 in Singapore and Ningbo (China). Sold for demolition to India.



*MSC Trinidad (ex-Jaguar, ex-Maipu)*. IMO 8213756. Container ship. 203 m in length, 13,591 t. Panamean flag. Classification society, RINA. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Technomar Shipping Inc (Greece). Detained in 2008 in Montréal (Canada). Sold for demolition to Bangladesh at 450 \$ per ton.



*MSC Valeria (ex-Tamaitai Samoa, ex-Santa Monica, ex-Torm Africa, ex-Deneb, ex-Gutenfels, Atlantica New York)*. IMO 7008790. Container ship. 153 m in length, 7,669 t. Panamean flag. Classification society Germanischer Lloyd. Built in 1970 in Lübeck-Siems (Germany) par Flender. Owned by Mediterranean Shipping Company (Switzerland). Detained in 1999 in Great Yarmouth (United Kingdom) and in 2002 in Lisbon (Portugal). Sold for demolition to India at 262 \$ per ton.



*Oel Aishwarya (ex-Orient Aishwarya, ex-Orient Patriarch, ex-Orient Commerce, ex-Micronesia Commerce)*. IMO 8130069. Container ship. 127 m in length, 3,660 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1982 in Kochi (Japan) by Kochi Jyoko. Owned by Orient Express Shipmanagement (India). Sold for demolition to India at 270 \$ per ton.

*Orient Stride (ex-X-Press Kailash, ex-X Press Kailash, ex-Qing He)*. IMO 8100521. Container ship. 170 m in length, 7,017 t. Sri Lankan flag. Classification society, American Bureau of Shipping. Built in 1982 in Flensburg (Germany) by Flensburger. Owned by Hayleylines (Sri Lanka). Detained in 2005 in Mumbai (India). Sold for demolition to India at 268 \$ per ton.



*Poseidon VII (ex-LT Prudent, ex-Ever Level, ex-Ever Light)*. IMO 7900819. Container ship. 202 m in length, 11,533 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping Inc (Greece). Detained in 2008 in Hong Kong (China). Sold for demolition to Bangladesh.



*Scotland (ex-Hera, ex-LT Globe, ex-Ever Globe)*. IMO 8204511. Container ship. 230 m in length, 14,190 t. Panamean flag. Classification society, RINA. Built in 1984 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping (Greece). Detained in 2005 in Ningbo (China) and in 2007 in Seattle (United States). Sold for demolition to China at 230 \$ per ton.





*Sederberg (ex S.A. Sederberg)*. IMO 7423031. Container ship. 258 m in length, 22,987 t. Bahamian flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Dunkerque (France) by Chantiers de France. Owned by Danaos Shipping (Greece). Detained in 2005 in Shanghai (China). Sold for demolition to India at 230 \$ per ton.



*Sima Tara (ex-Tiger Metro, ex-Metro, ex-Anro Jayakarta, ex-Jayakarta)*. IMO 7920560. Container ship. 170 m in length, 7,088 t. Cyprus flag. Classification society, Bureau Veritas. Built in 1981 in Rensburg (Germany). Owned by Simatech Shipping (United Arab Emirates). Sold for demolition to India at 235 \$ per ton.



*Sima Toubia (ex-Tempo, ex-Tiger Bridge, ex-Tiger Tempo, ex-Tempo, ex-Majapahit)*. IMO 7920572. Porte conteneurs. 170 m in length, 7,088 t. Cyprus flag. Classification society, Germanischer Lloyd. Built in 1982 in Flensburg (Germany) by Flensburger. Owned by Simatech Shipping & Forwarding (United Arab Emirates). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition to India at 260 \$ per ton.



*Uni-Order (ex-Ever Order)*. IMO 8108884. Container ship. 180 m in length, 7,852 t. Panamean flag. Classification society, American Bureau of Shipping. Built in 1982 in Muroran (Japan) by Hakodate Dock. Owned by Ever Green Marine (Taiwan). Detained in 2007 and 2008 in Xiamen (China). Sold as in in Taiwan for demolition in Bangladesh at 243 \$ per ton.



*Ursula Delmas (ex-MSC Ipanema, ex-Sherbro, ex-Nedlloyd Zaandam, ex-Etienne Denis)*. IMO 8124395. Container ship. 189 m in length, 13,669 t. Bahamian flag. Classification society, Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Delmas, CMA CGM group (France). On the 8<sup>th</sup>-9<sup>th</sup> December 1993, the *Sherbro* was sailing from Cherbourg to Montoir and lost between 88 and 91 containers; among other cargo she was carrying detonators and nitrocellulose. Her owner Delmas committed to "pay the costs of cleaning all the substances which escaped from the containers ". Detained in 1999 in Lisbon (Portugal). Sold for demolition to Bangladesh at 290 \$ per ton.



**Ursula Delmas, July 1997, Felixstowe (United Kingdom) © Derek Sands**

*Veronique Delmas*. IMO 8124383. Container ship. 189 m in length, 13,669 t. Bahamian flag. Classification society, Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Delmas, CMA CGM group (France). Sold for demolition to Bangladesh at 290 \$ per ton.



*Windward (ex-Pelayo, ex-Werra, ex-Werra Express, ex-Drachenfels, ex-Freudenfels, ex-Aristotelis)*. IMO 7374113. Container ship. 170 m in length, 6,543 t. Liberian flag. Classification society, Germanischer Lloyd. Built in 1974 in Osaka (Japan) by Mitsui. General cargo carrier converted to container ship in 1979. Owned by Ciel Shipmanagement (Greece). Detained in 2005 in Barcelona (Spain). Sold for demolition to India at 225 \$ per ton.



*Yellow Sea (ex-Zim Keelung, ex-M. Keelung)*. IMO 7912367. Container ship. 238 m in length, 15,366 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Krimpen (The Netherlands) by Giessen de Noord. Jumboised in 1991. Owned by Ofer Ships Holding (Israel). Detained in 1998 in Piraeus (Greece), in 2004 in Hong Kong (China) and in 2008 in Shenzhen (China). Sold for demolition to Bangladesh.



*YM Comfort (ex-Sentosa Bridge, ex-Ming Comfort, ex-Malacca Bridge)*. IMO 8012657. Container ship. 210 m in length, 14,412 t. Taiwanese flag. Classification society, China Corporation Register of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 1999 in Rotterdam (The Netherlands), in 2000 in Hamburg (Germany) and in 2008 in Hong Kong (China). Sold for demolition to China at 235 \$ per ton.



*Ym Energy (ex-Med Keelung, ex-Ming Energy)*. IMO 8012669. Container ship. in length 210 m, 14.173 t. Liberian flag. Classification society, American Bureau of Shipping. Built in 1983 à Kaohsiung (Taiwan) par China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2000 in Singapore, in 2003 in Hong Kong and in 2005 in Ningbo (China). Sold for demolition to China at 235 \$ per ton.



*YM Galaxy (ex-Ocean Atlantic, ex-Atlantic Bridge, ex-Ming Galaxy)*. IMO 7810909. Container ship. 210 m in length, 13,566 t. Liberian flag exchanged for the Saint-Kitts-and-Nevis flag for her last trip. Classification society, American Bureau of Shipping. Built in 1980 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2002 in Kinki (Japan). Sold as in in Hong Kong for demolition in Bangladesh at 515 \$ per ton.



*Ym Longevity (ex-Gibraltar Bridge, ex-Maersk Jeddah, ex-Ming Longevity)*. IMO 8012683. Container ship. 210 m in length, 14,173 t. Taiwanese flag. Classification society, American Bureau of Shipping. Built in 1983 in Kaohsiung (Taiwan) par China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 1998 in Rotterdam (The Netherlands), in 2003 in Hong Kong, in 2004 in Genova (Italy), and in 2005 in Singapore. Sold for demolition to China at 235 \$ per ton.



*Ym Moon (ex-Ocean Luna, ex-Cosco Atlantic, ex-Ming Moon)*. Container ship. 210 m in length, 13,585 t. Liberian flag. Classification society, American Bureau of Shipping. Built in 1980 à Kaohsiung (Taiwan) par China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2003 in Hong Kong. Sold for demolition to China at 235 \$ per ton.



*YM Ocean (ex-Ming Ocean, ex-Dover Bridge)*. IMO 7810923. Container ship. 210 m in length, 13,621 t. Taiwanese flag. Classification society, American Bureau of Shipping. Built in 1980 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2002 in Bremerhaven (Germany) and in 2005 in Singapore. Sold as in in Hong Kong for demolition in India.



*YM Star (ex-Ocean Starlight, ex-Starlight River, ex-Ming Star)*. IMO 7810894. Container ship. 210 m in length, 13,784 t. Liberian flag. Classification society, China Corporation Register of Shipping. Built in 1980 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2001 in Singapore, in 2003 and 2004 in Hong Kong, in 2005 in Hong Kong and Ningbo (China) and in 2008 in Bandar Abbas (Iran). Sold for demolition to China at 235 \$ per ton.



### General cargo

*Afrah (ex-Ghinwa M, ex-Beyrouth I, ex-Rabunion VI, ex-Phoebus, ex-Leonidas)*. IMO 5206570. General cargo. 64 m in length, 485 t. North Korean flag. Unknown classification society. Built in 1958 in Westerbroek (The Netherlands) par Smit EJ. Converted to cattle carrier in 1982. Owned by Matouri/Abad (Iran). Sold for demolition to Pakistan.



*Al Mansourah* (ex-Green Wave, ex-Woermann Mira, ex-Sloman Mira). IMO 7707683. General cargo. 154 m in length, 5,600 t. Panamean flag. Classification society, Polski Register Statkow. Built in 1980 in Kiel (Germany) by Howaldtswerke DW. Owned by Red Sea Navigation (Egypt). Sold for demolition to India.



*Captain-Jo* (ex-Hera, ex-Tilbury, ex-Jaen, ex-Maine, ex-Salvatore Scotto, ex-Tres, ex-Ulla Marsoe, ex-Bent Barsoe). IMO 7017375. General cargo. 70 m in length, 1,836 t. Moldavian flag. Unknown classification society. Built in 1970 in Sonderborg (Denmark) by Sonderborg Skips. Owned by Kenmar Shipping (Egypt). Detained in 1998 in Alicante (Spain), in 2004 in Gibraltar (United Kingdom), and in 2005 in Sevilla (Spain), Trieste (Italy) and Odessa (Ukraine). Sold for demolition to India.



*Golden Star 1* (ex-Isabela). IMO 7607223. General cargo. 59 m in length. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1977 in Kristiansund (Denmark) by Sterkoder. Owned by ABT Indonesia (Indonesia). Sold for demolition to India at 255 \$ per ton.



*Houston* (ex-Rickmers Houston, ex-Hoegh Clipper). IMO 7729203. General cargo. 183 m in length, 9,100 t. Saint-Vincent-and-Grenadines flag. Classification society, RINA. Built in 1979 in Kobe (Japan) by Kawasaki. Owned by Bogazzi & Figli (Italy). Detained in 2002 in Middlesbrough (United Kingdom), in 2003 in Hamburg (Germany), in 2005 in Pozzalo (Italy), in 2007 in Bandar Abbas (Iran) and Xiamen (China) and in 2008 in Tianjin and Qingdao (China) and Chennai (India). Sold for demolition to India at 260 \$ per ton.



*Ibn Al Moataz*. IMO 7500528. General cargo. 175 m in length, 7,552 t. Saudi Arabian flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Ulsan (Korea) by Hyundai Heavy Industries. Owned by United Arab Shipping (Kuwait). Sold for demolition to India at 292 \$ per ton.

*Ibn Younus* (ex-Trident Delta, ex-Rickmers Shanghai). IMO 7500542. General cargo. 175 m in length, 4,000 t. Pavillon Qatar. Classification society, Lloyd's Register of Shipping. Built in 1977 à Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Koweit). Sold for demolition to India at 290 \$ per ton.

*Isabella IV* (ex-Isabella, ex-BBB I, ex-State of Nagaland). IMO 7617345. General cargo. 162 m in length, 6,835 t. Panamean flag. Classification society, Indian Register of Shipping. Built in 1978 in Kobe (Japan) by Mitsubishi. Owned by Swedish Management Co SA (United Arab Emirates). Detained in 1999 in Antwerpen (Belgium) and in 2007 in Bandar Khomeini (Iran). Sold for demolition to India.



*Lion Trader* (ex-Zuljalal, ex-Rothnie, ex-Handy Piper, ex-Pioneer Tween, ex-Antiopi). IMO 7724667. General cargo. 145 m in length, 4,300 t. Panamean flag. Classification society, American Bureau of Shipping. Built in 1978 in Kure (Japan) by Ishikawajima-Harima. Owned by Terra Marine Shipmanagement (Pakistan). Detained in 2003 in Blyth (United Kingdom). Sold for demolition to India at 230 \$ per ton.



*Lucky O* (ex-Lucky Omega, ex-Free Wave). IMO 7727592. General cargo. 143 m in length, 7,673 t. Cyprus flag. Classification society, American Bureau of Shipping. Built in 1979 in Chita (Japan) by Ishikawajima-Harima. Owned by Cape Shipping SA (Greece). Detained in 2000 in London (United Kingdom). Sold for demolition to India at 250 \$ per ton.



*Mercs Mirissa* (ex-Cloud, ex-Univalle, ex-Leipzig). IMO 8031005. General cargo. 157 m in length, 6,715 t. Sri Lankan flag. Classification society, Germanischer Lloyd. Built in 1980 in Warnemünde by Warnowerft. Owned by Rederei Eugen Friedrich (Germany). Detained in 2008 in Kandla (Inde). Sold for demolition to India.



*Multi Trader* (ex-MP Trader, ex-Josemaria Escriva, ex-Clinton K, ex-Tamathai, ex-Eastman, ex-Tenchbank, ex-Als Strength). IMO 7710848.



General cargo. 161 m in length, 6,482 t. Cyprus flag. Classification society, Bureau Veritas. Built in 1979 in Pallion (United Kingdom) by Sunderland Shipbuilding Ltd. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1999 in Viana do Castelo (Portugal) and in 2000 in Annapolis (United States). Sold for demolition to India.

*Pamela Star (ex-Snezhnogorsk)*. IMO 7305100. General cargo. 80 m in length, 1,219 t. Cambodian flag. Classification society, International Register of Shipping. Built in 1972 in Constantza (Romania) by Constantza SN. Propriétaire Pamela Corp (South Korea). Detained in 2004 in Niigata (Japan) and in 2008 in Vladivostok (Russia). Sold for demolition to Bangladesh.



*Pat 1 (ex-Patty, ex-Sunny Wealth)*. IMO 7602510. General cargo. 152 m in length, 6,042 t. Saint-Kitts-and-Nevis flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Usuki (Japan) by Minami Nippon. Detained in 1997 in Szczecin (Poland), in 2006 in Savannah (United States) and in 2007 in Trois-Rivières (Canada). Sold for demolition to India.



*Safinaz (ex-Jaya Sun, ex-Thor, ex-Thor I)*. IMO 7619123. General cargo. 165 m in length, 9,348 t. Panamean flag. Classification society, Germanischer Lloyd. Built in 1978 in Tamano (Japan) par Mitsui. Owned by Orient Maritime (Singapore). Detained in 1998 in Montreal (Canada). Sold for demolition to Pakistan at 220 \$ per ton.



*Sea Crown (ex-Santa Marina, ex-Egasco Marina, ex-Aghia Marina, ex-Miyoko, ex-Canon Trader, ex-Yue River, ex-Kong Hoi)*. IMO 7394292. General cargo. 130 m in length, 2,970 t. North Korean flag. Classification society, Korea Classification Society. Built in 1975 in Kochi (Japan) by Kochiken. Owned by Ocean Marine Shipping LLC (United Arab Emirates). Detained in Malaysia in 2007 in Penang and in 2008 in Lumut. Sold for demolition to India.



*Tarusa (ex-Senezh, ex-Captain Wael, ex-Multidiamond, ex-Adamas Peace, ex-Armonicos, ex-Ruben Martinez Villena)*. IMO 8120337. General cargo. 162 m in length, 7,060 t. Comorian flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Kherson (Russia) by Khersonskiy SZ. Owned by Iskona Shipmanagement Ltd (Greece). Detained in 2002 in Calais (France) and in 2007 in Bandar Abbas (Iran). Sold for demolition to Bangladesh.



*Velasquez (ex-Ornate, ex-Kornat, ex-Sumbawa)*. IMO 7526900. General cargo. 158 m in length, 8,000 t. Saint-Vincent-and-Grenadines flag. Classification society, RINA. Built in 1977 in Tamano (Japan) by Mitsui. Owned by B Navi SpA (Italy). Detained in 2006 in Mumbai (India) and in 2007 in Tianjin (China). Sold for demolition to India at 258 \$ per ton.



*Zee Star (ex-Zeesh Star, ex-He Ri, ex-Qing Hua, ex-Caroline Schulte, ex-Achill, ex-Lohengrin)*. IMO 7230551. General cargo. 116 m in length, 2,652 t. Cambodian flag. Classification society, Union Bureau of Shipping. Built in 1973 in Travemunde (South Africa) by Schlichting. Detained in 2007 in Quangninh (Vietnam) and in 2008 in Saigon (Vietnam), Haikou (China) and Nghe An (Vietnam). Sold for demolition to India.



### Ore / Bulk / Oil carrier

*Swift-Favour (ex-Favour Spirit, ex-Teekay Favour, ex-Bona Favour, ex-Hoegh Favour)*. IMO 7924358. Ore / Bulk / Oil carrier (OBO). 247 m in length, 17,300 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Kiel (Germany) by Howaldtswerke DW. Owned by Eastwind SA (Greece). Detained in 2003 and 2004 in Amsterdam (The Netherlands) and in 2008 in Baltimore (United States). Sold for demolition to Bangladesh at 197,50 \$ per ton.



### Chemical tanker

*Al Asr (ex-Raya, ex-Star XIX, ex-Bismil, ex-Hansa, ex-Katerina SG, ex-Angelika T, ex-Cougar, ex-Countess, ex-Toyosaki)*. IMO 8001464. Chemical tanker. 102 m in length, 2,083 t. Saint-Kitts-and-Nevis flag. Classification society, Bureau Veritas. Built in 1981 in Saiki (Japan) by



Honda. Owned by Lili Maritime (India). Detained in Iran in 2006 in Bandar Khomeini and in 2007 in Bandar Abbas. Sold for demolition to India.

*Sichem Formol (ex-Formol, ex-Southern Alpha, ex-Poemi Galaxy, ex-Southern Breeze)*. IMO 8311974. Chemical tanker. 106 m in length, 2,249 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1983 in Fukuoka (Japan) by Fukuoka Zosen. Detained in 2000 in Algésiras (Spain), in 2003 in Trieste (Italy), and in 2006 in Aviles (Spain). Sold for demolition to India.



*Stolt Loyalty*. IMO 7411430. Chemical tanker. 176 m in length, 9,885 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1978 in Prairie-au-Duc (France) by Dubigeon Normandie. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India at 275 \$ per ton.



*Unitank (ex-Susana, ex-Berthelot)*. IMO 7431167. Chemical tanker. 172 m in length, 6,280 t. Panamean flag. Classification society, Bureau Veritas. Built in 1977 in Greaker (Norway) by Lanvik Sarpsborg. Owned by Good Faith Shipping (Greece). Sold for demolition to India at 295 \$ per ton.



### Gas carrier

*Aries Gas (ex-Newbury, ex-Happy Bee, ex-Sunny Prince, ex-Pentland Brae)*. IMO 7424516. Gas carrier. 89 m in length, 1,857 t. Panamean flag. Classification society, Det Norske Veritas. Built in 1976 in Emden (Germany) par Cassens. Owned by Transgas Shipping (Peru). Detained in 2000 and 2001 in Augusta (Italy). Sold for demolition to India.



*Channel (ex-Gaz Channel, ex-Havbris, ex-Dubulty, ex-Robin Transoceanic IV)*. IMO 7405039. Gas carrier. 139 m in length, 5,798 t. Panamean flag exchanged for the Mongolian flag for her last trip. Classification society, Det Norske Veritas. Built in 1977 in Papenburg (Germany) by Meyer JL. Sold for demolition to India.



*Galileo (ex-Isomeria)*. IMO 7708675. Gas carrier. 210 m in length, 18,776 t. Isle of Man flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Belfast (United Kingdom) by Harland & Wolff. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition to India at 280 \$ per ton.



*LNG Century (ex-Century, ex-Lucian)*. IMO 7383475. Gas carrier. 181 m in length, 10,357 t. Maltese flag. Classification society, Det Norske veritas. Built in 1975 in Moss (Norway) by Moss Rosenberg. Owned by Swiss Marine Inc (Greece). Sold for demolition to Bangladesh at 650 \$ per ton.



*Relchem Isha (Ex-Maeandra, ex-Coral Maeandra)*. IMO 6824135. Gas carrier. 103 m in length, 2,252 t. Liberian flag. Classification society, Bureau Veritas. Built in 1969 in Zaltbommel (The Netherlands) by De Vaal. Owned by Reliance Ind (Royaume Uni). Sold for demolition to India.



*Sargasso*. IMO 8110394. Gas carrier. 121 m in length, 4,174 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1981 in Akitsu (Japan) by Taihei. Owned by Anglo-Easter Shipmanagement (Singapore). Sold for demolition to India.

### Tanker

*Aksiniya (ex-Azov Trader, ex-An Ave)*. IMO 8316065. Tanker. 106 m in length, 1,454 t. Comorian flag. Classification society, Russian Maritime Register of Shipping. Built in 1984 in La Spezia (Italy) by Antonini. Owned by Dezandis Co (Iran). Detained in 2007 in Bushire (Iran). Sold for demolition to Pakistan at 535 \$ per ton.



*Al Nabila 4* (ex-*Gate*, ex-*Sandgate*, ex-*Ras Al Barshan*). IMO 8006426. Tanker. 170 m in length, 7,619 t. Egyptian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp). Owned by Pyramid Navigation (Egypt). Sold for demolition to Bangladesh at 285 \$ per ton.

*Analisa* (ex-*Go Go Man*, ex-*Ionian Light*, ex-*Daiei Maru n°1*). IMO 7808920. Tanker. 90 m in length, 1,391 t. Tuvaluan flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Yawatahama (Japan) by Kurinoura. Detained in 2003 in Fangcheng (China) and Quangninh (Vietnam), in 2004 in Maoming (China) and in 2008 in Saigon (Vietnam) and Penang (Malaysia). Sold for demolition to Bangladesh at 475 \$ per ton.



*Bonny* (ex-*Kriti Rock*, ex-*Sea Lion*, ex-*Vesta*). IMO 7902568. Tanker. 243 m in length, 16,757 t. Comorian flag. Unknown classification society. Built in 1980 in Ulsan (South Korea) by Hyundai. Sold for demolition to Bangladesh.



*Caribbean Wind* (ex-*Noda Star*, ex-*N. Dumbadze*, ex-*Nodar Dumbadze*). IMO 8523101. Tanker. 179 m in length. Liberian flag. Classification society, Det Norske Veritas. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Eastwind Shipmanagement (Singapore). Sold for demolition to Bangladesh.

*Chahat* (ex-*Artline*, ex-*Kiknos*, ex-*Stella Sirius*). IMO 6708898. Bitumen tanker. 80 m in length, 602 t. Panamean flag. Classification society, Hellenic Register of Shipping. Built in 1967 in Groningen (The Netherlands) by Nieuwe Noord Nederlandse Scheepswerven. Owned by Prime Tankers (United Arab Emirates). Detained in Iran in 2006 in Bandar Khomeini and Bandar Abbas and in 2007 in Bandar Abbas. Sold for demolition to Pakistan.



*Defender* (ex-*Alia*, ex-*LMZ Valia*, ex-*Alandia Spray*, ex-*Seadance*, ex-*Freesire*, ex-*Freesia*). IMO 7913335. Tanker. 232 m in length, 14,798 t. Comorian flag. Classification society, Bureau Veritas. Built in 1980 in Nagasaki (Japan) by Mitsubishi. Owned by Tomini Shipmanagement (Pakistan). Sold for demolition to India.

*Estrella Pampeana* (ex-*Zenatia*, ex-*Oak River*, ex-*Salena*). IMO 7908873. Tanker. 228 m in length. Argentinian flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Mihara (Japan) by Koyo Shipbuilders. Single hull tanker banned from transporting heavy fuel in European waters. Owned by Shell Argentina. On January 15<sup>th</sup>, 1999, the *Estrella Pampeana* was carrying 30,000 t of crude oil from Terra del Fuego and collided with the container ship *Sea Parana* at 93km in the Rio de la Plata. The crash caused a hole in the ship's oil tanks, and 4,000 tons of crude spilled out. The 7.5 km<sup>2</sup> fuel layer drifted and affected 10 km of coastline and beaches, and the Parque Costero del Sur (Coastal Park of the South) declared a "biosphere reserve" by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). Sold for demolition to China in the Changjiang shipbreaking yards.



*Estrella Pampeana* at Buenos Aires, April 2007 © Simon Rosenkranz

*Evinos (ex-Morning Glory I, ex-Morning Glory)*. IMO 8307442. Tanker. 228 m in length, 12,065 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1984 in Nagasaki (Japan) by Mitsubishi HI. Owned by Pleiades Shipping Agent SA (Greece). Sold for demolition to Bangladesh at 315 \$ per ton.



*Fair Mike (ex-Petrojam Navigator, ex-Pacific Swallow)*. IMO 8014966. Tanker. 110 m in length, 2,575 t. Saint-Vincent-and-Grenadines flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Shin Yamamoto. Owned by Fairdeal Group Management (Greece). Detained in 1999 in Hampton Roads (United States) and Bremen (Germany). Sold for demolition to India.



*Hamms (ex-Shamms, ex-Gassan Al Bakry III, ex-Esso Nordica)*. IMO 6414203. Tanker. 98 m in length, 1,690 t. Saudi Arabian flag. Unknown classification society. Built in 1964 in Turku (Finland) by Valmet. Owned by Bakri Navigation (Saudi Arabia). Sold for demolition to India.



*Hawaiian Sea (ex-Kapsali, ex-Magnolia, ex-Skalfjord, ex-Jalinga, ex-Pernas Dulang, ex-Worl Falcon)*. IMO 7826192. Tanker. 247 m in length, 18,631 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1983 in Gdynia (Poland) by Komuny Paryskie Shipyards. Owned by Tomini Ship Management (Pakistan). Detained in 2001 in Novorossiysk (Russia). Sold for demolition to Bangladesh at 290 \$ per ton.



*Hawaiian Star (exHawaiian Star, ex-Shannon Spirit, ex-Bona Ray, ex-Ventares, ex-Antares, ex-Eliane)*. IMO 7826219. Tanker. 247 m in length, 18,599 t. Panamean flag. Classification society, Det Norske Veritas. Built in 1987 in Gdynia (Poland) by Komuny Paryskie Shipyards. Owned by Tomini Shipmanagement (Pakistan). Sold for demolition to Bangladesh at 290 \$ per ton.



*Jose Fuchs (ex-San Jose)*. IMO 7374319. Tanker. 215 m in length, 12,401 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Ensenada (Argentina) by AFNE. Owned by Antares Naviera SA. Single hull tanker banned from transporting heavy fuel in European waters. Sold as is in Argentina/Uruguay for demolition in Bangladesh at 565 \$ per ton.



*Leon (ex-Maritza)*. IMO 7640665. Tanker. 162 m in length, 9,748 t. Tuvaluan flag. Unknown classification society. Built in 1976 in Leningrad (Russia) par Baltiyskiy Zavod. Sold for demolition to Bangladesh.



*Li Feng (ex-Da Qing 61)*. IMO 8138437. Tanker. 178 m in length, 7,924 t. Panamean flag. Classification society, Overseas Marine Certification Services. Built in 1974 in Dalian (China) by Dalian Shipyards. Owned by Tongli Shipping (China). Sold for demolition to Bangladesh.



*Lorraine (ex-Kipper, ex-S. Mamede)*. IMO 7351666. Tanker. 142 m in length, 3,017 t. Panamean flag. Classification society, RINA. Built in 1978 in Trieste (Italy) by Alto Adriatico. Owned by Akron Trade & Transport (United Arab Emirates). Detained in 2000 in Gela (Italy). Sold for demolition to India.



*Ocean Korian (ex-Koriana)*. IMO 8312186. Tanker. 228 m in length, 13,057 t. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Hellenic Star Shipping (Greece). Sold for demolition to China at 185 \$ per ton.



*Samar (ex-Arain, ex-Romina I, ex-Nino, ex-Aspindza)*. IMO 7211141. Tanker. 106 m in length, 2,000 t. Unknown flag. Unknown classification society. Built in 1971 in Rauma (Finland) by Rauma-Repola. Sold for demolition to Pakistan.



*Zhong Zhang* (ex-Baltic Ace, ex-Pacific Ace, ex-Cannanore, ex-Tomis West, ex-Cimpina). IMO 8601824. Tanker. 190 m in length, 10,143 t. Panamean flag. Classification society, Det Norske Veritas. Built in 1990 in Galati (Romania) by Galati Santieru Naval. Owned by Samta Shipmanagement (Singapore). Detained in 1999 in Los Angeles (United States), in 2003 à Westernport (Australia), in 2004 in Singapore and in 2006 in Amsterdam (The Netherlands). Sold for demolition to Bangladesh at 500 \$ per ton.



### Fish Trawler

*Taruman* (ex-Polar Saattuaq, ex-Polar Princess II, ex-Simiutaq, ex-Atlantic) IMO 7235733. Fish Trawler. 75 m in length, 1,688 t. Unknown flag. Unknown classification society. Built in 1973 in Sovik (Norway) by Soviknes Verft. Sold for demolition to India.



### Reefer

*Frio Roma* (ex-Roma, ex-Helvetia, ex-Hermes, ex-Roma Universal, ex-Chiquita Roma, ex-Konvall). IMO 8220280. Reefer. 137 m in length, 5,024 t. Panamean flag. Classification society, Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Laskaridis Shipping (Greece). Sold for demolition to India.



*Man A Penta I* (ex-Hamanasu, ex-Hamanasu Maru). IMO 7824950. Reefer. 69 m in length, 846 t. Thai flag. Unknown classification society, Built in 1979 in Saiki (Japan) by Honda. Owned by Man A Fisheries (Thailand). Sold for demolition to Bangladesh.



*Ruby Star* (ex-Bay Hope, ex-Khaleda, ex-Moslavina, ex-Bondoukou). IMO 7614434. Reefer. 159 m in length, 6,856 t. Panamean flag. Classification society, Isthmus Bureau of Shipping; class withdrawn in September 2008 by Germanischer Lloyd for survey overdue. Built in 1978 in Sevilla (Spain) by AESA. Owned by Austin Navigation (Singapore). Sold for demolition to Pakistan. 228 \$ per ton.



*Win-E* (ex-Taisei Maru n°101). IMO 7814943. Reefer. 127 m in length, 4,125 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Nagasaki (Japan) by Hayashikane. Owned by Win Far Fishery Group (Taiwan). Detained in 2004 in Singapore. Sold for demolition to Bangladesh.



### Ro-Ro (cargo)

*Amaliahaven* (ex-Eurofeeder, ex-Valencia Bridge, ex-Marjan). IMO 7946394. Ro-Ro (cargo). 140 m in length, 5,970 t. Panamean flag exchanged for the Saint-Kitts-and-Nevis flag for her last trip. Classification society, RINA. Built in 1980 in Leningrad (Russia) by A Zhdanov Shipyards. Owned by Van Uden Maritime (The Netherlands). Detained in 2005 in Koper (Slovenia), and in 2006 in Hamburg (Germany). Sold for demolition to Bangladesh.



### Ferry

*Lady Mary Joy 2* (ex-Akitsu Maru). IMO 7402025. Ferry. 122 m in length, 4,196 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1974 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Kalayaan Shipping. Sold for demolition to Bangladesh.



### Car carrier

*Azalea Ace* (ex-Sevenseas, ex-Sevenseas Highway). IMO 7908586. Car carrier. 174 m in length. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by Excel Marine Co Ltd (Japan). Detained in 1999 in Tacoma (United States) and in 2006 in Brisbane (Australia). Sold for demolition to Bangladesh.



*Noble Ace* (ex-Suzukasan Maru). IMO 7714416. Car carrier. 176 m in length, 11,776 t. Filipino flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Magsaysay Maritime Corp (Philippines). Sold for demolition to India.



*Rio Bueno* (ex-Pacific Winner, ex-Subaru Maru). IMO 8015269. Car carrier. 161 m in length, 7,978 t. Marshall Islands flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Southern Shipmanagement (Chile). Sold for demolition to India at 570 \$ per ton.

#### **Cement carrier**

*Helvetia*. IMO 8006268. Cement carrier. 184 m in length, 8,208 t. Panamean flag. Classification society, Lloyd's Register of Shipping. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Essberger JT (Germany). Detained in 2006 in Port-Louis (Mauritius). Sold for demolition to India at 290 \$ per ton including equipment.

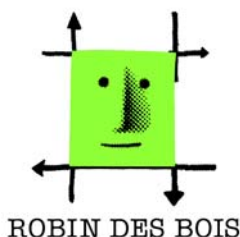


#### **Sources**

*American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Courier de la Compagnie Générale Maritime ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Miramar Ship Index ; Optima Shipbrokers ; Ouest-France ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards.*

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## Ship-breaking.com



February 2003.



Lightboat, Le Havre.

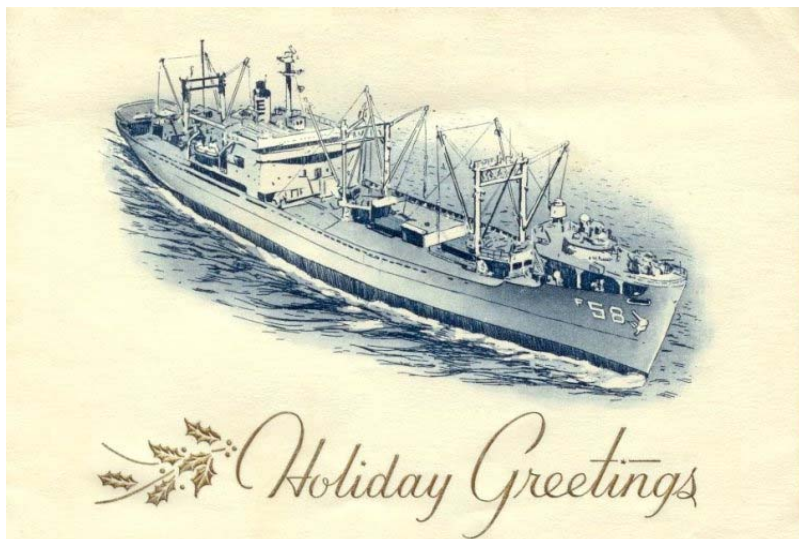
February 2008

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From June 7th to September 21st 2008, 118 vessels have left to be demolished. The cumulative total of the demolitions will permit the recycling of more than 940,000 tons of metals. The 2008 flow of discarded vessels has not slowed down. Since the beginning of the year 276 vessels have been sent to be scrapped which represents more than 2 millions tons of metals whereas throughout 2007 289 vessels were scrapped for a total of 1.7 million tons of metals. The average price offered by Bangladeshi and Indian ship breakers has risen to 750-800 \$ per ton. The ship owners are taking advantage of these record prices by sending their old vessels to be demolished. Even the Chinese ship breaking yards have increased their price via the purchase of the container ship *Provider* at 570\$ per ton, with prices averaging more than 500 \$. However, these high prices have now decreased with the collapse of metal prices during summer and the shipyards are therefore renegotiating at lower price levels with brokers and cash buyers sometimes changing the final destination at the last minute. This was the case of the *Laieta*, which was supposed to leave for India for 910 \$ per ton and was sold to Bangladesh at 750 \$ per ton. The price differences have been particularly notable in India; the shipyards prices have returned to 600 \$ per ton. From June to September, India with 60 vessels (51%) to demolish, is ahead of Bangladesh with 40 (34%), The United States 8 (7%), China 4 (4%), Turkey 2 (2%), Belgium and Mexico, 1 vessel each (1%).

A Scandinavian light ship sunk a year and a half ago sliding down the loading dock Brazil in the Le Havre port. She was originally destined for a project similar to that of the *Batofar* in Paris, she is now dispersing in the waters and the harbour sediments with its asbestos, BPCs and oily residues moreover the lead and cadmium paint is flaking. Engaged in vast works in the framework of the extension Port 2000, Le Havre has not yet found the financial and technical means to remove the hull and to demolish it. When these works will be finalised a harbour dredger will come to the wreck site to extract the contaminated sediments and finally dump them in the North the Seine Bay to poison free of charge the mussels. Robin des Bois wishes that the Le Havre Port Authorities do what is necessary to protect the aquatic environment. The fact that there are doubts about the identity of the owners and the brokers does not free the Port from taking emergency measures. A formal summons from state authorities is required.

In The United States, the American Maritime Administration (U.S. MARAD) continues their programme of elimination and have sent 8 old navy vessels to be scrapped from their reserve fleet in the James River (Virginia) and Beaumont (Texas) at a price from 58\$ to 125 \$ per ton. The *Rigel*, one of the 13 « Ghost Ships » originally sold for demolition to Able shipyard in Hartlepool (United Kingdom) is currently being demolished in The United States. Only four of these vessels were towed to Hartlepool, they have been waiting since November 2003 to be demolished. Confronted by a press and legal controversy and general outcry, the US MARAD have finally decided to demolish the nine remaining vessels on American soil.



Christmas card, 1964 - *USS Rigel* (AF-58)  
© Jim McCoy

On June 26<sup>th</sup> 2008 Able UK Ltd was given the authorisation to dismantle the four US Ghost ships that had been waiting in the harbour for five years. On July 1<sup>st</sup> 2008, the French Defence Ministry announced that they signed a contract to dismantle the *ex-Clemenceau* with Able UK Ltd. After the authorisation from the French and The United Kingdom authorities (within the framework of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes), the Q790 hull should be towed to Hatlepool by the end of summer at the latest. In September the Friends of Hartlepool group challenged the legal decision to import 700t of materials containing asbestos and have filed a suite in The High Court against The Health and Safety Executive. The High Court will examine this claim on Monday 29<sup>th</sup> of September. The *ex-Clemenceau* is the only vessel for which the ship owner will have to pay for demolition instead of being paid. The second paradox is that the *ex-Clemenceau* is the only vessel to have benefited from pre asbestos cleaning before her demolition.

Six vessels under British flag or belonging to United Kingdom interests were sent to be scrapped in India. They are the container ship *Upstream* (*ex-CMA CGM Tage*, *ex-Fort Desaix*), the two reefers *Dean* and *Argenta*, the two chemical tankers *Alpine Girl* and *Alpine Lady* and the ferry *Carmen del Mar*.

Of the 118 vessels, 47 (or 40%) are tankers (oil tankers, chemical tankers or gas carriers). In second place in terms of vessels to be demolished are reefers, 21 vessels (18%); with the revolution of container ships, it has become less expensive to transport refrigerated containers on large container ships than to maintain a specific fleet. Of the 21 reefers sent to be scrapped, 16 had previously been detained in world harbours.



Concerning the ferries and passenger ships 14 have been sent to be scrapped among them the *Serenade*, *ex-Mermoz* from Croisières Paquet Co.






Also leaving service are 14 container ships, of which the *MSC Alice* and the *H Reliance* belonging to MSC Shipping Co, aged between 32 and 36. It appears as though this ship-owner has the intention of getting rid of the oldest vessels in their fleet: fifteen of them are more than 30 years old. According to the owner, each ship would contain 80 t of asbestos.

© Croisières Paquet

45 (38 %) vessels have been subject to a detention in the world ports. 42 (36%) were controlled by a Classification society, which is not a member of the IACS (International Association of Classification Societies). 73 (62%) were constructed within the European Union or in Norway; 48 (41%) were under a European flag or were owned by European or by EFTA ship-owners. Robin des Bois in their [press release dated April 21st 2008](#) ("Oil slick queen demolished in Bangladesh") denounced the social, sanitary and environmental conditions of demolition of the container ships *Maersk Barcelona* and *Maersk Brisbane*. These vessels were sold to India for around 675 \$ per ton, regardless of the denials of their ship-owner who wrote to the association stating, « To have not yet decided on the fate of the vessels ».

Robin des Bois announced on July 22nd 2008 (Round Robin # 1) the sale for demolition to Bangladesh of the *Serepca I*, an ex-tanker 283 m in length which belongs to Total, built in 1974 in Germany and used as a floating storage unit off the coast of Cameroon. Total wrote to Robin des Bois on the 8th of August « that the industrial social and environment standards of Bangladeshi and Chittagong shipyards have not yet reached a level high enough for Total to prequalify them for scrapping ».

The vessels range between 21 and 53 years old at the end of their life, with an average age of 33. 59 measure less than 150 m, 40 measure between 150 and 199 m and 19 between 200 and 348 m. Three VLCC (Very Large Crude Carrier) are destined to be scrapped, of which the largest, the *Vega Oil*, was used as a floating storage unit off the coast of Sicily for 21 years.

	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).
	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.

## Tanker

*A Dragon (ex-Active, ex-Cardissa)*. Tanker. 170 m in length, 8,863 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1983 in Heusden (The Netherlands) by Verolme BV. Owned by MSI Shipmanagement (Singapore). Sold for demolition to India at 735 \$ per ton.



*A Elephant (ex-A. Elephant, ex-New Stork, ex-Kyuseki Maru)*. Tanker. 310 m in length, 32,182 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi Heavy Industries. Owned by Taiwan Maritime Transport (Taiwan). Sold for demolition to Bangladesh at 705 \$ per ton.

*Achilleus (ex-Sylvan Arrow, ex-Mobil Challenge)*. Tanker. 173 m in length, 9,740 t. Greek flag. Classification society, Det Norske Veritas. Built in 1983 in Rijeka (Yugoslavia) by Brodogradiliste 3 Maj. Owned by Sun Enterprises Ltd (Greece). Detained in 2002 in Australia in Port Stanvac and in Melbourne. Sold as is in Singapore for demolition in Bangladesh at 710 \$ per ton.



*Alexia (ex-Enalios Zephyros, ex-Mexico, ex-Esso Mexico)*. Tanker. 245 m in length, 19,709 t. Egyptian flag. Lloyd's Register of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Pyramid Navigation (Egypt). Detained in 2002 in Trieste (Italy). Sold for demolition to Bangladesh at 735 \$ per ton.



*American Explorer*. Tanker. 181 m in length, 8,402 t. United States flag. Unknown classification society. Built in 1958 in Pascagoula (United States) by Ingalls Shipyards. Owned by United States Maritime Administration. Sold for demolition in America, she left the Beaumont Reserve Fleet (Texas) for the Southern Scrap Materials shipyard of New-Orleans. Sold for 1,052,788 \$ US, i.e.125 \$ per ton.



*Andaman Wind (ex-Nata, ex-Vachnadze)*. Tanker. 151 m in length, 5,594 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1985 in Split (Croatia, ex-Yugoslavia) by Brodosplit. Owned by Eastwind Shipmanagement (Singapore). Sold for demolition to Bangladesh.

*Ariana I (ex-AI Funtas, ex-Middletown)*. Tanker. 336 m in length, 40,900 t. Liberian flag. Classification society, Lloyds Register of Shipping. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Dynacom Tankers (Greece). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to Bangladesh at 715 \$ per ton. It is the fourth VLCC (Very Large Crude Carrier) sent to be demolished this year.



*Artemis (ex-Royal Arrow, ex-Mobil Courage)*. Tanker. 173 m in length, 9,710 t. Greek flag. Classification society, Det Norske Veritas. Built in 1983 in Split (Yugoslavia) by Brodosplit. Owned by Sun Enterprises Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh at 710 \$ per ton.



*Baltic Pride (ex-Inkerman, ex-Mys Khrustalnyy)*. Tanker. 115 m in length, 3,050 t. Liberian flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Rauma (Finland) by Rauma Repola Oy. Owned by Riga Transport Fleet (Latvia). Detained in 2003 in Las Palmas (Spain). Sold for demolition to India at 765 \$ per ton.



*BPP 11*. Tanker. 74 m in length, 890 t. Thai flag. Sold for demolition to Bangladesh.



*Cobra (ex-Chilham Castle, ex-Ras Al Jlayah)*. Tanker. 170 m in length, 7,499 t. Dominican flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping (Greece). Sold for demolition to Bangladesh at 800 \$ per ton.



*Diola (ex-Diokl, ex-Sakhalinneft)*. Tanker. 106 m in length, 2,296 t. Russian flag changed to a Cambodian flag for her last trip. Classification society, Russian Maritime Register of Shipping. Built in 1973 in Rauma (Finland) by Rauma-Repola Oy. Owned by Rimsco (Russia). Sold for demolition to Bangladesh.



*Enterprise (ex-Ocean Enterprise, ex-New Atlantia, ex-Atlantia)*. Tanker. 243 m in length, 16,228 t. Tuvalu flag changed to Mongolian flag for her last trip. Unknown classification society; classified by American Bureau of Shipping until November 2007. Built in 1979 in Ariake (Japan) by Hitachi Heavy Industries. Owned by Ocean Tankers (Singapore). Sold as is in Singapore for demolition in Bangladesh at 735 \$ per ton. The permit for her demolition was originally cancelled then re-established by the Court of Appeal. According to some the cancelling of the permit was due to the presence of dangerous materials aboard for others it was due to litigation processes between the shipyard and the broker. Her fate is uncertain, she is still waiting to be beached.



*Golden Gate (ex-Neptune Dorado, ex-Aspilos, ex-Cys Pride)*. Tanker. 248 m in length, 21,746 t. Greek flag. Classification society, Lloyd's Register of Shipping. Built in 1985 in Gdynia (Poland) by the shipyard "Komuny Paryskiej". Owned by Polembros Shipping (Greece). Detained in 2000 in San Francisco (United States) and in 2003 in Trieste (Italy). Sold for demolition to India at 729 \$ per ton.



*Homi Bhabha*. Tanker. 179 m in length, 9,274 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi Heavy Industries. Owned by SCI (India). Single hull tanker banned from transporting heavy fuel in European waters. Sold as is in Vadinar (India) for demolition in India at 725 \$ per ton.



*Intrepid (ex- Madmal, ex- Queen Of Vevey, ex- Lady Monica, ex-Minorca, ex-Naxos II, ex- Agios Nikolaos, ex- Agon, ex-Rita, ex-Aurita, ex- Jo Gran, ex-Bow Gran)*. Tanker used as water transporter. 120 m in length, 3,752 t. Panama flag. Classification society, Hellenic register of Shipping. Built in 1970 in Moss (Norway) by Moss Rosenberg. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for demolition to India at 1.000 \$ per ton. Large quantities of stainless steel.



*Jag Prayog (ex-Stavropol)*. Tanker. 170 m in length, 7,342 t. Indian flag changed to a Mongolian flag for her last trip. Classification society, Indian Register of Shipping. Built in 1982 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in New Mangalore (India) for demolition in Bangladesh at 710 \$ per ton.



*Jose Fuchs*. Tanker. 215 m in length, 12,600 t. Argentinian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Ensenada (Argentina) by AFNE. Owned by Antares Naviera SA (Argentina). Single hull tanker banned from transporting heavy fuel in European waters. Sold for demolition as is in Argentina at 560 \$ per ton. Demolition destination unknown.



*Kalamazoo*. Tanker. 200 m in length, 13,622 t. American flag. Unknown classification society. Built in 1973 in Quincy (United States) by General Dynamics. Vessel served in the US Navy decommissioned in 1996. Owned by United States Maritime Administration. Sold for demolition in the United States to the Esco Marine de Brownsville (Texas) shipyard at 1,465,726 \$ i.e. 108 \$ per ton.



*Kurnia Sentosa (ex-Permina XX, ex-Bruce Celine)*. Tanker. 100 m in length. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1971 in Bremerhaven (Germany) by Rickmers. Owned by Mammiri Lines (Indonesia). Sold for demolition to Bangladesh.



*Manuel Avila Camacho*. Tanker. 170 m in length, 6,313 t. Argentinian flag. Unknown classification society. Built in 1973 in Lobith (The Netherlands) by De Hoop. Owned by PEMEX (Mexico). Sold as is in Mexico for demolition in India for 2.3 million US \$, i.e. 364 \$ per ton.



*Mariano Moctezuma*. Tanker. 170 m in length, 6,328 t. Mexican flag. Unknown classification society. Built in 1974 in Lobith (The Netherlands) by De Hoop. Owned by PEMEX (Mexico). Sold as is in Mexico for demolition in India at 2.9 million \$ i.e. 458 \$ per ton.



*Nansa (ex-Oriental Miracle, ex-Dwima, ex-Sano Maru)*. Tanker. 80 m in length, 984 t. Singapore flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Hakata (Japan) by Hakata Zosen. Owned by SM Lito Shipmanagement (Singapore). Sold for demolition to Bangladesh.



*Ocean Treasure (ex-Asterias I, ex-Campobierzo)*. Tanker. 139 m in length, 3,421 t. Unknown Flag. Unknown classification society. Built in 1971 in Cartagena (Spain) by Bazan. Owned by Azure Services (Greece). Demolition destination unknown.



*Oil Ambassador (ex-German Trader, ex-Chembulk Trader, ex-Trader, ex-Stolt Trader, ex-Ricci, ex-Globe Orient)*. Tanker. 155 m in length, 6,397 t. Panama flag. Classification society, Germanischer Lloyd. Built in 1981 in Uwajima (Japan) by Uwajima Zosenho. Owned by China Chance Shipping (Hong Kong, China). Detained in 2001 in Baltimore (United States), in 2002 in Iquique (Chile), in 2005 in Purfleet (United Kingdom) twice in Hamburg (Germany), also in 2006



in Kunsan (Korea) and Hong Kong and finally in 2007 in Mundra (India). Banned from European harbours since November 30<sup>th</sup> 2005 under the EU directive 95/21/EC on Port State Control. Sold for demolition to India.



**Oil Ambassador, Cochin November 21<sup>st</sup> 2007**

© Hans Rosenkranz

*Scotia Wind* (ex-Atair Star, ex-Makatsariya, ex- Kapitan Makatsariya). Tanker. 151 m in length, 7,550 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1984 in Split (Yugoslavia) by Brodosplit. Owned by Eastwind Ship Management (Greece). Detained in 2008 in Las Palmas (Spain). Sold for demolition to Bangladesh at 800 \$ per ton.



*Siam Veera* (ex-Fukuun, ex-Fukuun Maru n°23). Tanker. 78 m in length, 837 t. Thai flag. No Classification society, according to the last state port inspection. Built in 1976 in Takuma (Japan) by Sanuki Shipbuilders. Owned by Siam Mongkol Marine Co Ltd (Thailand). Sold for demolition to Bangladesh.



*Sri Kantang* (ex-Choke Navee 4, ex-Jasa, ex-Sanyu Maru, ex-Sansho Maru n°5). Tanker. 76 m, 896 t in length. Thai flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Asakawa). Owned by CSK Marine (Thailand). Sold for demolition to Bangladesh.



*Star X* (ex-Goksu, ex-Dona Selina, ex-Caprina, ex-Supreme Trader, ex-Yudai Maru). Tanker converted into a vegetal oil carrier. 145 m in length, 4,471 t. Panama flag. Unknown classification society. Built in 1973 in Kochi (Japan) by Imai Zosen. Sold for demolition to India.



*Trader* (ex-Polytrader). Tanker. 263 m in length, 18,656 t. Russian flag. Unknown classification society. Built in 1978 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Transcom Shipping (Russia). Sold as is in Mourmansk for demolition in Bangladesh at 501 \$ per ton.



*Truckee*. Tanker. 199 m in length, 10,994 t. American flag. Decommissioned from the Navy register in 1997. Built in 1955 in Camden (United States) by New York Shipbuilding Corp. This former US Navy fleet oiler served from 1955 to 1994 notably in the 6th Fleet during the Cuban missile crisis in 1961. Owned by The United States Maritime Administration. Sold for demolition to The United States, she left the James River reserve fleet (Virginia) for Bay Bridges Enterprises shipyard in Chesapeake (Virginia). Sold for 1,231,328 \$ i.e.112 \$ per ton.

*Vega Oil (ex-Agip Sicilia)*. Tanker used as floating storage and production unit off the coast of Sicily since 1986. 348 m in length, 41,000 t. Italian flag. Classification society, RINA. Built in 1972 in Monfalcone (Italy) by Italcantieri. Owned by Edison Oil (Italy). In May 2008, the Italian authorities concluded that there was a high risk of sinking due to a series of structural problems; moreover the vessel contained 85,000 t of oily waters. Sold as is in Sicily for demolition in Turkey at 400 \$ per ton.



**Vega Oil** © Harbours.net

**Agip Sicilia** © Tomasello Letterio

*Vicente Guerrero*. Tanker. 135 m in length, 3,584 t. Mexican flag. Unknown classification society. Built in 1967 in Kure (Japan) by Kure Zosen-sho. Owned by PEMEX (Mexico). Sold for demolition in Mexico at 545 \$ per ton. The first vessel to be demolished in Mexico in many years.

### Chemical tanker

*Alpine Girl (ex-Dintel, ex-Quimico Lisboa, ex-Chemist Lisbon)*. Chemical tanker. 110 m in length, 2,440 t. Bahamas flag. Classification society, Germanischer Lloyd. Built in 1975 in Lübeck (Germany) by Orenstein & Koppel. Owned by Mermaid Marine Management (United Kingdom). Sold for demolition to India.



*Alpine Lady (ex-Dommel, ex-Multitank Antares, ex-Chemico Leixoes)*. Chemical tanker. 2,440 t. Bahamas flag. Classification society, Germanischer Lloyd. Built in 1977 in Lübeck (Germany) by Orenstein & Koppel. Owned by Mermaid Marine Management (United Kingdom). Detained in 2008 in Castellon de la Plana (Spain). Sold for demolition to India.



*Goodrich Bay (ex-Harold La Borde)*. Chemical tanker. 140 m in length, 4,181 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Chemikalien Seetransport (Germany). Detained in 2007 in Québec (Canada). Sold for demolition to Bangladesh.



*Gulf of Paria (ex-Trinidad and Tobago)*. Chemical tanker. 140 m in length, 4,199 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Chemikalien Seetransport (Germany). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to Bangladesh.



*Lance (ex-Bow Lancer, ex-Berganger)*. Chemical tanker. 173 m in length, 8,500 t. Norwegian flag (registre international). Classification society, Det Norske Veritas. Built in 1980 in Greaker (Norway) by Sarpsborg MV. Owned by Salhus Shipping (Norway). Detained in 2001 in Ulsan (Korea). Sold for demolition to India at 1,100 \$ per ton because of large quantities of stainless steel.



*Neptun (ex-Bow Neptun, ex-Bow Spring)*. Chemical tanker. 170 m in length, 8,500 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1976 in Szczecin (Poland) by A. Warskiego. Owned by Salhus Shipping (Norway). Sold for demolition to India at 1,175 \$ per ton.





*Saehan N°17 (ex-Namhae Pioneer)*. Chemical tanker. 91 m in length, 1,471 t. South Korean flag. Classification society, Korean Register of Shipping. Built in 1977 in Imabari (Japan) by Higaki. Owned by Saehan Marine Service Co Ltd (South Korea). Sold for demolition to Bangladesh.

*Stolt Guardian (ex- Stolt Uskok, ex-Maasuskok, ex-Uskok, ex-Iver Swift, ex-Jo Swift)*. Chemical tanker. 175 m in length. Liberian flag. Classification society, Det Norske Veritas. Built in 1983 in Split (Yugoslavia) by Brodosplit. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India at 725 \$ per ton.



**Gas carrier**

*Charm Junior (ex-Prince Charming, ex-Descartes)*. Gas carrier. 220 m in length, 14,162 t. Panamanian flag. Classification society, unknown (Bureau Veritas until October 2007). Built in 1971 in Saint-Nazaire (France) by Chantiers de l'Atlantique. In 2007, Robin des Bois protested against the sale of *Charm Junior* by Gaz de France to Taiwan Maritime Transport (Taiwan) believing that she should be demolished in a European shipyard (Ship-breaking.com 2007 pages 22,28 and 42) . Sold for demolition to Bangladesh where she is being towed.



The *Descartes*, Marseille, April 2007

© Pascal Breidel

*Cinderella (ex-Jules Range, ex-Jules Verne)*. Gas carrier. 201 m in length, 11,353 t. Saint Vincent and Grenadines flag. Classification society, Bureau Veritas. Built in 1965 in Le Trait (France) by Ateliers de la Seine. Owned by Taiwan Maritime Transport (Taiwan). Sold as is in Karimum for demolition in India where it is being tugged. 775 \$ per ton. 300 t of aluminium.



*Farhan (ex-Escorpio Gas, ex-Haugvik, ex-Sigurd Jorsalfar)*. Gas carrier. 79 m in length, 3,582 t. Unknown flag. Unknown classification society; class withdrawn in 2002 by Norske Veritas and transferred to a non member society of the IACS. Built in 1973 in Waterhuizen (The Netherlands) by Pattje. Owned by Transgas Shipping Line (Peru). Sold for demolition to India.



*Halo Gas (ex-Hasei Maru, ex-Hachisei Maru)*. Gas carrier. 68 m in length, 1,140 t. Thai flag. No classification society, according to the last Port State inspection in January 2007. Built in 1980 in Kinoe (Japan) by Kishimoto. Owned by World Wide Transport (Thailand). Sold for demolition to India.



*Havglimt (ex-Centum)*. Gas carrier. 206 m in length, 14,651 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Stavanger (Norway) by Moss Rosenberg. Owned by BW Gas (Norway). Detained in 2002 and 2003 in Punta Arenas (Chile). Sold for demolition to Bangladesh at \$ 605 per ton.



*Laieta*. Gas carrier. 207 m in length, 14,481 t. Panama flag. Classification society, Lloyd's Register of Shipping. Built in 1970 in El Ferrol (Spain) by Astano. Owned by Del Norte SA (Spain). Sold as is in Algeciras at an agreed price of 910 \$ per ton. After the drop in the prices of metals impacted the price offered by the Indian ship breakers she was resold for demolition to Bangladesh where she arrived on August 25<sup>th</sup>. 750 \$ per ton.



### Reefer

*Akebono Reefer (ex-Akebono Star)*. Reefer. 145 m in length, 4,416 t. Liberian flag. Classification society, Bureau Veritas. Built in 1980 in Ariake (Japan) by Hitachi. Owned by Eastwind Hellas (Greece). Sold for demolition to India at 730 \$ per ton.



*Argenta (ex-Argo, ex-Sakura Rex, ex-Sakura Reefer)*. Reefer. 145 m in length, 4,415t. Saint-Vincent-and-Grenadines flag. Class suspended in May 2008 by Germanischer Lloyd. Built in 1979 in Ariake (Japan) by Hitachi Zosen KK. Owned by Polaris Maritime (United Kingdom). Detained in Rijeka (Croatia) in 2000 and in Valpariso (Chile) in 2008. Sold for demolition to India at 685 \$ per ton.



*Armont (ex-Sun, ex-Semper Fidelis, ex-Inca)*. Reefer. 101 m in length, 1,748 t. Cambodian flag. Classification society, Germanischer Lloyd. Class withdrawn in April 2008. Built in 1978 in Groningen (The Netherlands) by Nieuwe Noord. Jumboized in 1983. Owned by Hongzhou Shipping Co Ltd. Detained twice in 1999 in Villagarcia de Arosa (Spain), in Las Palmas (Spain), Pusan (Korea) and Nakhodka (Russia) in 2004, and in Otaru (Japan) in 2006, and finally in Dalian (China). Sold for demolition to India at 670 \$ per ton.



*Courier (ex-Export Courier)*. Reefer. 150 m in length, 6,700 t. American flag. Unknown classification society. Built in 1962 in Chester (United States) by Sun Shipbuilding. Owned by United States Maritime Administration. Sold for demolition in The United States to Southern Scrap Materials shipyards of New Orleans at 622,588 \$, i.e. 93 \$ per ton.

*Dean (ex-Atlantic Spirit, ex-Honolulu)*. Reefer. 155 m in length, 6,725 t. Maltese flag. Classification society, Germanischer Lloyd. Built in 1979 in Krimpen a/d IJssel (The Netherlands) by Giessen de Noord. Owned by Polaris Maritime (United Kingdom). Detained in 2000 in Antwerp (Belgium) and in 2006 in Valparaiso (Chile). Sold for demolition to India at 758 \$ per ton.



*Eisha (ex-Vista I, ex-Argolic, ex-Magellanic, ex-Bagno Esmeraldas, ex-Theodor Korner)*. Reefer. 140 m in length, 4,847 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1975 in Sandefjord (Norway) by A/S Framnaes. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 1998 in Foynes (Ireland). Sold for demolition to India at 765 \$ per ton.



*Eisha*, Baltic Sea, April 2006

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*Frio Kyknos* (ex-Sun Reefer, ex-Reefer Snow, ex-Bosco Snow, ex-Skylark). Reefer. 92 m in length, 2,000 t. Panamean flag. Classification society, Nippon Kaiji Kyokai. Built in 1982 in Hachinoe (Japan) by Kitanihon. Owned by Laskaridis Shipping Co (Greece). Detained in 1999 in Ijmuiden (The Netherlands) and in 2000 in Antwerpen (Belgium). Sold for demolition to Bangladesh.



*Frio Marathon* (ex-Cool Alex, ex-Frio Bergen, ex-Yoshino Reefer). Reefer. 137 m in length, 4,151 t. Panama flag. Classification society, Nippon Kaiji Kyokai. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Laskaridis Shipping (Greece). Detained in 2007 in Jacksonville (United States) and in 2007 in Ijmuiden (The Netherlands). Sold for demolition to Bangladesh at 710 \$ per ton.



*Karat* (ex-Sunny Maria, ex-Karat Reefer, ex-Issli, ex-Snowdrop). Reefer. 67 m in length, 800 t. Belize flag. Classification society, Russian Maritime register of Shipping. Built in 1978 in Skali (Faroe Islands) by Skala Skipasmidja. Owned by Ship deal Corp (Russia). Detained in 2006 in Las Palmas (Spain). Sold for demolition to China.



*Lafayette* (ex-Blue Diamond I, ex-Golden Tasanee I, ex-Golden Tasanee, ex-Karskoye More). Reefer. 186 m in length, 9,818 t. Russian flag. Classification society, Russian Maritime register of Shipping. Built in 1971 in La Seyne (France) by Chantiers de la Méditerranée. Owned by Orléans Shipping Co (Malte). Sold as is in China for demolition in India at 682 \$ per ton.



*Morillo*. Reefer. 155 m in length, 6,200 t. Cook Islands flag. Classification society, Germanischer Lloyd. Built in 1971 in Bergen (Norway) by Bergens MV. Owned by Holy House Shipping (Sweden). Detained in Hamburg (Germany) in 1999 and in Pascagoula (United States), Saint-Petersburg (Russia) Uddevalla (Sweden) and in Antwerpen (Belgium) in 2002. Sold for demolition to India at 730 \$ per ton.



*Nordic Bay* (ex-Kalypso, ex-Curacao Reefer, ex-Isla Pinta, ex-Rio Babahoyo). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Tonsberg (Norway) by Kaldnes MV. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in Saint-Petersburg (Russia) in 1998, in Gdansk (Poland) in 2001, in Gdynia (Poland) and in New Orleans (United States) in 2002, in Piraeus (Greece) in 2003 and in 2005 in Koper (Slovenia). Sold for demolition to India at 730 \$ per ton.



*Nordic Cape* (ex-Kirki, ex-Balboa Reefer, ex-Isla Fernandina, ex-Rio Esmeraldas). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in 2000 in Southampton (United Kingdom) for 50 days, in 2002 in Jacksonville (United States), in 2004 in Saint-Petersburg (Russia) for 112 days, and in 2005 in Paldiski (Estonia). Sold for demolition to India at 735 \$ per ton.



*Nordic Ice* (ex-Armonia, ex-Reno, ex-Orenoco Reefer, ex-Isla Isabela, ex-Paquisha, ex-Rio Palora). Reefer. 144 m in length, 4,300 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Sold for demolition to India at 735 \$ per ton.



*Nordic Star* (Ex-Ariadne, ex-Lilia I, ex-Malicia, ex-Malibu Reefer, ex-Isla Genovesa, ex-Rio Chone). Reefer. 144 m in length, 4,675 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Drammen (Norway) by Drammen Slip. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in 1999 in Antwerpen (Belgium), in 2002 in Saint-Petersburg (Russia)



and in 2005 in Paldiski (Estonia). She was originally destined to be sold to India for demolition as her sisterships yet due to the drop in local metal prices and demolition tariffs her owners preferred to resell her to Bangladesh at 700 \$ per ton.

*Pietari Flame* (ex-*Swan River*, ex-*R.P. Jamaica*, ex-*California Maru*). Reefer. 160 m in length, 6,893 t. Saint-Vincent-and-Grenadines flag. Classification society, Germanischer Lloyd. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in Port Adelaide (Australia) in 2000 and in Saint-Petersburg (Russia) and Ponta Delgada (Portugal) in 2007. Sold for demolition to India.



*Rainfrost* (ex-*Kapitan Degtyar*, ex-*Ulbanskiy Zaliv*). Reefer. 152 m in length, 7,419 t. Panama flag. Classification society, Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Laskaridis Shipping Co (Greece). Detained in 2003 in Las Palmas (Spain) and twice Dutch Harbor, Alaska, (United States). Sold for demolition to Bangladesh at 700 \$ per ton.



*Rigel*. Reefer. 153 m in length, 8,097 t. American flag. Classification society, American Bureau of Shipping until 1995. Built in 1955 in Pascagoula (United States) by Ingalls Shipyard. Owned by the United States Maritime Administration. She was sold for demolition in the United States to the All Star Metals Shipyards of Brownsville (Texas) at 469,626 \$ i.e. 58 \$ per ton and left the James River Reserve Fleet (Virginia).



*Snow Flower* (ex-*Malayan Empress*). Reefer. 173 m in length, 9,220 t. Cook Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1972 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Owned by Holy House Shipping AB (Sweden). Detained in 1997 in Rotterdam (The Netherlands), and in 2008 in Philadelphia (United States) and Sheerness (United Kingdom). Sold for demolition to India. 704 \$ per ton.



*Snow Flower*, Atlantic, off the coast of Liberia, February 2006

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*Spring Reefer* (ex-*Neamma*, ex-*Hana*, ex-*Natalie*, ex-*Capo Frio*, ex-*Tizi N'tichka*, ex-*Polar Diamant*). Reefer. 98 m in length, 1,888 t. Comores Islands flag. Classification society, Lloyd's Register of Shipping. Built in 1971 in Solvesborg (Sweden). Owned by Dina Shipping & Trading Co (Egypt). Sold for demolition to India. 672.5 \$ per ton.



*Tai Zhong* (ex-*Yuuta Maru*). Reefer. 70 m in length, 908 t. Kiribati flag. Classification society, Nippon Kaiji Kyokai. Built in 1982 in Kushikino (Japan) by Minarri-Kyushu. Owned by Shandong Zhonglu Fishery Shpg (China). Detained in 2002 in Ishinomaki and in Shimizu (Japan). Sold for demolition to Bangladesh.



## Ferry

*Carmen Del Mar* (Ex-Villa de Agaete, ex-Floria). Ferry. 101 m in length, 3,458 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Lloyd's Register of Shipping. Built in 1970 in Helsinki (Finland) by Wartsila. Former Silja Line ferry on the Stockholm-Turku route in the Baltic Sea. She was sold in 1975, sailed in the Canary Islands for Trasmediterránea, and from 2002 onwards, for the Escomar Ferries services from Spain to the Balearic Islands. Detained in 2006 and in 2007 in Spain. Sold to Polaris Maritime Ltd (United Kingdom) in 2008 and then resold for demolition to India.



*Crown* (ex-Byblos, ex-Crown M, ex-Jupiter, ex-Black Watch). Ferry. 141 m in length, 7,303 t. Comorian flag. Unknown classification society. Built in 1966 in Lübeck (Germany) by Lübecker Flender. For twenty years, she was co-owned by Fred Olsen Line and Bergen Line and operated in summer on the Bergen – Newcastle route as *Jupiter* and in winter as the *Black Watch* cruise ship from London to the Canary Islands. Owned by Marlines SA (Greece). Sold for demolition to India at 672 \$ per ton.



*Jabal Ali 2* (ex-Rethimnon, ex-Central n°5). Ferry. 129 m in length, 6,069 t. Sierra Leone flag. Classification society, Hellenic Register of Shipping. Built in 1971 in Uraga (Japan) by Sumitomo for the Kobe Central Ferry Co (Japan). She sailed on the Mediterranean Sea for Anek Lines (Greece) for close to 30 years. Bought in 2001 by Naif Marine Services Pvt (United Arab Emirates). Sold as is in Dubai for demolition in Bangladesh at 700 \$ per ton.



*Logos II* (ex-Argo, ex-Antonio Lazaro). Ferry. 109 m in length, 3,219 t. Maltese flag. Classification society, Bureau Veritas. Built in 1968 in Valencia (Spain) by Union Naval de Levante for Compania Trasmediterranea (Italy). Owned by Educational Book Exhibit (Germany). Detained in 2000 in Ancona (Italy). Sold for demolition to Turkey at 450 \$ per ton.



*Mary the Queen* (ex-Mona's Queen). Ferry. 104 m in length, 2,388 t. Philippines flag. Unknown classification society. Built in 1972 in Troon (United Kingdom) by Ailsa. Former ferry of the Isle of Man Steam Packet Co. Owned by MBRS Lines (Philippines) since 1995. Sold en bloc with the *Virgin Mary* for demolition to India. US \$4.7 millions for the two vessels, i.e. 633 \$ per ton.



*Philippine Dream* (ex-Japanese Dream, ex-Towada Maru). Ferry reconverted into a casino cruise ship in Cebu (Philippines). 132 m in length, 5,728 t. Filipino flag. Unknown classification society. Built in 1966 in Uraga (Japan) by Uraga Heavy Industries. Former train ferry on the Aomori - Hakodate route until the Seikan railroad tunnel linking the Honshu and Hokaido islands was completed in 1988. Sold for demolition to Bangladesh.



*Princesa Marissa* (ex-Prinsessan, ex-Finnhansa). Ferry. 134 m in length, 6,546 t. Chyras flag. Classification society, Det Norske Veritas. Built in 1966 in Helsinki (Finland) by Wartsila Oy. When launched she was the largest ferry in the Baltic Sea she could transport 1,474 passengers for Finnlines. She was renovated and enlarged in 1972-73 and in 1980. Owned by Louis Cruise Lines (Greece). Sold en bloc with the *Serenade* for demolition to India. 8.4 million \$ for both vessels, i.e. 512 \$ per ton.



*Sinaloa Star* (ex-Coromuel). Ferry. 108 m in length, 3,183 t. Mexican flag. Classification society, Lloyd's Register of Shipping but the class was suspended in June 2008 at the request of the owner. Built in 1973 in Papenburg (Germany) by JL Meyer and delivered with her two sisterships *Azteca* and *Puerto Vallarta* to Transbordadores for the La Paz-Mazatlan route in the Gulf of Mexico. Owned by Baja Ferries SA (Mexico). Sold for demolition in India.



*Texas Treasure* (ex-Island Dawn, ex-Discovery Dawn, ex-Scandinavia Dawn, ex-Scandinavian Sky II, ex-Patra Express, ex-St.George). Ferry. 128 m in length, 5,396 t. Bahamas flag. Classification society, Lloyd's Register of Shipping. Built in 1968 in



Wallsend (United Kingdom) by Swan Hunter. Former Sealink car ferry until 1983. She ended up in the United States as a casino cruise ship for various companies. Owned by Discovery Dawn (United States). Detained in 2001 in Corpus Christi (United States). Sold as is for demolition to India at 460 \$ per ton.

*Tian Huai*. Ferry. 120 m in length, 3,500 t. China flag. Unknown classification society. Built in 1983 in Tianjin (China) by Xingang. Owned by China Shipping Passenger Line Co. Sold for demolition to China at 560 \$ per ton.



*Tian Jiang*. Ferry. 120 m in length, 3,500 t. Chinese flag. Unknown classification society. Built in 1984 in Tianjin (China) by Xingang. Owned by Dalian Steam Shipping (China). Sold for demolition in China at 560 \$ per ton.

*Virgin Mary (ex-Aratika)*. Ferry. 127 m in length, 5,033 t. Philippines flag. Unknown classification society. Built in 1974 in Prairie au Duc (France) by Dubigeon Normandie for Interislands Lines (New Zealand), she carried out 27,265 voyages in her 25 years of service. Resold in 1999 in MBRS Lines (Philippines). Sold for demolition to India en bloc with the Mary the Queen. 4.7 million, i.e. 633 \$ per ton.



### Passenger ship

*Madagascar (ex-Stella Maris II, ex-Bremerhaven)*. Passenger ship. 88 m in length, 1,948 t. Ukraine flag. Unknown classification society. Built in 1960 in Bremerhaven (Germany) by Adler Werft GmbH. Renovated and transformed into a cruise ship for Sun Lines (Greece). Owned by Omiks Ltd (Ukraine). Sold for demolition in India.



*Serenade (ex-Mermoz, ex-Jean Mermoz)*. Passenger ship. 162 m in length, 9,863 t. Bahamas flag. Classification society, Bureau Veritas. Built in 1956 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Under the colours of the Compagnie de Navigation Fraissinet and Cyprien Fabre, the *Jean Mermoz* sailed the Marseille /Western Africa route. After renovation in 1969 in the Genova shipyards her capacity was raised to 757 passengers and 264 crew. As the *Mermoz* it became the symbol of Croisières Paquet. In 1984 the French flag was replaced by the Bahamas flag and is renovated in the Marseille shipyards. Resold in 1999 to Louis Cruise Line (Greece). Sold for demolition to India where she arrived under the name of *Serena* en bloc with the *Prinsesa Marissa*. 8.4 millions \$ for the two vessels, i.e. 512 \$ per ton.



*Serenade*, May 23rd 2008 in Port Said (Egypt)

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### Fishing vessel

*Sirichai Pomfret (ex-Ryuro Maru)*. Fishing vessel. 82 m in length. Thai flag. Unknown classification society. Built in 1966 in Nagasaki (Japan) by Hayashikane. Sold for demolition to Bangladesh.



### Factory ship

*Ponoy (ex-Kharovsk)*. Factory ship. 83 m in length, 2,650 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Nikolaiev South (Ukraine) by Chernomorskiy. Owned by FCF Sever Ltd (Russia). Sold for demolition to India.

*Sniper (ex-Mariya Melentyeva)*. Factory ship. 62 m in length, 1,814 t. Sierra Leone flag. Classification society, Russian Maritime Register of Shipping. Built in 1986 in Stralsund (Germany, former GDR) by Volkswerft VEB. Owned by Yakim International (Russia). Sold for demolition to India.



*Sovetskoye Primorye*. Factory ship. 164 m in length, 11,000 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Gdansk (Poland) by Shipyards Lenine. Owned by Preobrazheniye Trawler Fleet (Russia). Sold as is in Port Olga for demolition in India at 5.9 million \$, i.e. 536 \$ per ton.



*Victor Pleven*. Factory ship. 90 m in length, 2,413 t. French flag. Built in 1971 in Gdynia (Poland) by the Komuny Paryskie shipyards. In its time she was the largest fishing factory ship. It fished for cod up until the end of the cod fishing rights in 1992 in Newfoundland. Withdrawn from fishing service, she left its Port of registry Saint-Malo for Lorient where she became a museum « musée de la Grande Pêche ». In 2002 she was acquired by a group of municipalities from the Lorient region. In 2008, the cost of maintenance and refurbishing was considered too high. Sold for a symbolic 1€ sum to Galloo Recycling for demolition in the Van Heyghen shipyards Ghent (Belgium).



*Victor Pleven*, in Saint-Malo, September 1990.

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### Ro-Ro (passengers)

*Agdal (ex-Adele J, ex-Serenissima)*. Ro-Ro. 92 m in length, 2,048 t. Moroccan flag. Classification society, Bureau Veritas. Built in 1979 in Kiel (Germany) by Howaldtswerke DW. Owned by Compagnie Marocaine de Navigation. Detained in Genoa (Italy) in 1999 and in 2006. Sold for demolition to India at 710 \$ per ton.



*Dubai Islands (ex-Abudhabi Diamond, ex-Union Glory, ex-Maris, ex-Ville De Istanbul, ex-Medeur Quarto, ex-Katina, ex-Ville De Gabes)*. Ro-Ro. 100 m in length, 2,548 t. Saint-Vincent-and-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Emden (Germany) by Cassens. Owned by Emarat



Maritime LLC (United Arab Emirates). Detained in 2000 in Hong Kong (China) and in 2007 in Bandar Chahbahar (Iran). Sold for demolition to India.

*Lipa (ex-Baltic Enterprise)*. Ro-Ro merchandises. 137 m in length, 5,490 t. Croatian flag. Classification society, Croatian Register of Shipping. Built in 1973 in Rauma (Finland) by Rauma-Repola Oy. Owned by Losinjska Plovidba Brodarstvo (Croatia). Sold for demolition to India at 730 \$ per ton.

*Winco Elise (ex-NMT Elise, ex-Panevezys, ex-Kompozitor Musorgskiy)*. Ro-Ro. 125 m in length, 4,282 t. Liberian flag. Classification society, Bureau Veritas. Built in 1985 in Rostock (Germany, former GDR) by Neptun VEB. Owned by Bernard Schulte Shipmanagement (Germany). Detained in 2006 in Marseille (France) and in 2007 in Le Havre (France) on two occasions. Sold for demolition to India.



*Winco Silvia (ex-NMT Silvia, ex-Siauliai, ex-Kompozitor Borodin)*. Ro-Ro. 125 m in length, 4,282 t. Liberian flag. Classification society, Bureau Veritas. Built in 1985 in Rostock (Germany, former GDR) by Neptun VEB. Owned by Bernard Schulte Shipmanagement (Germany). Detained in 2006 in Marseille (France). Sold for demolition to India.



### General cargo

*Al Manara (ex-Saber I, ex-Senyar, ex-Asian Venture, ex-Madura, ex-Kris Madura, ex-Pongola)*. General cargo. 95 m in length, 1,891 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in Durban (South Africa) in 1969 by Barens. Engine broken down and laid up since February 2006. Owned by Bahar SJ (United Arab Emirates). Sold and towed for demolition to India.



*Cape Canso (ex-Aimee Lykes)*. General cargo. 150 m in length, 5,876 m. American flag. Unknown classification society. Built in Avondale (United States) by Avondale Shipbuilders. Sold for demolition in the United States she leaves the James River Reserve Fleet (Virginia) for the Esco Marine shipyard of Brownsville (Texas).



*Guhi Mas (ex-Gisoon, ex-Pegaso, ex-Victoria del Mar)*. General cargo. 86 m in length, 1,175 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in Bilbao (Spain) in 1978 by Axpe. Owned by Tempuran Emas (Indonesia). Detained in Singapore in 2000 and in 2002. Sold as is in China for demolition in Bangladesh at 650 \$ per ton.



*Gulf Merchant*. General cargo. 150 m in length, 5,842 t. American flag. Classification society, American Bureau of Shipping. Built in Avondale (United States) in 1965 by Avondale Shipyards. Owned by United States Maritime Administration. Sold for demolition in The United States to the Esco Marine shipyards of Brownsville (Texas). Sold for 476,726 \$, i.e. 82 \$ per ton.

*Iran Nabuvat (ex-Arya Shahab)*. General cargo. 166 m in length, 8,156 t. Iranian flag. Classification society, Germanischer Lloyd. Built in Oppama (Japan) in 1977 by Sumitomo. Owned by Iran Shipping Lines (Iran). Sold for demolition to India at 665 \$ per ton.

*Jin Run (ex-Da Sha Ping, ex-Tarpon Seaway)*. General cargo. 151 m in length, 4,920 t. Panama flag. Unknown classification society. Built in Bremerhaven (Germany) by Weser Seebeck. Owned by Hengfa Shipping (China). Sold as is in Hong Kong for demolition in India at 625 \$ per ton.



*Nitro*. General cargo. 156 m in length, 9,050 t. American flag. Decommissioned from the American Navy registry on August 14th 1995. Built in Sparrows Point (United States) by Bethlehem Shipping Yard. Former American Navy vessel used as an ammunition supply ship. Owned by US Maritime Administration. Sold for demolition in The United States, she leaves the James River Reserve Fleet (Virginia) for the Esco Marine shipyards of Brownsville (Texas). Sold for 446,726 \$, i.e. 49 \$ per ton.





*Nour* (ex-Kent Voyageur, ex-Daishowa Voyageur, ex-Reed Voyageur). General cargo. 149 m in length. Barbados flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Sailki (Japan) by Usuki Tekkosho. Owned by Samin Shipping (Syria). Sold for demolition to India.

*Victoria 500* (ex-Defiant T, ex-Essco Spirit, ex-Hateg). General cargo. 130 m in length, 3,601 t. Panama flag. Classification society, Bulgarski Koraben Registar. Built in 1979 in Braila (Romania) by Braila Santierul Naval. Owned by Al Werka General Trading LLC (United Arab Emirates). Detained in 1999-2000 in Antwerp (Belgium) for 571 days and in 2003 in Canada in Sorel, Quebec and Dartmouth. Sold for demolition to India.



#### Cattle carrier

*Al Rayan* (ex-Rafan, ex-Emirates I, ex-Burg Alarab I, ex-Perla, ex-Al Salam II, ex-La Perla I, Ex-Spalla, ex-Pallas). Cattle carrier. 64 m in length, 650 t. Panama flag. Unknown classification society. Built in 1960 in Westerbroek (The Netherlands) by Smit EJ. Owned by Fadhel Ma (United Arab Emirates). Sold for demolition to India.



#### Container ship

*Al-Wattyah*. Container ship. 183 m in length, 8,483 t. Koweiti flag. Classification society, Lloyds Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co. Detained in 2008 in Bandar Abbas (Iran). Sold for demolition to India at 780 \$ per ton.

*Glory D* (ex-Hanoi Glory, ex-Hanjin Jakarta, ex-Chon Suk). Container ship. 153 m in length, 5,519 t. Panama flag. Classification society, Korean Register of Shipping. Built in 1978 in Yokkaichi (Japan) by Mie. Owned by Goldenport Shipmanagement (Greece). Detained in Hong Kong in 2001, 2004 and 2005 and in Ningbo (China) in 2008. Sold for demolition to Bangladesh.



*H Reliance* (ex-MSC Koala, ex-MSC Insa, ex-Maersk Tacoma, ex-North Sea, ex-Elbe Maru). Container ship. 269 m in length, 24,400 t. Panama flag. Classification society, Germanischer Lloyd. Built in 1972 in Tamano (Japan) by Mitsui Shipbuilders. Owned by MSC Shipping Co (Switzerland). Detained in Port Botany (Australia) in 2000, in Baltimore (United States) in 2002, in Fremantle (Australia) in 2003 and in Melbourne (Australia) in 2006. Sold for demolition to India at \$ 560 per ton.



*Katerina R* (ex-Kalita, ex-Rebecca 1, ex-Ma'reb, ex-Alfama, ex-Meike, ex-Delta). Container ship. 81 m in length, 1,173 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Class withdrawn in Bureau Veritas in November 2007. Built in 1978 in Leer (Germany) by Martin Jansen GmbH. Detained in Dordrecht (The Netherlands) in 2002, in Leixoes (Portugal) in 2005 and in Bushire (Iran) in 2007. Sold for demolition to India.



*Kota Indah* (ex-Elisa Dio, ex-Raimol, ex-Raimu). Container ship. 173 m in length, 8,000 t. Singapore flag. Classification society, Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by AG Weser Seebeck. Owned by Pacific International Lines (Singapore). Sold for demolition to Bangladesh at 750 \$ per ton.



*Kota Mulia* (ex-Sinar Nias, ex-Maersk Claudine, ex-Maersk Mango). Container ship. 128 m in length, 4,512 t. Singapore flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Akitsu (Japan) by Taihei. Owned by Pacific International Lines (Singapore). Sold for demolition to Bangladesh at 750 \$ per ton.

*Maersk Barcelona* (ex-Axel Maersk, ex-Anna Maersk). Container ship. 239 m in length, 15,367 t. Bahamas flag. Classification society, Nippon Kaiji Kyokai. Built in 1975 in Steinwerder (Germany) by Blohm & Voss. Owned by KGAL and V Ships (Germany). Detained in 2004 in Aarhus (Denemark). In September 2005, the vessel was ordered to proceed to Brest after being caught with a record 61 km (38 miles) oil slick in her wake



off the Coast of Brittany ; she was sanctioned by a 800,000 € fine. The inspectors from the vessel security center revealed a lack of care for the oily waters treatment installation. Sold as is in Italy for demolition in India at 675 \$ per ton.

*Maersk Brisbane* (ex- *Anders Maersk*, ex-*Arthur Maersk*). Container ship. 239 m in length, 15,637 t. Bahamas flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Steinwerder (Germany) by Blohm & Voss. Jumboised in 1978, and again in 1983. Owned by KGAL and V Ships (Germany). Sold for demolition to India at 670 \$ per ton.



*MSC Alice* (ex-*OOCL Explorer*, ex-*Oriental Explorer*, ex-*Seapac Princeton*, ex-*Oriental Statesman*). Container ship. 252 m in length. Panama flag. Classification society, American Bureau of Shipping. Built in 1976 in La Seyne (France) by Chantiers de la Méditerranée. Jumboised in 1982 by Hyundai Shipyards (Korea). Owned by MSC Shipping Co (Switzerland). Detained in Fremantle (Australia) in 2000, 2003 and 2005, in Hamburg (Germany) in 2003, in Port Botany (Australia) in 2004 and in Le Havre (France) and finally in Barcelona (Spain) in 2007. Sold for demolition to India at \$ 560 per ton.



*Provider* (ex-*Provide*, ex-*Nyk Provider*, ex-*P&O Nedlloyd Otago*, ex-*Provider*, ex-*Nyk Providence*, ex-*Neptune Rhodonite*, ex-*Hira II*). Container ship. 243 m in length. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in Kobe (Japan) by Mitsubishi Heavy Industries. Jumboised in 1985. Owned by NYK Shipmanagement (Singapore). Detained in Auckland (New Zealand) in 2003 and in 2007. Sold for demolition to China at 570 \$ per ton.



*Red Sea* (ex-*Zim Novorossiysk*, ex-*Gulf Glory*, ex-*Penang Glory*, ex-*Hanjin Kunsan*, ex-*Ever Valiant*). Container ship. 186 m in length, 8,395 t. Maltese flag. Classification society, Nippon Kaiji Kyokai. Built in 1977 in Nagasaki (Japan) by Hayashikane. Owned by Ofer Ships Holding (Israel). Sold for demolition to Bangladesh at 781 \$ per ton.



*Upstream* (ex-*CMA CGM Tage*, ex-*Fort Desaix*). Container ship. 214 m in length, 16,016 t. United Kingdom flag. Classification society, Bureau Veritas. Built in 1980 in Saint-Nazaire (France) by Atlantique Shipyards. Owned by CMA CGM (France). Sold for demolition to India at 690 \$ per ton.



*CMA CGM Tage*, Saint Lawrence River, February 2005

© Marc Piché

*Vina* (ex-*Vinashin Pacific*, ex-*Nasico River*, ex-*Phu Xuan*, ex-*Sea Captain*, ex-*Golden Wing 1*, ex-*Bolshevik M. Tomas*). Container ship. 174 m in length, 9,020 t. Vietnamese flag. Classification society, Bureau Veritas. Built in 1985 in Warnemuende (Germany) by Warnowwerft. Owned by Vinashin Ocean Shipping Co (Vietnam). Sold for demolition to Bangladesh.



## Bulk carrier

*Little Angels* (ex-*Himeshima*, ex-*Himeshima Maru*). Bulk carrier. 145 m in length, 5,631 t. Classification society, China Corporation Register of Shipping. Built in 1980 in Imabari (Japan) by Imabari Zozen KK. Owned by TMT (Taiwan). Detained in Yeosu (Korea) in 2001, in Kwangyang (Korea) in 2002, in Moji (Japan) 2003, and in Kwangyang (Korea) in 2004 and finally in Rizhao (China) in 2007. Sold for demolition to Bangladesh at 740 \$ per ton.



*Long Wang* (ex-*Verbier*, ex-*Amore*, ex-*Gaacia de Resende*, ex-*Rio Zambeze*). Bulk carrier. 198 m in length. Cambodian flag. Classification society, Union Bureau of Shipping. Built in 1971 in Szczecin (Poland) by A. Warskiego. Owned by Fujian Guanghai Shipping Co Ltd (China). Sold for demolition to Bangladesh at 695 \$ per ton.



*Zabaykalsk*. Bulk carrier. 123 m in length, 3,299 t. Russian flag. Classification society Russian Maritime Register of Shipping (Russia). Wood carrier built in 1967 in Gdansk (Poland) by Lenine Shipyards. Owned by Sakhaline Shipping Co. Sold for demolition to Bangladesh at 680 \$ per ton.

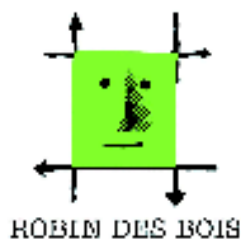


## Sources

*Agence Européenne de Sécurité Maritime ; American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Cotzias ; Det Norske Veritas ; Equasis ; Exim India ; Ferry Site (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Harbours.net ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Miramar Ship Index ; NavSource ; Optima Shipbrokers ; Ouest-France ; Robin des Bois sources personnelles et archives ; Russian Maritime Register of Shipping ; Shipspotting ; Simplon Postcards ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration.*

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## Ship-breaking.com



**Golden Lucy**, towed as is from Lagos, Nigeria to Alang, India.

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From January 1st, to June 6th, 158 ships left for the demolition. **53 (34 %) have been previously detained in harbours worldwide. 61 (39%) were classified by a non IACS society (International Association of Classification Societies). 43 (27%) were under European flag or had owners from the European Union or the European Free Trade Association (EFTA). 69 (44%) have been built in the European Union or Norway. The age of these end-of-life ships ranges between 21 et 64 ; the average age is 34 years. 81 vessels were less than 150 m in length, 43 between 150 and 199 m and 34 between 200 and 373 m. the total scrapping will amount to nearly 1.1 million tons of metals.** Bangladesh come back on the market led to an increase of bid price as far as over 700 \$ per ton. Bangladesh has then received the most part of vessels to be dismantled 71 (45%), before India 56 (36 %), the United States 17 (11%) and Pakistan, 9 (5 %). Vessels initially sold for demolition in Pakistan have been resold to Bangladeshi yards.

The United States Maritime Administration (U.S. MARAD) resumed its reserve fleet dismantling scheme (Cf. [Shipbreaking # 10](#)) ; 17 vessel have thus left Beaumont (Texas) and James River (Virginia) to be scrapped in the Texan ship-breaking yards. North American Ship Recycling (NASR), ex-Bethlehem shipyard went bankrupt in October 2007 and could not respect its contracts with the US MARAD. US Navy vessels have been sold between 1 \$ and 100 \$ per ton. These arrangements are said to enable the ship-breaking yards not to loose money while implementing the sanitary and environmental United States guidelines.

The *Oceanic's* fate (*ex-Independence, ex-Oceanic Independence*) is dim at the time of writing. The last cruise ship built in the United States (in 1950) and having sailed under the United States flag has been laid up since 2001. She was bought in 2003 by Norwegian Cruise Line, her new owner never had her sailed and the *Oceanic* has blighted in some harbours around San Francisco Bay. Instead of hazy projects relating to repairing in Dubai or cruising bound for Hawaii, *Oceanic* seems to be promised to the fate of another NCL ship, the *Blue Lady, ex-Norway, ex-France*, in a word the demolition in India. The *Oceanic* left San Francisco in tow for an unknown destination in late February. The cash buyer Global






Marketing Systems (GMS), which acts as middleman between owners and ship-breaking yards could have come within the provisions of the United States law and the Environmental Protection Agency (EPA) would have issued a federal complaint for illegal export of materials containing PCB aboard the Oceanic. **In 1997, her sistership, the *Constitution*, sunk near Hawaii while she was towed to Asia for demolition.**

In the meantime, the two tankers *Asphalt Commander* and *Seabulk Power* and the general cargo carrier *Wilson*, all sailing under the United States flag, have been sold to Asian ship-breaking yards without administrative complications and an extraction of hazardous materials limited to the usual « grooming ».

Among the 158 ships to be demolished from January 1<sup>st</sup>, to June 6<sup>th</sup>, 2007, 72 (i.e. 46%) were tankers (oil tankers, chemical tanker, gas carriers). Taking profit from the ship-breaking yards' bid, the owners and the brokers sold large-sized vessels among which the four single hull VLCC (Very Large Crude Carrier) *B Elephant*, *C Elephant*, *Apollo Sun* et *Caribbean Blue*, all bound for Bangladesh.

The *Muadi*, another single hull tanker was also put on the demolition market early this year. Built in 1972, she was converted into a Floating Production, Storage and Offloading unit in 1982. She was anchored off Congo by her owner, the French company Perenco. Through his press release on May 9<sup>th</sup>, 2008, « [Europe is exporting wastes to Bangladesh](#) », Robin des Bois has grieved over that a European owner entrust Bangladesh with the demolition of such a polluted equipment ; as a matter of fact, the *Muadi*, given her built date and her duty, should contain high quantities of asbestos and PCB materials, along with sludges and gases in her piping and tanks.

After the tankers, with 33 ships (i.e. 21%), the category of general cargo carriers reaches second among ships to be demolished, followed by the reefers, 21 ships (i.e. 13%) compared to 12 ships for the whole past year. Bangladesh was also the grave for two large container ships built in France, the *Maersk Constantia* by Ateliers et Chantiers de La Ciotat and the *Wilmington* by Chantiers de l'Atlantique in Saint-Nazaire.

	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).
	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.

## Tanker

**Specific risks and wastes during the demolition** : explosions, oil spills, sludges, scales.

*Adonis* (ex-*Aikaterini*, ex-*Atlantic Conqueror*, ex-*Courageous Colocotronis*, ex-*St Petri*). Tanker. 250 m in length, 17,994 t. United States flag. Classification society, American Bureau of Shipping. Built in Bremerhaven (Germany) by AG Weser Seeback. Owned by the U.S. Maritime Administration. Sold for demolition in the United States, she leaves the Beaumont reserve fleet (Texas) for the All Stars Metals shipyards of Brownsville (Texas). 1,151,727 US \$, that is to say 64 \$ per ton.



*Agios Isidoros (ex-Chemical Rubi)*. Tanker. 104 m in length, 1,730 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Polski Regestr Stakow. Built in 1971 in Sovik (Norway) by Soviknes Verft. Owned by Medship Navigation (Greece). Former chemical tanker used as bunker tanker for the fishing fleets off Morocco and Mauritania. Detained in 1997 in Rotterdam (The Netherlands), in 1998 in Lisbon (Portugal), in 2005 in Leghorn (Italy) and Las Palmas (Spain). On the list of ships banned from European harbours by the EU directive 95/21/EC on Port State Control. Sold for demolition in India at 615 \$ per ton.



**Agios Isidoros**, Las Palmas, February 2006

© Patalavaca - Shipspotting

*Al Zahra (ex-Al Ain, ex-Dubai Pearl), ex-Asphalt 1, ex-Alyamama, ex-Arabian Princess, ex-Fatima, ex-Asuzan Maru n°1)*. Tanker. 68 m In length, 618 t. Jordanian flag. Classification society, Hellenic Register of Shipping. Built in 1983 in Kochi (Japan) by Kochi Jyuko KK. Used as bitumen tanker. Detained in Iran in 2005 in Bushire and in 2007 and 2008 in Bandar Abbas. Sold for demolition in Pakistan.



*Ali I (ex-Ali, ex-Mencey)*. Tanker. 89 m in length. Panamanian flag. Unknown classification society. Built in 1972 in Palma de Majorca (Spain) by Astilleros de Mallorca SA. Owned by Raghda Shipping (United Arab Emirates). Sold for demolition in Pakistan.



*Apollo Sun (ex-Idemitsu Maru)*. Tanker. 322 m in length, 35,792 t. Built in 1985 in Kure (Japan) by Ishikawajima Harima. Panamanian flag. Classification society, Nippon Kaiji Kyokai. Owned by Marianna Shipping (Saint-Vincent-and-the-Grenadines). Sold as is in Japan for demolition in Bangladesh at 710 \$ per ton.

*Aquarius (ex-Linkuva)*. Tanker. 115 m in length, 3,050 t. Belize flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola Oy. Owned by Aquaship (Latvia). Detained in 2000 in Bremerhaven (Germany). Sold for demolition in Bangladesh at 735 \$ per ton.



*Asphalt Commander (ex-Falcon Champion)*. Tanker, converted into bitumen tanker in 1996. 203 m in length, 9,355 t. United States flag. Classification society, American Bureau of Shipping. Built in 1984 in Bath (United Kingdom) by Bath IW. Owned by Sargeant Marine (United States). Detained in 2001 in New Plymouth (New Zealand). Sold for demolition in Bangladesh.



*Atlantida (ex-Canadian Liberty, ex-Columbia Liberty)*. Tanker. 243 m in length, 15,658 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1980 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Tsakos Shipping (Greece). Sold as is in Singapore. Destination of demolition unknown at 501 \$ per ton.



*B Elephant (ex-VL Flawless, ex-Kasagisan Maru, ex-Kashimasan Maru)*. Tanker. 322 m in length, 30,950 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1986 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in Bangladesh including 1,100 t of bunker at 715 \$ per ton.

*B.P.P. 24 (ex-Suwarnabhumi, ex- Suvarnabhumi)*. Tanker. 106 m in length, 1,460 t. Thai flag. Classification society, Lloyd's Register of Shipping ; class withdrawn in 2005. Built in 1969 in Dundee (United Kingdom) by Robb Caledon. Owned by Thai Oil Marine CO Ltd. Sold for demolition in Bangladesh.



*Barents Wind (ex-Aiet, ex-Poti, ex-Northern Tiger, ex-Iver Taurus)*. Tanker. 154 m in length, 6,021 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Shimonoseki (Japan) by Hayashikane SB. Owned by Eastwind Shipmanagement (Singapore). Sold for demolition in Bangladesh at 740 \$ per ton.

*Beaufort Wind (ex-Nikalas, ex- Pirosmani, ex-Khudoznik Pirosmanashvili, ex-Northern Lynx, ex-Iver Libra)*. Tanker. 154 m in length. Liberian flag. Classification society, Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Sold for demolition in Bangladesh.

*Bering Wind (ex-King George, ex-Batumi, ex-Kriti Rock, ex-Cape Thistle)*. Tanker. 176 m in length, 7,351 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Owned by Eastwind Shipmanagement (Singapore). Detained in 2000 in Hong Kong (China) and in 2006 in Hamburg (Germany). Sold for demolition in Bangladesh at 620 \$ per ton.



*Biba Zigi (ex-Hounslow II, ex-Pan Oil 7, ex-Gemilang I, ex-Matsuyama Maru n° 12)*. Tanker. 95 m in length, 1,633 t. Sierra Leone flag. Classification society, Biro Klasifikasi Indonesia. Built in 1974 in Kochi (Japan) by Kochi Jyuoko. Sold for demolition in Pakistan.



*C Elephant (ex-VL Neptune, ex-Cosmo Neptune)*. Tanker. Liberian flag. Classification society, Nippon Kaiji Kyokai. 319 m in length, 31,528 t. Built in 1987 in Kure (Japan) by Ishikawajima-Harima. Owned by V Ships Asia (Singapore). Sold for demolition in Bangladesh at 750 \$ per ton.

*C.P. 31 (ex-Kinryu Maru)*. Tanker. 91 m in length, 1,354 t. Thai flag. No classification society, according to the last port state inspection in Singapore on March 15th, 2007. Built in 1976 in Shimizu (Japan) by Kanasashi. Owned by CP Co Ltd (Thailand). Sold for demolition in Bangladesh at 480 \$ per ton.



*Captain Takis (ex-Anahuac, ex-Penhors)*. Tanker. 178 m in length, 8,264 t. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1986 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Aegean Shipping Management (Greece). Detained in 2003 in Amsterdam (The Netherlands) and in 2007 in Novorossiysk (Russia). Sold for demolition in Bangladesh at 750 \$ per ton.



*Caribbean Blue (ex-FSU Covenas, ex-Jarmada)*. Tanker. 373 m in length, 57,000 t. Liberian flag, Classification society, Det Norske Veritas. Built in 1975 in Tsu (Japan) by Nippon Kokan. Converted into a Floating Production Storage unit. Owned by Tanker Pacific Management (Singapore). Sold and towed for demolition in Bangladesh at 540 \$ per ton.

*Carmelia (ex-Monte Rosso, ex-Kriti Emerald, ex-Histria Emerald, ex-Arctica I, ex-Arctica, ex-Tomis Providence, ex-Prahova)*. Tanker. 228 m in length, 20,760 t. Maltese flag. Classification society, Det Norske Veritas. Built in 1987 in Constanza (Romania). Owned by Jacob Shipmanagement (Germany). Detained in 2005 in Gibraltar (United Kingdom) and in 2007 in Novorossiysk (Russia). Sold for demolition in Bangladesh at 663 \$ per ton.



*Dubulti*. Tanker. 178 m in length, 8,680 t. Maltese flag. Classification society, Bureau Veritas. Built in 1982 in Kherson (Ukraine) by Khersonskiy SZ. Owned by LSC Shipmanagement (Latvia). Detained in 2003 in Nakhodka (Russia) and in 2008 in Pusan (South Korea). Sold for demolition in Bangladesh at 705 \$ per ton.



*Ebro (ex-Saint Vassilios, ex-Castillo de Ricote)*. Tanker. 224 m in length, 13,637 t. Panamanian flag. Unknown classification society. Built in 1981 in Puerto Real (Spain) by AESA. Owned by Naviera Petrocost (Cuba). Sold as is in La Habana (Cuba) for demolition in Bangladesh at 580 \$ per ton.



*Eka Samudra (ex-los Kesuma)*. Tanker. 86 m in length, 1,106 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1982 in Higashino (Japan) by Matsuura Tekko. Owned by Humpuss Intermoda (Indonesia). Sold for demolition in Bangladesh.



*FPSO Jamestown (ex-S/R Jamestown, ex-Exxon Jamestown, ex-Esso Jamestown)*. Tanker converted in 1995 into a Floating Production Storage and Offloading unit and used off Ghana. 209 m in length. Vanuatuan flag. Unknown classification society. Built in 1957 in Newport News (United States) by Northrop Grumman. Owned by Alliance Marine Services (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh at 475 \$ per ton. Her delivery to Bangladesh is expected only in mid-summer.



© Alliance Marine Services



*Gazelle (ex-Athos I, ex-Stella Mar, ex-Bright Oak, ex-Caribbean Sprout II, ex-Charter Oak)*. Tanker. 228 m in length, 12,735 t. Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1983 in Onomichi (Japan) by Onomichi Zosen KK. Owned by Golden Crown Shipping (United Arab Emirates). Detained in 2004 in Yeosu (South Korea). Sold for demolition in Bangladesh at 735 \$ per ton.



*Heng Le (ex-Taiko, ex-Taiko Maru, ex-Iyotoku Maru)*. Tanker. 76 m in length, 867 t. Tuvalu flag. Classification society, China Classification Society. Built in 1980 in Hakata (Japan) by Hakata Zosen. Owned by Sanyang Marine (Singapore). Sold for demolition in Bangladesh.

*Higher Fidelity (ex-High Fidelity, ex-Fidelity, ex-Beatrice, ex-Vivita, ex-Morning Light, ex-Viking Lady)*. Tanker. 207 m in length, 11,982 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Horten (Norway) by Horten Verft. Owned by China Chance Shipping Ltd (Hong Kong, China). Detained in 2001 in Trieste (Italy). Sold as is in Singapore for demolition in Bangladesh at 672 \$ per ton.



*HL Moogal (ex-Moogal, ex-Ocean Blue, ex-Bos Victory, ex-Chloe V, ex-Matsuyama Maru n°18)*. Tanker. 96 m in length. Singapore flag. Classification society, Bureau Veritas. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Hong Lam Marine (Singapore). Detained in 1999 in Barbers Point (Hawaii, United States). Sold for demolition in Bangladesh.

*Katie (ex-Kalinigradskiy Neftyanik)*. Tanker. 115 m in length, 3,050 t. Liberian flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma-Repola Oy. Owned by Aquaship (Latvia). Detained in 2004 in Las Palmas (Spain). Sold for demolition in Bangladesh at 735 \$ per ton.





*Keefan (ex-Hoylake, ex-Umm Al Roos)*. Tanker. 241 m in length, 16,046 t. Kuwait flag. Classification society, Det Norske Veritas. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Kuwait Oil Tanker Co. Sold as is in Kuwait for demolition in Bangladesh at 675 \$ per ton.

*Muadi (ex-Beatrix Voyager, ex-Chevron Zenith, ex-Afran Zenith, ex-La Nina)*. Tanker converted into a floating storage unit in 1982 and used off Congo. 268 m in length, 21,354 t. Liberian flag. Unknown classification society. Built in 1972 in El Ferrol (Spain) by Astano. Owned by Perenco (France). Sold as is in Pointe-Noire (Congo) for demolition in Bangladesh at 585 \$ per ton. Her delivery to Bangladesh is expected only in mid-summer.



*Nand Smiti*. Tanker. 108 m in length, 2,430 t. Indian flag. Classification society, Indian Register of Shipping. Built in 1982 in Ulsan (South Korea) by Dong Hae. Owned by Essar Shipping (India). Sold as is in Vizag (India) for demolition in Bangladesh.

*Ocean Leo (ex-Missouri, ex-Palm Monarch, ex-Universal Monarch)*. Tanker. 229 m in length, 14,401 t. Left the Tuvalu flag for the Mongolian flag for her last trip. Classification society, American Bureau of Shipping, but class withdrawn in July 2007 « at the owner's request ». Built in 1979 in Chiba (Japan) by Mitsui. Owned by Ocean Tankers LTD (Singapore). Sold as is in Singapore for demolition in Bangladesh at 710 \$ per ton.



*Ocean Star (ex-Seasalvia, ex-Sea Salvia, ex-Tamba Maru)*. Tanker. 247 m in length, 11,203 t. Tuvalu flag. Classification society, Nippon Kaiji Kyokai but class withdrawn in January 2007. Built in 1979 in Japan by Tsuneishi. Detained in 2000 in Ravenne (Italy). Sold for demolition in Bangladesh at 710 \$ per ton.



*Ollie (ex-Maramozza, ex-Agip Palermo)*. Tanker. 159 m in length, 7,118 t. Liberian flag. Classification society, American Bureau of Shipping. Built in 1983 in Genova (Italy) by Italcantieri. Owned by Makro Denizcilik (Turkey). Sold for demolition in Bangladesh at 710 \$ per ton.



*Pink I (ex-Red Azalea, ex-Archon I, ex-Camellia)*. Tanker. 172 m in length, 6,509 t. Sierra Leone flag. Unknown classification society. Built in 1976 in Onomichi (Japan) by Onomichi Zosen KK. Detained in 2003 in Mumbai (India) and in 2005 in Amsterdam (The Netherlands). Sold for demolition in Pakistan at 540 \$ per ton.



*Polar (ex-Lucky, ex-Pioneer, ex-New York, ex-Templar I, ex-Blueyed Lady, ex-Oltenia)*. Tanker. 302 m in length, 27,814 t. Flag Domenica. Classification society, Det Norske Veritas. Built in 1987 in Constanza (Romania) by Constanza Santierul Naval. Owned by New Shipping Ltd (Greece). Sold as is in Jeddah (Saudi Arabia) and towed for demolition in Pakistan at 655 \$ per ton.



*Provider (ex-Bedewi, ex-El Agami, ex-Pacific Viking, ex-Ryusho Maru)*. Tanker. 187 m in length, 8,300 t. Built in 1975 in Mihara (Japan) by Koyo. North Korean flag. Unknown classification society. Owned by Union Falcon Shipping (United Arab Emirates). Sold for demolition in Pakistan at 700 \$ per ton.



*Rainbow (ex-Tokai Maru n°13, ex-Shuko Maru, ex-Kashihara Maru n°1, ex-Sansei Maru, ex-Pulupandan)*. Tanker. 91 m in length, 1,170 t. Unknown flag. Classification society, Korea Classification Society. Built in 1965 in Hashihama (Japan) by Hashihama Zosen KK. Sold for demolition in Pakistan.



*Rana R 2 (ex-Ammala 4, ex-Newlyn, ex-Faiza)*. Tanker. 70 m in length, 550 t. Panamanian flag. Classification society, Korea Classification Society. Built in 1970 in Groningen (The Netherlands) by New Noord Nederlandse. Owned by Cyrus Shipping Services (United Arab Emirates). Detained in 2006 in Bushire (Iran). Sold for demolition in Pakistan.



*Ropazi (ex-Panteleymon Ponomarenko)*. Tanker. 151 m in length, 5,610 t. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1985 in Rijeka (Croatia, ex-Yugoslavia) by Brodogradiliste 3 Maj. Owned by Latvia Shipping Co (Latvia). Sold for demolition in Bangladesh at 750 \$ per ton.



*Sea Angel (ex-Spirit of Praslin, ex-Arce, ex-Taisei Maru)*. Tanker. 104 m in length, 2,100 t. Panamanian flag. Unknown classification society. Built in 1972 in Kochi (Japan) by Shin Yamamoto. Sold for demolition in India.



*Seabulk Power (ex-HMI Defender, ex-Willamette, ex-OMI Willamette, ex-Ogden Willamette)*. Tanker. 201 m in length, 8,390 t. United States flag. Classification society, American Bureau of Shipping. Built in 1969 in Sparrows Point (United States) by Bethlehem Shipyards. Owned by Seabulk Tankers (United States). Single hull tanker banned from transporting heavy fuel in European waters since 2005. Sold for demolition in India at 545 \$ per ton including bunker for the last trip.



*Seraya Baru (ex-Asean Progress, ex-Progresswind, ex-Wind Sunrise, ex-Balaki, ex-Balder Bergen, ex-Balder Horten)*. Tanker. 168 m in length. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1978 in Horten (Norway) by Horten Verft A/S. Owned by Raebin Mas (Indonésie). Single hull tanker banned from transporting heavy fuel in European waters since 2005. Sold for demolition in Bangladesh.



*Siam Xanxai (ex-Om III, ex-Neptra V, ex-Fumiwa Maru)*. Tanker. 76 m in length, 883 t. Thai flag. Unknown classification society. Built in 1976 in Hakata (Japan) by Hakata Zosen KK. Owned by Siam Mongkol Marine (Thailand). Sold for demolition in Bangladesh.



*United Sunrise (ex-OT Sunrise, ex-Barbara Brovig)*. Tanker. 207 m in length, 10,971 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1982 in Horten (Norway) by Horten Verft. Owned by Marine Management Services MC (Greece). Sold for demolition in Bangladesh.



**United Sunrise**

© Vladimir Knyaz

*Vachira*. Tanker. 94 m in length. Thai flag. Unknown classification society. Built in 1972. Owned by Petroline Co. Ltd. (Thailand). Sold for demolition in Bangladesh.



*W.S. Challenger (ex-Emerald, ex-TN Emerald, ex-Karibu, ex-Apamate, ex-Intermar Trader)*. Tanker. 194 m in length, 10,556 t. Maltese flag. Classification society, Bureau Veritas. Built in 1982 in Split (Croatia, ex-Yugoslavia) by Brodosplit. Owned by Warm Seas Development (United Arab Emirates). Detained in 1998 in La Coruña (Spain), in 2001 in Boston (United States), in 2003 in Amsterdam (The Netherlands) and in 2005 in Bandar Abbas (Iran). Single hull tanker banned from transporting heavy fuel in European waters since 2005. Sold for demolition in Bangladesh or in Pakistan depending on the sources of information at 600 \$ per ton.



*Warbah (ex-Helsby, ex-Umm Ruwaisat)*. Tanker. 241 m in length, 16,074 t. Kuwait flag. Unknown classification society. Built in 1982 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Kuwait Tanker Co (Koweit). Single hull tanker banned from transporting heavy fuel in European waters since 2005. Sold as is in Kuwait for demolition in Bangladesh at 675 \$ per ton.



*Waset Star (ex-Marshal Vasilevskiy)*. Tanker. 242 m in length, 16,500 t. Panamanian flag. Classification society, Russian Maritime Register of Shipping. Built in 1982 in Kerch (ex-Soviet Union) by Zaliv Shipyards. Owned by Emirates Shipping Co Ltd (United Arab Emirates). On the demolition market for months. After several aborted sales in Pakistan, she is eventually sold as is in Sharjah (United Arab Emirates) for demolition in Bangladesh.

*Zeal (ex-Petrobulk Rascal, ex-Eulota, ex-Liana, ex-Balder Carrara)*. Tanker. 170 m in length, 6,883 t. Cyprus flag. Classification society, Lloyd's Register of Shipping. Built in 1983 in Marina di Carrara (Italy) by Nuovi Apuania. Owned by World Tankers Management (Singapore). Sold for demolition in Bangladesh at 725 \$ per ton.



### Chemical tanker

**Specific risks and wastes during the demolition** : burns, intoxications, explosions, enhanced natural radioactivity for phosphoric acid carriers, scales, sludges.

*Baby (ex-Badr, ex-Bador, ex-Bakri Panam, ex-Alchemist Tokyo, ex-Golden Oak)*. Chemical tanker. 116 m in length, 2,963 t. Indian flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Saiki (Japan) by Honda Heavy Industries. Sold for demolition in India.



*Blue Ice (ex-Tenerife, ex-Concorde, ex-Taro, ex-Mare Titanium, ex-Lotus, ex-Lobster, ex-Lobelia, ex-Deltauno, ex-Pass of Balmaha)*. Chimiquier. Longueur 97 m, 1.620 t. Pavillon Saint-Kitts-et-Nevis. Société de classification Russian Maritime Register of Shipping. Construit en 1975 à Hessle (Royaume-Uni) par Dunston. Propriétaire Interbunker Commercial Corp (Iles Canaries, Espagne). Détenu en 1999 et 2000 à Lisbonne (Portugal), en 2005 et 2006 à Santa Cruz de Tenerife (Iles Canaries, Espagne) et en 2008 à Las Palmas (Iles Canaries, Espagne). Vendu pour démolition en Inde.



*Bow 1 (ex-Bow Condor, ex-Bow Sea)*. Chemical tanker. 170 m in length, 8,973 t. Chilean flag. Classification society, Det Norske Veritas. Built in 1977 in Szczecin (Poland) by A. Warskiego. Owned by Odfjell y Vapores (Chili). Sold for demolition in India.



*Chem Astro (ex-Fair Astro, ex-Chem Runner, ex-Haejin Venus, ex-Chem Challenger, ex-Friends Forever, ex-Nova Progress)*. Chemical tanker. 104 m in length, 1,949 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Bureau Veritas. Built in 1978 in Usuki (Japan) by Minami-Nippon Zosen KK. Owned by Fairdeal Group (Greece). Sold for demolition in India.



*Chem Prince (ex-Multitank Armenia)*. Chemical tanker. 93 m in length, 1,799 t. Turkish flag. Classification society, Germanischer Lloyd. Built in 1981 in Hamburg (Germany) by JJ Sietas KG Schiffswerft GmbH &Co. Sold for demolition in India at 535 \$ per ton.



*Golden Lucy (ex-Golden Lucy I, ex-Oriental Canary, ex-Oriente Canary, ex-Keifu)*. Chemical tanker. 123 m in length, 3,564 t. Panamanian flag. Classification society, Nippon Kaiji Kyokai. Built in 1987 in Akitsu (Japan) by Taihei. Owned by Arion Shipping (Greece). Detained in 2002 in Gladstone (Australia). Laid up after an engine fire. Sold as is in Lagos (Nigeria) and towed for demolition in India. 168 \$ per ton.



*Hera (ex-Kera, ex-Luba, ex-Pugliola)*. Chemical tanker. 116 m in length, 2,288 t. Comorian flag. Excluded from the Russian Maritime Register of Shipping on september 16th, 2007 for non respect of the annual survey procedures. Built in 1976 in Viareggio (Italy)



by Benetti. Owned by Baltic

Shipmanagement Ltd (Latvia). Detained in 1998 in Kavala (Greece), in 2001 in Vlaardingen (The Netherlands), in 2004 in New Orleans (United States) and in 2006 in Lisbon (Portugal). Sold for demolition in India.

*MRC Coral (ex-Olar, ex-Solaro)*. Chemical tanker. 129 m in length, 2,696 t. Panamanian flag. Classification society, International Register of Ship. Built in 1978 in Viareggio (Italy) by Benetti. Owned by MRC Shipping (Turquie). Detained in 1998 in Liverpool (United Kingdom), in 2000 in Antwerpen (Belgium), Middlesbrough (United Kingdom) and Barcelona (Spain) and in 2006 in Bandar Abbas (Iran). Sold for demolition in India. 1.000 \$ per ton because of her stainless steel tanks.



*Stolt Hawk (ex-Stolt Inchon)*. Chemical tanker. 176 m in length, 11,573 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1978 in Pusan (South Korea) by Korea Shipbuilders. Owned by Stolt Nielsen Transportation (The Netherlands). Sold « en bloc » with *Stolt Tenacity* and *Stolt Osprey* for demolition in India.



*Stolt Heron (ex-Stolt Yusu)*. Chemical tanker. 176 m in length, 9,481 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1979 in Pusan (South Korea) by Korea Shipbuilders. Owned by Stolt Tankers BV (The Netherlands). Detained in 2007 in Brindisi (Italy). Sold for demolition in India at 550 \$ per ton.



*Stolt Osprey (ex-Stolt Busan)*. Chemical tanker. 176 m in length, 11,573 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1978 in Pusan (South Korea) by Korea Shipbuilders. Owned by Stolt Nielsen Transportation. (The Netherlands). Sold « en bloc » with *Stolt Tenacity* and *Stolt Hawk* for demolition in India.



*Stolt Tenacity*. Chemical tanker. 176 m in length, 11,573 t. Liberian flag. Classification society, Det Norske Veritas. Built in 1978 in Nantes-Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Stolt Nielsen Transportation. (The Netherlands). Sold « en bloc » with *Stolt Hawk* and *Stolt Osprey* for demolition in India.



## Gas carrier

**Specific risks and wastes during the demolition** : explosions, enhanced natural radioactivity (Cf. [Robin des Bois report](#) on the association's website in Dossiers-Radioactivité chapter gaz, pp 113)

*Berge Eagle (ex-Northern Eagle)*. Gas carrier. 229 m in length, 21,161 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1978 in Gdynia (Poland) by Komuny Parydkiej. Owned by BW Gas ASA (Norway). Sold as is in Singapore for demolition in Bangladesh at 535 \$ per ton.





*Berge Sword (ex-Excalibur, ex-Hoegh Sword)*. Gas carrier. 229 m in length, 21,504 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1976 in Gdynia (Poland) by Komuny Byydkiej. Owned by BW Gas (Norway). Used as a LPG floating storage unit off Brazil. Sold for demolition in Bangladesh at 690 \$ per ton.







*Clipper Victoria*. Gas carrier. 138 m in length, 5,443 t. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1976 in Chita (Japan) by Ishikawajima-Harima Heavy Industries. Owned by Solang ASA (Norway). Sold as is in Singapore for demolition in India at 650 \$ per ton.








*G. Pioneer (ex-Gas Prime, ex-Co-Op Sunshine)*. Gas carrier. 220 m in length, 20,166 t. Left the South Korean flag for the Mongolian flag for her last trip. Classification society, Nippon Kaiji Kyokai. Built in 1983 in Innoshima (Japan) by Hitachi. Owned by SK Shipping Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh at 690 \$ per ton.


*Gas Beauty* (ex-*Gas Al Kuwait*, ex-*Gas Queen*, ex-*Gas Al Kuwait I*). Gas carrier. 231 m in length, 20,327 t. Left the Panamanian flag for the Tuvalu flag for her last trip. Classification society, American Bureau of Shipping. Built in 1978 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Owned by Benelux Overseas (Greece). Sold for demolition in Bangladesh at 690 \$ per ton.  



*Gaz Horizon* (ex-*Isocardia*). Gas carrier. 210 m in length, 18,681 t. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Belfast (United Kingdom) by Harland and Wolf. Owned by Naftomar Shipping (Greece). Detained in 2000 in Galveston (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India at 490 \$ per ton.   

*Gaz Meridian* (ex-*Lilac Princess*, ex-*Tatsuta*, ex-*Tatsuta Maru*). 224 m in length, 16,926 t. Panamanian flag turned Mongolian for her last trip. Classification society, Bureau Veritas. Built in 1982 in Japan by Nippon Kohan. Owned by Naftomar Shipping & Trading (Greece). Sold as is in Fujairah for demolition in India at 552 \$ per ton. 

*Gaz Progress* (ex-*Mossovet*). Gas carrier. 234 m in length, 22,566 t. Panamanian flag turned Mongolian for her last trip. Classification society, Bureau Veritas. Built in 1979 in Marghera (Italy) by Breda. Owned by Naftomar Shipping (Greece). Detained in 2006 in Pyeongtaek (Korea). Sold as is in Dubai for demolition in Bangladesh at 685 \$ per ton.   



*Halcyon* (ex-*Happy Valley*, ex-*Gemini Gas*, ex-*South Sea*). Gas carrier. 89 m in length, 2,324 t. Thai flag. No classification society, according to the last port State inspection. Built in 1980 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by World Wide Transport Co Ltd (Thaïlande). Detained in 2007 in Zhangjiagang (China) and in 2008 in Yeosu (Korea). Sold for demolition in India at 695 \$ per ton.  



*Maharshi Vyas* (ex-*Hermod*, ex-*Garbeta*). Gas carrier. 166 m in length, 8,164 t. Indian flag. Classification society, Det Norske Veritas. Built in 1975 in Moss (Norway) by Moss Rosenberg. Owned by Varun Shipping Co Ltd (India). Sold as is in Dubai for demolition in India at 685 \$ per ton. 


*Mereb Gas* ((ex-*Kilgas Discovery*, ex-*Happy Falcon*, ex-*Sunny Baby*, ex-*Kings Star*). 71 m in length, 1,080 t. Erythrean flag. Unknown classification society. Built in 1965 in Ulsteinvik (Norway) by Kleven A/S. General cargo carrier converted into a LPG carrier in 1970. Owned by M Bahti (Erythrea). Sold for demolition in India.  

## Ferry – passenger ship

**Specific risks and wastes during the demolition** : asbestos, radioactive smoke detectors.

*Captain Zaman* (ex-*European Glory*, ex-*Ikaros*, ex-*Corsica Star*, Ex- *Nordek*, ex-*Kattegat*). Ferry. 87 m in length, 7,173 t. Turkish flag. Classification society, Turk Loydu. Built in 1961 in Horten (Norway) by Marinens Hoved. Owned by Diler Feribot Tasmaciligi (Turquie). Sold for demolition in India.  

*Da Vinci* (ex-*Finnjet*). Ferry. 212 m in length, 15,400 t. Bahamian flag. Classification society, Det Norske Veritas. Built in 1977 in Wartsila (Finland) by Wartsila Oy. Owned by Club Cruise Management (The Netherlands). Sold for demolition in India at 650 \$ per ton.  

*Jabal Ali 3* (ex-*Candia*, ex-*Central n°2*). Ferry. 129 m in length, 5,811 t. Flag Sierra Leone. Classification society, Hellenic Register of Shipping. Built in 1971 in Uruga (Japan) by Sumimoto. Owned by Naif Marine Services (United Arab Emirates). Sold for demolition in India at 505 \$ per ton. 

*Lucky Star* (ex-*Odysseus*, ex-*Aquamarine*, ex-*Marco Polo*, ex-*Princesa Isabel*). Passenger ship. 145 m in length, 6,686 t. Panamanian flag. Classification society, Bureau Veritas. Built in 1963 in Sestao (Spain) by Espanola. Owned by V Ships Leisure (Monaco). Sold for demolition in India.



*Oceanic* (ex-*Independence*, ex-*Oceanic Independence*, ex-*SS Independence*). Passenger ship. 208 m in length. United States flag. Unknown classification society. Built in 1950 in Quincy (United States) by Bethlehem Steel. Laid up in San Francisco after her owner American Hawaii Cruises went bankrupt ; sold to Norwegian Cruises Line in 2004, she never sailed again. In february 2008, she leaves San Francisco under tow for unspecified destination and future. For a ship of this age, laid up unmaintained for years, demolition in India seems the most probable.



**Oceanic**, San Francisco

© Shipspotting

*The Topaz* (ex-*Olympic*, ex-*Fiesta Marina*, ex-*Queen Anna Maria*, ex-*Empress of Britain*). Passenger ship. 195 m in length, 23,000 t. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1956 in Govan (United Kingdom) by Fairfield. Owned by Technical Marine Planning (Greece). Detained in 2003 in Naples (Italy). She temporarily stayed at the Yokohama terminal where she was unloaded of all equipments, before leaving for Singapore on april, 29th. Sold as is for demolition in India. US \$ 12 millions at 520 \$ per ton.



*Z Yuan* (ex-*Zhong Yuan*, ex-*Deledda*). Ferry. 131 m in length, 5,000 t. Saint-Kitts-and-Nevis flag. Classification society, International Register of Shipping. Built in 1978 in Castellammare di Stabia (Italy) by Italcantieri Spa. Owned by Pelmar Shipping & Engineering (India). Detained in 2008 in Hong Kong (China). Sold for demolition in Bangladesh at 595 \$ per ton.



### Roro

*Al Zaher II* (ex-*Capitaine Le Goff*, ex-*Admiral Carrier I*). Roro cargo. 91 m in length, 1,750 t. Comorian flag. Unknown classification society. Built in 1972 in Ulsteinvik (Norway) by Hatlo A/S. Owned by Baaboud Osa (Saudi Arabia). Sold for demolition in India.



*Bayamon* (ex-*Eric K Holzer*). Roro. 213 m in length, 11,264 t. United States flag. Classification society, American Bureau of Shipping. Built in 1970 in Chester (United States) by Sun Shipbuilding & Drydock Co. Owned by the U.S. Maritime Administration. Sold for demolition in the United States, she leaves the James River reserve fleet (Virginia) for the All Stars Metals shipyards in Brownsville (Texas). 12,221 \$ ... 1.10 \$ per ton.

*Glenn Braveheart* (ex-*Perseverance*, ex-*Lowland Lancer*, ex-*Sir Lancelot*). Roulrier. 126 m in length, 4,261 t. Panamanian flag turned Mongolian for her last trip. Classification society, Panama Register Corp. Built in 1964 in Govan (United Kingdom) by Fairfield. Ex Royal Navy vessel used as troop and material carrier during the Falkland Islands war. Sold in 1989 to a private owner, resold in 1992 to the Singapore navy and then in 2004 to Glenn Defense Marine Asia (Singapore). Detained in 2005 in Hong Kong (China). Sold as is in Singapore at 510 \$ per ton for demolition in Bangladesh where she arrives renamed « *Ark* » on March 12th.



*Hamad* (ex-*Doha Moon*, ex-*Akademik Millionshikov*). Roro. 119 m in length, 4,082 t. Qatari flag. Unknown classification society. Built in 1975 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Sold for demolition in India.



*Nebras 1* (ex-*Ihin II*, ex-*Ihin-II*, ex-*Koyo Maru n°21*). Roro. 82 m in length, 1.731 t. Sierra Leone flag. Classification society, Biro Klasifikasi Indonesia. Built in 1967 in Akitsu (Japan) by Akitsu Docks KK. Owned by Abdhul Khalik Alsabib (United Arab Emirates). Sold for demolition in India at 675 \$ per ton.



*San Diego* (ex-*Strofades II*, ex-*Veerhaven*, ex-*Bykhaven*, ex-*Tyne Progress*, ex-*Baltic Progress*). Roro. 137 m in length, 5,605 t. Saint-Kitts-and-Nevis flag. Classification society, Lloyd's Register of Shipping until January 2008; the class is then transferred to a non IACS classification society. Built in 1974 in Rauma (Finland) by Rauma Repola Oy. Owned by Transportacion Maritima (Mexico). Detained in 2004 in Hamburg (Germany). Sold for demolition in Bangladesh at 675 \$ per ton.



### General cargo

*Al Assadi* (ex-*Mehde*, ex-*Hibat Allah*, ex-*Weserland*, ex-*Eastland*, ex-*Easttal*, ex-*Oetzel*, ex-*Bulk Pioneer*, ex-*Ixia*, ex-*Garorm*, ex-*Irene*, ex-*Nicholas X*, ex-*Sagahorn*). General cargo. 74 m in length, 971 t. Panamanian flag. Classification society, Korea Classification Society. Built in 1964 in Budapest (Hungary) by Angyafold. Owned by Al Assadi (Iraq). Sold for demolition in India.



*Amir* (ex-*Ami M*, ex-*Amwage*, ex-*Tourbo*, ex-*Lima*, ex-*Sea Cloud*, ex-*Harburg I*, ex-*Harburg*). General cargo. 72 m in length, 1,128 t. Tonga flag. Unknown classification society. Built in 1967 in Hamburg (Germany) by Scheel & Johnk. Sold for demolition in India.



*Anton Buyukly*. General cargo. 104 m in length, 2,140 t. Cambodian flag. Classification society, Global Marine Bureau. Built in 1969 in Galati (Romania) by Galati Santierul Naval. Owned by Azia Shipping Holding Ltd (Russia). Detained in 2002 in Niigata (Japan) and Vladivostok (Russia) and in 2007 in Vostochny (Russia). Sold for demolition in Bangladesh.



*Asia Express 1* (ex-*Asia Express*, ex-*Hamlet Arabia*, ex-*Medcaribe I*, ex-*Algenib*, ex-*Pilbarra*, ex-*Hamlet Ariadne*). General cargo. 133 m in length, 5,430 t. Panamanian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1978 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Nortrans Shipping (Singapore). Detained in 2001 in Port-Klang (Malaysia) and Singapore. Sold for demolition in Bangladesh at 710 \$ per ton.



*Banner* (ex-*Export Banner*). General cargo. 150 m in length, 6,771 t. United States flag. Unknown classification society. Built in 1961 in San Diego (United States) by National Steel and Shipbuilding. Owned by the U.S. Maritime Administration. Sold for demolition in the United States, she leaves the Beaumont reserve fleet (Texas) for the Esco Marine shipyards, Brownsville (Texas). 532,726 \$, that is to say 78 \$ per ton.



*Buyer*. General cargo. 150 m in length, 6,871 t. United States flag. Unknown classification society. Built in 1960 in San Diego (United States) by National Steel & Shipbuilding. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Canaveral* and *Cape Catawba*, she leaves the Beaumont reserve fleet (Texas) for the International Shipbreaking Ltd shipyard, Brownsville (Texas) in May 2008. 173,297 \$ for the three vessels, that is to say 9.34 \$ per ton.



*Cape Canaveral (ex-Allison Lykes)*. General cargo. 150 m in length, 5,876 t. United States flag. Unknown classification society. Built in 1963 in Avondale (United States) by Avondale Shipyards. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Catawba* and *Buyer*, she leaves the James River reserve fleet (Virginia) for the International Shipbreaking Ltd shipyard, Brownsville (Texas) in April 2008. 173,297 \$ for the three vessels that is to say 9.34 \$ per ton.



*Cape Carthage (ex-Margaret Lykes)*. General cargo. 150 m in length, 5,876 t. United States flag. Unknown classification society. Built in 1963 in Avondale (United States) by Avondale Shipyards. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Catoche* and *Del Viento*, she leaves the James River reserve fleet (Virginia) for the Esco Marine shipyards, Brownsville (Texas) in April 2008. 1,136,106 \$ for the three vessels, that is to say 63 \$ per ton.



*Cape Catawba (ex-Mormaccape)*. General cargo. 148 m in length, 5,800 t. United States flag. Unknown classification society. Built in 1961 in Los Angeles (United States) by Todd Shipyard. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Canaveral* and *Buyer*, she leaves the James River reserve fleet (Virginia) for the International Shipbreaking Ltd shipyards, Brownsville (Texas) in May 2008. 173,297 \$ for the three vessels that is to say 9.34 \$ per ton.



*Cape Catoche (ex-Christopher Lykes)*. General cargo. 150 m in length, 5,876 t. United States flag. Unknown classification society. Built in 1962 in Avondale (United States) by Avondale Shipyards. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Carthage* and *Del Viento*, she leaves the James River reserve fleet (Virginia) for the Esco Marine shipyards, Brownsville (Texas) in April 2008. 1,136,106 \$ for the three vessels, that is to say 63 \$ per ton.



*Cape Charles (ex-Charlotte Lykes)*. General cargo. 150 m in length, 5,876 t. United States flag. Unknown classification society. Built in 1963 in Sparrows Point (United States) by Bethlehem Shipping Yard. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, her demolition contract and those of *Scan* and *Pride* are reattributed to Marine Metals (Texas) and the ship leaves the Beaumont reserve fleet (Texas) in February 2008. US \$ 1.4 million for the three ships, that is to say 80 \$ per ton.



*Choorattana-7 (ex-Lian Lestari 2, ex-Bonastar II, ex-Suiho, ex-Kozan n°1, ex-Hokusei Maru)*. General cargo. 88 m in length. Thai flag. No classification society according to the last port State inspection. Built in 1971 in Hakata (Japan) by Watanabe Zosen. Owned by Chaboon Co.Ltd (Thailand). Detained in 2000 in Singapore, in 2005 and in 2007 in Dongnai (Vietnam). Sold for demolition in Bangladesh.



*Daka (ex-Gry Maritha, ex-Irma la Douce, ex-South Coast, ex-Gulf Princess, ex-Josefine)*. General cargo. 57 m in length, 500 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1971 in Harlingen (The Netherlands) by Harlingen S&R. Detained in Vlissingen (The Netherlands) in 2004 and in 2005. Sold for demolition in Pakistan.



*Del Valle (ex-Delta Uruguay)*. General cargo. 159 m in length, 6,246 t. United States flag. Classification society, American Bureau of Shipping. Built in 1968 in Pascagoula (United States) by Ingalls Shipbuilding. Owned by the U.S. Maritime Administration. Sold for demolition in the United States, she



leaves the Beaumont reserve fleet (Texas) for the Esco Marine shipyards, Brownsville (Texas). 62,726 \$, that is to say 10 \$ per ton.

*Del Viento (ex-Delta Mexico)*. General cargo. 159 m in length, 6,246 t. United States flag. Classification society, American Bureau of Shipping. Built in 1968 in Pascagoula (United States) by Ingalls Shipbuilding. Owned by the U.S. Maritime Administration. Sold for demolition in the United States with *Cape Carthage* and *Cape Catoche*, she leaves the Beaumont reserve fleet (Texas) for the Esco Marine shipyards, Brownsville (Texas) in april 2008. US \$ 1,136,106 for the three ships, that is to say 63 \$ per ton.

*Golden Gemini (ex- Zarnesti)*. General cargo. 106 m in length, 2,033 t. Panamanian flag. Classification society, International Register of Shipping. Built in 1983 in Braila (Romania) by Braila SN. Owned by Romanian Maritime (Romania). Detained in 1998 in Eleusis (Greece), in 2003 in Bandar Abbas (Iran), in 2004 in Constanza (Romania), en 2006 in Bandar Abbas (Iran) and in 2007 in Koper (Slovenia). Sold for demolition in India.



*Gornyak*. General cargo. 123 m in length, 1,988 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1970 in Navashino (Russia ex-Soviet Union) by Navashinskiy Oka. Owned by Arctic Shipping (Russia). Detained in 2001 in Niigata (Japan) and in 2005 in Masan (South Korea). Sold for demolition in India.



*Ioanna K (ex-Lokris, ex-Larymna, ex-Spiros K, ex-Scorpion, ex-Artemis, ex-Bruzia, ex-Velia Prima, ex-Sarine, ex-Nordseesand)*. General cargo. 86 m in length, 1,101 t. Comorian flag. Classification society, Hellenic Register of Shipping. Built in 1968 in Elsfleth (Germany) by Elsflether AG. Detained in 1998 in Port-la-Nouvelle (France), in 2003 in Marina di Carrara and twice in Genova (Italy). Sold for demolition in India at 505 \$ per ton.



*Karaga*. General cargo. 104 m in length, 2,210 t. Cambodian flag. Unknown classification society. Built in 1970 in Galati (Romania) by Galati Santierul Naval. Owned by Ocean Trace Ltd. Detained in 2001 in Fushiki (Japan), in 2003 in Kawasaki (Japan), in 2004 in Incheon (Korea), in 2006 in Vostochny (Russia) and twice in Misumi (Japan). Sold for demolition in Bangladesh at 725 \$ per ton.



*Kuznetsk*. General cargo. 104 m in length, 2,140 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1969 in Galati (Romania) by Galati Santierul Naval. Timber carrier owned by Marine Transport Co Ltd (Russia). Sold for demolition in Bangladesh.



*Kuznetsk*, June 1st, 2007, on anchor in Vanino (Russia)

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*Lorcon Mindanao* (ex-*Marina Star*, ex-*Adelaide Express*, ex-*Marina Sea*, ex-*Rheingold*, ex-*Albion Star*, ex-*Colombus California*). General cargo. 143 m in length, 4,778 t. Left the Filipino flag for the Saint-Kitts-and-Nevis flag for her last trip. Unknown classification society. Class suspended by Germanischer Lloyd in 2003. Built in 1973 in Lubeck (Germany) by Orenstein & Koppel. Owned by Lorenzo Shipping (Philippines). Sold for demolition in Bangladesh at 550 \$ per ton.



*Ludovic* (ex-*Embla*, ex-*Grollen*, ex-*Susanne Dania*). General cargo. 54 m in length, 410 t. Madagascan flag. Unknown classification society. Built in 1968 in Mandal (Norway) by Baatservice Verft A/S. Owned by Mada Exotics (Madagascar). Sold for demolition in India.



*Lumintu* (ex-*Sarunta*, ex-*Yushin Maru*) General cargo. 110 m in length, 2,222 t. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1968 in Hashibama (Japan) by Hashibama Zosen. Sold and towed for demolition in Bangladesh.



*Maine* (ex-*Seatrain Maine*, ex-*Tomohawk*). General cargo. 170 m in length, 8,928 t. Unknown classification society. Built in 1944 in Baltimore (United States) by Maryland Shipbuilding and Drydock Co. Owned by the U.S. Maritime Administration. Sold for demolition in the United States, she leaves the Beaumont reserve fleet (Texas) for the Esco Marine shipyards, Brownsville (Texas). 86,726 \$, that is to say 9.70 \$ per ton.



*Muhieddine I* (ex- *Muhieddine*, ex-*Adine*, ex-*Nina Lonborg*, ex-*Trongate*, ex-*Holland Byk*). General cargo. 77 m in length, 1,906 t. Panamanian flag. Unknown classification society. Built in 1968 in Westerbroek (The Netherlands) by Smit EJ. Detained in 1999 in Kavala (Greece) and Marina di Carrara (Italy). Sold for demolition in India.



*Novoshakhtinsk*. General cargo. 100 m in length, 2,137 t. Ukrainian flag. Classification society, Russian Maritime Register of Shipping. Built in 1964 in Galati (Romania) by Galati Santierul Naval. Detained in 1999 in Kaliningrad (Russia) and in 2006 in Piraeus (Greece). Sold for demolition in India.



*Pioneer*. General cargo. 106 m in length, 2,387 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1968 in Rostock (Germany, ex-Democratic Republic). Owned by Interkod Co Ltd (Russia). Detained in 2004 in Niigata (Japan). Sold for demolition in Bangladesh.



*Pride* (Ex-*Mormacpride*). General cargo. 147 m in length, 5,963 t. United States flag. Unknown classification society. Built in 1960 in Chester (United States) by Sun Shipbuilding & Drydock Co. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, her demolition contract and those of *Scan* and *Cape Charles* are reattributed to Marine Metals (Texas) and the ship leaves the James River reserve fleet (Virginia). US \$ 1.4 million for the three ships, that is to say 80 \$ per ton.



*Raychikhinsk*. General cargo. 123 m in length, 3,285 t. Flag Russia. Classification society, Russian Maritime Register of Shipping. Built in 1967 in Gdansk (Poland) by Gdanska Lenina. Owned by Sakhalin Shipping (Russia). Sold for demolition in Bangladesh at 487 \$ per ton.



*Scan* (ex-*Mormacscan*). General cargo. 147 m in length, 5,882 t. United States flag. Unknown classification society. Built in 1961 in Chester (United States) by Sun Shipbuilding & Drydock Co. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, her demolition contract and those of *Pride* and *Cape Charles* are reattributed to Marine Metals (Texas) and the ship leaves the James River reserve fleet (Virginia) in March 2008. US \$ 1.4 million for the three ships, that is to say 80 \$ per ton.



*Southern Cross (ex-Trade, ex-Mormactrade)*. General cargo. 148 m in length, 5,846 t. United States flag. Unknown classification society. Built in 1962 in Chester (United States) by Sun Shipbuilding & Drydock Co. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, her demolition contract is reattributed to Esco Marine, Brownsville (Texas) and the ship leaves the James River reserve fleet (Virginia). Sold for US \$ 617,600, that is to say 105 \$ per ton.



*Wilson (ex-Sue Lykes, ex-President Wilson, ex-Hong Kong Mail)*. General cargo. 178 m in length, 9,784 t. United States flag. Classification society, American Bureau of Shipping. Built in 1969 in Newport News (United States) by Newport News Shipbuilding. Owned by Sealift Inc (United States). Sold for demolition in Bangladesh at 750 \$ per ton.

### Container ship

*Formosa Container No.2 (ex-Guo Tai, ex-Hua Tai He, ex-Pacific Sunhine, ex-Khyber)*. Container ship. 198 m in length, 11,440 t. Liberian flag. Classification society, China Classification Society. Built in 1981 in Pusan (South Korea) by Korea Shipbuilders. Owned by Formosa Plastic Marine (Taiwan). Detained in 2007 in Hong Kong (China). Sold for demolition in Bangladesh at 540 \$ per ton.



*Isara Bhum (ex- Wana Bhum, ex-Siam Paetra, ex-Jaru Bhum, ex-Alaia, ex-Empress, ex-Hongkong Express, ex-Ever Harvest)*. Container ship. 153 m in length, 5,846 t. Panamanian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1975 in Muroran (Japan) by Narasaki Zosen KK. General cargo carrier converted into a container ship in 1979. Owned by Daerah Indah Shipping (Indonesia). Sold for demolition in Bangladesh at 590 \$ per ton.



*Kota Berani (ex-Colombus Wellington)*. Container ship. 161 m in length, 8,300 t. Singapore flag. Unknown classification society. Built in 1977 in Bremerhaven (Germany) by Weser Seebeck. Owned by Advance Container Line (Singapore). Sold for demolition in Bangladesh at 755 \$ per ton.



*Lamphun Navee (ex-Maritime Triumph)*. Container ship. 130 m in length, 3,700 t. Thai flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Usuki (Japan) by Usuki Tekkosho, and jumboised at Ishikawajima-Harima shipyards, Tokyo, in 1988. Owned by Unithai Shipping (Thailand). Sold for demolition in India.

*Maersk Constantia (ex-S.A. Waterberg)*. Container ship. 258 m in length, 22,637 t. Belgian flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in La Ciotat (France) by Ateliers et Chantiers de La Ciotat. Owned by Safmarine (South Africa). Detained in 2003 in Rotterdam (The Netherlands). Sold as is in Singapore for demolition in Bangladesh at 645 \$ per ton.



*Wilmington (ex-Winterberg, ex-S. A. Winterberg)*. Container ship. 258 m in length, 23,000 t. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1978 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Danaos Shipping (Greece). Detained in 1999 in Rotterdam (The Netherlands). Sold for demolition in Bangladesh.



### Barge carrier

*Rhine Forest (ex-Bilderdyk)*. Barge carrier. 261 m in length, 24,125 t. Flag Iles Marshall. Classification society, Lloyds Register of Shipping. Built in 1972 in Hoboken (United States) by Cockerill. Owned by LCI Shipholding (United States). Sold for demolition in Bangladesh.

### Reefer

**Specific risks and wastes during the demolition** : toxic, explosive, flammable, and environmentally noxious frigorific fluids.

*Adam (ex-Izumrudnyy Bereg)*. Reefer. 152 m in length, 7,256 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Wismar (Germany) by Mathias Thesen. Fish Carrier. Owned by Eastwind Hellas (Greece). Detained in 1999 in Pascagoula (United States). Sold for demolition in Bangladesh at 590 \$ per ton.



*Alfonso (ex-Western Ice, ex-Polar Reefer, ex-Golfo de Guanahacabibes)*. Reefer. 103 m in length, 7,278 t. Cyprus flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Kure (Japan) by Kanda Zosenho KK. Owned by Nordstrand Maritime and Trading (Greece). Detained in 1998 in Saint-Petersburg (Russia). Sold for demolition in India at 530 \$ per ton.



*Bettina (ex-Cap Esterias, ex-Satamaru, ex-Ettore, ex-Franca, ex-Don Alberto, ex-Dita Smits)*. Reefer. 79 m in length. Georgian flag. Unknown classification society. Built in 1965 in Slikkerveer (The Netherlands) by De Groot & van Vliet. Sold for demolition in Bangladesh.



*Blue Ridge (ex-Roman Cooler, ex-Polar VI)*. Reefer. 152 m in length, 7,194 t. Cyprus flag. Classification society, Germanischer Lloyd. Built in 1979 in Wismar (Germany, ex- Democratic Republic) by Mathias Thesen. Fish carrier. Owned by Eastwind Hellas SA (Greece). Detained in 2005 in Hachinohe (Japan), in 2006 in Nagoya (Japan) and in 2007 in Fuzhou (China). Sold for demolition in India at 658 \$ per ton.



*Blue Stream (ex-Akademikis Artobolevskis, ex-Akademik Artoboleskiy)*. Reefer. 139 m in length, 4,360 t. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Gdansk (Poland) by Gdanska Lenina. Owned by Ost-West Handel und Schifffahrt (Germany). Detained in 2000 in Charlottetown (Canada) and in 2008 in Vlissingen (The Netherlands). Sold for demolition in India at 680 \$ per ton.



**Blue Stream**, January 25, 2008, Flushing (The Netherlands).

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*Komandir (ex-Ilya Mechnikov)*. Reefer. 139 m in length, 4,861 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Gdansk (Poland) by Gdanska Lenina. Fruit (bananas) carrier. Owned by Peta Chemicals Co Ltd (Russia). Detained in 1999 in Dutch Harbor (Alaska, United States). Sold for demolition in India at 680 \$ per ton.



*Lexa (ex-Alexa, ex-Aleksander Ivanov)*. Reefer. 130 m in length, 4,515 t. Comorian flag. Classification society, Russian Maritime Register of Shipping. Built in 1965 in Nikolaiev North (Ukraine) by 61 Kommunara. Fish carrier. Detained twice in 2005 in Kaliningrad (Russia) and for 386 days in 2006-2007 in Copenhagen (Denmark). Sold for demolition in Bangladesh.



*Namangan*. Reefer. 99 m in length, 2,869 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1968 in Oktyabrskoye (Russia) by Okean. Fish carrier. Owned by Rybtransflot (Russia). Sold for demolition in India at 660 \$ per ton.

*NS Reefer (ex-Chaisiri Reefer, ex-Hakko Cardioid)*. Reefer. 75 m in length, 1,138 t. Panamanian flag. Unknown classification society. Built in 1978 in Kochi (Japan) by Kochi-Eiho. Owned by Sirichai Fisheries Co Ltd (Thailand). Sold for demolition in Bangladesh.



*Ozersk (ex-Komsomolskaya Smena)*. Reefer. 95 m in length, 2,261 t. Cambodian flag. Classification society, Russian Maritime Register of Shipping. Built in 1984 in Zelenodolsk (Russia) by Zelenodolskiy Gorkogo. Owned by Primaylend (Russia). Detained in 2002 in Hakodate (Japan). Sold for demolition in Bangladesh at 725 \$ per ton.



*Pietari Dream (ex-Mahone Bay, ex-Avocado, ex-Racisce)*. Reefer. 151 m in length, 5,862 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1981 in Split (Croatie, ex-Yougoslavie). Owned by Chartworld Shipping Corp (Greece). Detained in 1998 in Saint-Petersburg (Russia), in 2003 and in 2004 in Sheerness (United Kingdom), and in 2006 in Gdansk (Poland) and Valparaiso (Chili). Sold for demolition in India at 600 \$ per ton.



*Pietari Frost (ex-Swan Bay, ex-Caribbean Maru)*. Reefer. 160 m in length. Saint-Vincent-and-the-Grenadines flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Aquaship Ltd (Latvia). Sold for demolition in Bangladesh at 690 \$ per ton.



*Royal Bay (ex-Royal Reefer, ex-Barrios)*. Reefer. 151 m in length, 5,800 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Roswell Navigation (Greece). After an engine failure, she collided with another ship in the port of Sousse (Tunisia) on April 7th, and was badly damaged. Sold for demolition in Bangladesh at 600 \$ per ton.



*Royal Cooler (ex-African Queen, ex-Turbo)*. Reefer. 151 m in length, 5,756 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Sasebo (Japan) by Sasebo Heavy Industries. Owned by Roswell Navigation (Greece). Detained in 2002 in Hamburg (Germany), in 2003 in Rotterdam (The Netherlands) and in 2004 in Sheerness (United Kingdom). Sold for demolition in India at 548 \$ per ton.



*Royal Reefer (ex-African Princess, ex-Hawai)*. Reefer. 151 m in length, 5,818 t. Saint-Vincent-and-the-Grenadines flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Kochi (Japan) by Kochi Jyuko KK. Owned by Roswell Navigation (Greece). Detained in 2000 in Beverwijk (The Netherlands). Sold for demolition in India at 570 \$ per ton.



*Saturnas (ex-Hans Pegelman)*. Reefer. 130 m in length, 4,630 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1969 in Nikolaïev North (Ukraine) by 61 Kommunara. Fish carrier owned by Trans Vind (Russia). Sold for demolition in Bangladesh at 700 \$ per ton.

*Sun Beauty (ex-Thorhild, ex-Ew Aspen)*. Reefer. 137 m in length, 4,236 t. Liberian flag. Classification society, Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation (Greece). Sold for demolition in India at 610 \$ per ton.



*Torvil (ex-Pacific Spirit, ex-Rio Frio)*. Reefer. 155 m in length. 6,500 t. Maltese flag. Classification society, Germanischer Lloyd. Built in 1980 in Krimpen a/d Ijsell (The Netherlands) by Giessen de Noord. Owned by Polaris Maritime (United Kingdom). Sold for demolition in India at 600 \$ per ton.



*Tropical Land* (ex-Rio Guayas, ex-Brunslund, ex-Maranga). Reefer. 155 m in length, 6,303 t. Maltese flag. Classification society, Det Norske Veritas. Built in 1972 in Oslo (Norway) by Nylands. Owned by Reefership Marine Services (Costa Rica). Detained in 2003 in Koper (Slovénie). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh at 670 \$ per ton including bunker.



*Ulan Ude*. Reefer. 130 m in length, 4,630 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1969 in Nikolaïev North (Ukraine) by 61 Kommunar. Owned by Trans Vind (Russia). Sold for demolition in Bangladesh at 700 \$ per ton.

### Trawler

*Cape Hood* (ex-AW Henriksen). Trawler. 46 m in length, 738 t. Australian flag. Unknown classification society. Built in 1975 in Pictou (Canada) by Ferguson Industries. This stern trawler has been working out of Hobart (Tasmania) for years until 2002. After a major mechanical failure, she was anchored off a fishfarm and reused as a shelter/workplatform. Sold and towed for demolition in Bangladesh.



*Poseydon*. Trawler. 84 m in length, 2,662 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Fishing Collective Ltd Primorets. Sold for demolition in India.

*Rossini*. Trawler. 84 m in length, 1,886 t. Russian flag. Classification society, Vietnam Register of Shipping. Built in 1964 in Shimizu (Japan) by Nippon Kokan KK. Sold for demolition in India.



### (Fish) Factory ship

*Komandarm Shcherbakov*. Factory ship. 111 m in length, 4,742 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Oktyabrskoye (Russia) by Okean Shipyard. Owned by Murmansk Trawl fleet (Russia). Sold for demolition in India at 665 \$ per ton.

*Marlin II* (ex-Aleksandr Borisov). Factory ship. 94 m in length, 3,272 t. Unknown flag. Classification society, Russian Maritime Register of Shipping, but class suspended on August 10th 2007. Built in 1979 in Gdansk (Poland) by Gdanska Lenina. Owned by Mariteam Shipping Ltd (Ukraine). Sold for demolition in India.



*Mys Frunze*. Factory ship. 83 m in length, 2,064 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Nikolaïev (Ukraine, ex-Soviet Union) by Chermonorskiy Shipyards. Owned by Rybmar Co Ltd (Russia). Sold for demolition in India.

*Opon*. Factory ship. 62 m in length, 1,725 t. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1983 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkswerft Stralsund. Owned by Fishing Collective Zarya (Russia). Sold for demolition in India.



*Ramatu* (ex-Kifi) 87 m in length, 2,276. Factory ship. Nigerian flag. Unknown classification society. Built in 1980 in Avaldnes (Norway) by Karmsund A/S. Owned by Jambo Holding (Nigeria). Sold for demolition in India.



### Divers

*Albaraka* (ex-Albarka, ex-Ghina M, ex-Ghina S, ex-Marga, ex-Margit, ex-Jan Tavenier). Cattle carrier. 73 m in length, 1,307 t. North Korean flag. Classification society, Korea Classification Society. Built in 1967 in Martenshoek (The Netherlands) by Bodewes Shipyards. Owned by Aljaabri SS (Arabie Saoudite). Sold for demolition in India.



*Geolog Fersman*. Research vessel. 104 m in length, 3,756 t. Russian flag. Unknown classification society. Built in 1959 in Nikolaiev (Ukraine, ex-Soviet Union) by Chernomorskiy Shipyard. Owned by Polar Marine Geosurvey (Russia). Sold for demolition in India.



*Geolog Fersman*, 2007.

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*Marara*. Research vessel. 43 m in length, 406 t. Australian flag. Unknown classification society. Built in 1973 in Dieppe (France) by Ateliers de la Manche. Owned by Mike Gepp Developments Ltd (New Zeland). Sold for demolition in Bangladesh.



*Hoist*. Rescue ship. 65 m in length, 1,505 t. United States flag. Unknown classification society. Built in 1945 in Napa (United States) by Basalt Rock Co. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, the laid-up vessel is towed to the Bay Bridge Enterprise ship-breaking yard, Chesapeake (Virginia).



*Sphinx*. Cable layer. 65 m in length, 1,625 t. United States flag. Unknown classification society. Built in 1944 in Tokyo (Japan) by Ishikawajima Harima Heavy Industries Co Ltd. Owned by the U.S. Maritime Administration. Previously sold for demolition in the United States to North American Ship Recycling (NASR), Baltimore. After NASR went bankrupt, the laid-up vessel is towed to the Bay Bridge Enterprise ship-breaking yard, Chesapeake (Virginia).



#### Sources

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