



## 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

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*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**

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*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)

© Sergey Lysov



*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).

© Geert van Kesteren

*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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**Redaction** : Christine Bossard  
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**Robin des Bois**  
14, rue de l'Atlas 75019 Byis  
Tel : 01 48 04 09 36 / Fax : 01 48 04 56 41  
[www.robindesbois.org](http://www.robindesbois.org)