Stavronisi, sold to Bangladesh for 4.5 million US$
Maersk, French Maritime Authorities and Justice sing a "cradle song"

During the night of December 21 to 22, 2016, the Maersk Searcher and Maersk Shipper sank off the coasts of Brittany, France, while they were sailing under tow and aside from Denmark to Aliaga, Turkey for demolition.

As soon as December 23, according to the information provided by Maersk the French Maritime Authorities said the hulls had been decontaminated before departure.

On January 4, 2017, after examining additional documents provided by Maersk, the authorities announced that each hull contains in average about 100 m³ of residual oil.

On January 9, Robin des Bois editor of “Ship Breaking” filed a complaint against Maersk to the Court of Brest for release of polluting substances, for pollution of marine waters and for dumping waste.

On March 1, the French Maritime Authorities required Maersk to undertake underwater investigations on the wrecks conditions during the summer 2017, 2018, and 2019.

On April 20, the Prosecutor of Brest notified to Robin des Bois that the file was closed on the grounds the pollution was unintentional, that the negligence if there was any was slight, and that Maersk agreed to implement the long-term monitoring requirements of the French Maritime Authorities.

On July 5, the Maritime Authorities announced that the Swordfish chartered by Maersk has been deployed from June 15th to June 25th and from June 30th to July 5th on the wreck site and that 10 m³ of oils were pumped out from the 9 tanks of the 2 wrecks.

Therefore, there is still around 190 m³ of oil in the wrecks of Maersk Searcher and Maersk Shipper, unless all or part of the oil is already gone.

Sète : Rio Tagus

Immobilized in Sète since October 2010, sold to a Spanish scrapper in October 2016, the Rio Tagus is waiting and waiting. On June 1, 2017, Robin des Bois wrote to the French Authorities asking for her demolition in a on-site temporary facility in compliance with the regulation. (Cf Courrier aux autorités, in French language only). Until today, no answer or acknowledgement of receipt were sent back. The Rio Tagus has not moved.

June 2017. © Anthony Levrot
Bangladesh: demolition kills

Since the beginning of the year 2017, 6 workers have died at Chittagong shipbreaking site. They were earning between 26 to 47 taka an hour (32 and 58 cts) depending of their job and experience. A ship which is sent to demolition is worth several million dollars.

May was cruel to the workers. On May 6, Shahinoor, 26, fell from the Korean container ship Hanjin Rome and died. On May 9, Ishaq, winch operator, died after being hit by a cable on the breaking plot of Kota Wisata, formerly owned by the Singapore-based Pacific International, and of the Thai Sea Zenith. On May 21, Sachindra, 26, was cutting a section of ship when an iron pipe fell on his head. He was working in the night shift without any safety equipment. His fellow workers brought him to Chittagong hospital but he was declared dead upon arrival at 1:30.

During 2016 only, 19 workers were killed. The most common accidents were the fall of operators from ships or from ladders in poor condition and the fall of metal pieces causing lethal injuries. Trade unions denounce the exhausting 12-hour shift, the lack of individual safety equipments, the lack of training for workers, three-quarters of them being temporary workers, and the lack of at hand sanitary arrangements.

60 workers died in the shipbreaking yards from 2010 to 2015. The Bangladesh Ship Breakers Association is pleased to note the decrease in the accident number compared to the days when around 50 fatalities per year were reported. Progress is relative and many more workers were injured.

In 2011, Bangladesh adopted specific rules on ship-breaking and recycling, which were inspired in their formulation by the Hong Kong Convention. They include specifications with regard beaching clearance, waste management and also safe working conditions in the shipbreaking sites. The implementation of this agenda faces the power of the shipbreaking industry and also the lack of administrative means. The shipbreaking industry provides half of the Bangladeshi need in iron and puts forward its economic power that provides livelihood to tens of thousands of people. Whereas opposite to the sector, there are only 2 inspectors to control the implementation of the rules in the hundred scrapyards established along 15 km of shoreline.

2016 Death Toll:
April 1, 2017. At the end of the countdown, the Minister of Maritime Affairs and Fisheries Mrs. Susi Pudjiastuti gave the order to blow up 81 illegal fishing boats off the coasts of Aceh, Pontianak, Bali, Sorong, Merauke, Belawan, Tarempa, Natuna, Tarakan, Bitung, Ternate and Ambon.

46 boats were from Vietnam, 18 from the Philippines, 11 from Malaysia and 6 from Indonesia. Since 2014, 314 ships have been torpedoed. In one hand we can be glad about this radical struggle against illegal fishing but in another hand, we can deplore this destructive disposal method which cause air pollution and nuisances to fishes, corals and to the ocean floor.
203 ships (excluding the sunken ones off Indonesia). The convoy to be broken up would stretch along 33 km (42 km the previous quarter). The tonnage scrapped was about 1.60 million tons. The decrease of the activity was about -29% compared to the previous quarter. The decline was general except in Turkey where 2 old large Algerian gas carriers will be broken up and where the offered prices were stable. India ranked #1 ahead of Bangladesh. China overtook Pakistan thanks to its scrapping premium restricted to Chinese ships: 24 out of 34 ships demolished in China were Chinese-flagged or Chinese-owned. The slow down in Pakistan can also be explained by the ban on tankers' beaching.

196 ships (97%) were demolished in the Indian sub-continent, in China and in Turkey. 55 of these 196 ships were built in Europe, 41 belonged to shipowners established in the European Economic Area.

Cash

After a peak in March (almost 400 US$ per t in the Indian subcontinent), the price per ton drifted downwards in April, then has stabilized for the rest of the quarter in all major shipbreaking countries except Turkey. Rates in Turkey have remained stable, having even slightly increased and finally outperformed the Chinese prices. Purchase price is around 350 US$ in the Indian subcontinent, 250 US$ in China and Turkey

A break for container ships, the return of tankers

The tonnage of container ships sent to the breakers was divided by 3 this quarter. As the freight rate raised, shipowners hoped for a return to operational profitability of their big units. The category has given up its first place to bulkers. It was also overtaken by tankers which made an outstanding come back to the second place and represent 25% of the recycled tonnage.
Flag of the last voyage

At least 45 ships were deflagged just prior to their departure for demolition. With 11 last-minute adoptions, Palau is the trendy funeral flag this quarter beating up the Comoros (9 ships) and St Kitts and Nevis (7 ships), both particularly well-established flags with regard the reduction of regulatory constraints. 38 % of deflagged ships belonged to a Europe-based shipowner.

After detention comes demolition

80 % of the demolished ships in the 2nd quarter of 2017, were controlled by a classification society member of the IACS ((International Association of Classification Societies). Despite this quality label, at least 107 ships (53%) were detained in worldwide ports. Deficiencies are reported in all categories of ships. The detention rate before demolition is 100% for the chemical tankers, 68% for general cargo carriers, 67% for reefers, 63% for car carriers, 61% for bulkers, 47% for container ships and 38% for tankers.

As usual, general cargo carriers won all medals in the substandard ship contest. With 17 detentions, the river and sea-going vessel Geo Sun built in Russia and renamed Little Sun just prior beaching, precedes the Comorian Donbate (15 detentions) and the Bolivian Joudi, a ship banned from European ports in 2014 for chronical deficiencies and repeated detentions. The trio had been detained in the Mediterranean and Black Sea ports and was delivered to the Turkish breakers.

The departure for demolition in Bangladesh of two former algerian ships, the Ain Temouchent and Nedroma has to be be underlined. Both of them were included in the blacklist of 66 high risk ships published in December 2002 by the EU after the oil tanker Prestige shipwreck. After 357 days of detention in Amsterdam in 2001 and 41 deficiencies, the Nedroma had surely broken a new record of duration.

Years and meters

The age of the broken ones ranges between 8 for the damaged bulker Flash (p 71) to 52 years for the general cargo carrier Rahma converted first to livestock carrier and then again to general cargo ship (p 46). The average age over all categories is 28 years.

75 ships have a length of less than 150 m, 84 measure between 150 and 199 m and 44 over 200 m.

The heaviest one is the brazilian trans-shipment vessel Ore Sossego, a former converted Very Large Crude Carrier (p. 83) : 26 years old, 322 m of length, 256,147 deadweight tonnage, for 44,000 light weight tonnage. She was beached in Alang.
The Converted Ones

The conversion aims at extending the economic life of cargo-ships or factory-ships. The converted ships can have uses very different from the initial one.

The oil industry uses former fishing ships which are refitted and equipped for seismic research or for the support of offshore activities. Drillships are sometimes transformed into pipelayer vessels. The most common conversion in the 2000-2010’s was the conversion of tankers into bulk carriers. It met a technical requirement, the phase-out of single hull tankers in 2010 and an economic opportunity, the growth of ore trade to China.

High-risk conversions are nothing new. The Compass Rose III, a former US mine sweeper built in 1940, was converted for underwater research. The transformations impacted her stability and manoeuvrability. She sank in April 1975 off the Scottish coast, with 18 sailors and oil technicians. She was tasked for Total Oil Marine to trace the future plans of pipelines in the North sea.

BEFORE     AFTER

1   2

Atlas, factory-ship                  p 16  Nordic Energy, seismic research

3   4

Gadus, cod fishing                   p 20  Allied Centurion, diving support

5   6

Pelican, sistership of Petrel, drillship  p 21  Petrel later as Acergy Falcon, pipelayer
The **Stellar Daisy** disaster (IMO 9038725) on March 31, 2017, 22 Korean and Filipino sailors lost at sea, led the IMO (Internationale Maritime Organisation) to request an investigation report on the causes of the shipwreck. The IMO is at last considering the issue of hull strength of converted ships. Initially, the **Stellar Daisy** was the Very Large Crude Carrier **Sunrise III**, built in 1993 by Mitsubishi shipyard in Nagasaki with a single hull. In 2008, she was converted into Very Large Ore Carrier by COSCO at Zoushan for the Korean shipowner Polaris Shipping. She left Brazil with a cargo of 260,000 t of iron ore bound for China; she sank 2500 km off the coast of Uruguay. According to messages from the crew and the testimony of the 2 survivors, cracks and a water ingress were reported prior to the list and the shipwreck.

Two days later, another Polaris VLOC, also converted from VLCC, the **Stellar Unicorn** (n° IMO 9006734) was diverted towards Cape Town (South Africa): again, cracks were noticed on the deck. The survey of the 18 converted VLOC of the Korean shipowner Polaris is ongoing. It is carried out by the classification society Korean Register of Shipping with the support of Lloyd's Register of Shipping. The report will have to determine where and when the ship structures are subject to a stress different than the one in their initial use. Reinforcement complicated to design and expensive to carry out are needed. Some experts ask for the immobilisation of all converted VLOC pending the results of the investigation on Polaris ships.

Stresses on the sides, bulkheads, and bottoms are different in the case of 310,000 m$^3$ of oil or 260,000 t of iron ore. The required cutting of the deck of former tankers in order to enable the loading of bulk cargoes reduces the longitudinal strength of the ship. The Federation of Korean Seafarers Unions (FKSU) thinks converted tankers are not safe for bulk shipping. In May, the series continues: the **Stellar Queen** (IMO 9030981) arrived to Brazil with important cracks on the deck. The cracks on the surface of the deck are clearly signs of the hull's deformation and stress thoroughgoing. After some make-up, the **Stellar Queen** left. July 15, she was spotted in Java Sea.

Cracks on the **Stellar Queen**'s deck.

The **Sunrise V**, sister ship of the **Stellar Daisy** ex-**Sunrise III**, first converted to ore carrier and later to trans-shipment vessel **Ore Sossego** left for scrapping in this issue of “Shipbreaking “ (Cf. p 83)

Mistrust is extending. China has just initiated a survey campaign for all bulkers calling at Chinese ports. The ex oil tankers converted to ore carriers will be particularly and closely controlled.
Ship built in a shipyard of a member-State of the European Union or of the European Free Trade Association (EFTA).

Ship under a European or EFTA state flag or whose owner is European or from an EFTA state at the time of demolition.

Damaged ship.

Ship banned from European harbours by the EU directive on Port State Control.

Ship and crew detained in a port for deficiencies.

Ship deflagged for her last voyage.

**Factory-ship**

*Kapitan Kuznetsov* (ex-*Privolzhskiy*). IMO 8228074. Length 85 m, 1,830 t. Deflagged from Russia to Togo for her last voyage. Unknown classification society. Built in 1984 in Klaipeda (Lithuania) by SZ Baltiya. She was one of the 27 *Moryana*-type factory-ship (or Project 12911) delivered by the Lithuanian shipbuilding yard between 1982 and 1990. At the beginning of her career, her homeport was Astrakhan on the Caspian Sea and she was used to fish for sprats with pump and light; fishes were attracted by lights and transferred on board through a pump system. This fishing method was developed on a commercial scale by the Soviet fleet on the Caspian Sea. Sprats were then canned or salted and spiced aboard. The vessel left for the Russian Far-East in the beginning of the 2000's. She was then used as a fish carrier. Owned by Kolkhoz Oktyabr Fishing (Russia). She left Vladivostok on April 22 and was beached in Chittagong on May 22.

February 01, 2003. © Savitskiy Igor

*Kapitan Kuznetsov*, Vladivostok, Russia

September 24, 2016. © Sergei Skriabin
Dredger
3 old Netherlands-built dredgers, aged from 36 to 50 and formerly expatriated to Asia have finally left to be broken up. They were all towed as "dead vessel" to India or Bangladesh.


Goryo 4 Ho (ex-Brabander, ex-Antwerpen IV). IMO 6724919. Length 113 m, 3,786 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1967 in Kinderdijk (Netherlands) by Smit Kinderdijk; hopper capacity 5200 m³, dredging depth 29 m. Owned by Hyundai Engineering & Steel (South Korea). Towed for demolition in Bangladesh by Mtide Towage 1 (IMO 738250)


Betuah. © Dredgepoint.org  At Alang, May 19, 2017. © Viral Shah

October 28, 2006, Goryo 4 Ho at Singapore. © Frafo

Seram, at Kochi, India, March 18, 2008. © David Brodie
Ferry

**Atlas** (ex-Gelting Syd, ex-Stella Scarlett). IMO 7361049. Ferry. Length 115 m. Deflagged from Morocco to Tanzania for her last voyage. Classification society Bureau Veritas. Built in 1974 in Papenburg (Germany) by Jos. L. Meyer. This ferry started her career as the Swedish Stella Scarlett owned by Stockholms Rederi A/B Svea that mainly operated her on the Landskrona/Copenhagen line.

Stella Scarlett. Collection Micke Asklander - Faktaomfartyg

Sold in 1991 to Nordisk Faergefart, she became the Danish Gelting Syd connecting Faaborg (Denmark) and Gelting (Germany). The line closed down in 1999 after the end of on board duty-free sales between EU member states.

Gelting Syd in August 1998 in the Faaborg Fjord near Bjørnø (Denmark). © Tim Vogel

She was acquired by the private Moroccan company International Maritime Transport Corporation (IMTC) and renamed Atlas. She was operated successively on the Tangier/Cadiz then Tangier/Algeciras lines, but has to be decommissioned in Tangier in 2014 due to the financial difficulties of her shipowner. She was delivered to the breakers on April 28, 2017 in Aliaga flying the Tanzanian flag.

April 2, 2012, ferry Atlas on the way to Algeciras © Rico Voss
May 18, 2017, Aliaga © Selim San
Camille Marcoux. IMO 7343578. Ferry. Length 95 m. Canadian flag. Unknown classification society. Built in 1974 in Sorel (Canada) by Marine Industries. Owned by Société des Traversiers du Québec (Canada). Camille-Marcoux devoted her 43-year long career to the crossing of the St. Lawrence estuary from Matane on the right bank to Godbout and Baie-Comeau on the left bank. Each year, she used to cross the estuary 1600 times. She could carry 600 passengers and 120 cars at a service speed of 16 knots between Gaspésie and Côte-Nord.

In 2012, she was renovated for a total amount of $2,258,679 Canadian $ and was awarded from Canada Transports a seaworthiness certification for 4 more years. In July 2015, she was replaced on the service by the brand new F.A. Gauthier but was not immediatly decommissioned in anticipation of possible adjusting problems of her successor built in Castellamare (Italia) by Fincantieri and equipped with a dual fuel/gas motorization. The Camille-Marcoux was back on track on her historical line in May and June 2016 during a technical stop of F.A. Gauthier, after the latter suffered two breakdowns within a month. July 1, 2017, 202 passengers and 44 crew members were stuck in the ship for 6 hours off Matane because of another engine failure. The frequent users of the service are missing the inexhaustible Camille-Marcoux.

There were talks of some plans to sell her and use her on a new service connecting Gaspé, the Anticosti Island and Havre Saint-Pierre, located downstream in the estuary. The mayors of the concerned towns are not thrilled by the idea: "if it’s outdated for Matane-Baie Comeau, it’s also outdated for us". The deal was not concluded, and the 22th april 2017, the Camille-Marcoux, shortened to Le Marc, sailed upstream the St. Lawrence River, the Ontario Lake, then the Welland canal escorted by the tugboats Lois M and Jarrett M. They were heading to Marine Recycling Corp shipbreaking facility at Port-Colborne on Erie lake.
Ocean Grand (ex-Ocean Rose, ex-Ionian King, ex-Ferry Lavender). IMO 9006629. Ferry. Length 193 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1991 in Tokyo (Japan) by Ishikawajima-Harima as the Japanese Ferry Lavender, this ship owned by Shin Nihonkai Ferry was operated on the domestic line from Maizuru to Otaru. Acquired in 2004 by the Greek group Agoudimos, she became the Cyprus-flagged Ionian King mainly on the Patras/Bari service.

In 2011, she was purchased by Huis ten Bosch, owner of a fun park in Nagasaki and as Ocean Rose under Panamanian flag, she was assigned to the crossing service between Shanghai and Kawasaki. She became the Ocean Grand in 2013, still flying the Panamanian flag but owned by Singapore-based Oceanic Group International and operated as a cruise ship from Singapore to Malaysia and Indonesia. Late news about the Ocean Grand are ambiguous. She is said to be sold for demolition but was recently still spotted in Indonesia. India is usually the final destination for passenger ships.

Subic Bay 1 (ex-Camellia, ex-Saroma). IMO 7426033. Ferry. Length 166 m, 7,687 t. Filipino flag. Unknown classification society. Built in 1975 in Setoda (Japan) by Naikai. Owned by Carlos A Gothon Lines Inc (Philippines). The Subic Bay 1 was a survivor. She had continued her activities even after a collision with another filipino ship, the Wonderful Stars, in December 2009. In January 2014, hard blow again, she ran aground in bad sea conditions before her arrival to the port of Cebu. She was declared a “total loss” and was to be broken up on the spot in Cebu where she had been towed ("Shipbreaking # 39", p 20). Yet, during 2016, the ship returned to service, on the Cebu/Manila line. The ship was no more allowed to transport passengers because of the numerous complaints about her punctuality; she was only carrying cars and containers. In January 2017, she became completely useless after the arrival of a successor, the Panglao Bay 1 (IMO 9104275, former Japanese Prince Hayate, built in 1995, Mongolia-flagged). In April 2017, she left the Philippines under tow, heading to Alang.

Subic Bay 1. © Philippines Ship Spotters Society

Her colleague Manila Bay should have the same fate after the arrival of a successor the Dapitan Bay 1.
Sveti Stefan II (ex-Nieborow, ex-Stena Baltica, ex-Prins Hamlet, ex-Prinz Hamlet). IMO 7320332. Ferry. Length 119 m, 4,671 t. Panamanian flag. Classification society Bureau Veritas. Built in 1973 in Rendsburg (Germany) by Nobiskrug. This ferry started her career as the German Prinz Hamlet for Prinzen Line on the Hamburg/Harwich service.

Acquired in 1987 by DFDS, she became the Danish Prins Hamlet and kept sailing the North Sea, mostly bound for Newcastle departing Esbjerg (Denmark) or Göteborg (Sweden). In 1988, she was handed over to the Swedish company Stena Line, renamed Stena Baltica, reflagged to the Bahamas and chartered to Polska Zegluca Baltyska (Polferries) which renamed her again Nieborow and bought her the following year. At the time the ship was operated from Poland to Sweden.

Arriving in the river Tyne (United Kingdom), May 21, 1988. © Ken Lubi

In 2002, she was acquired by Montenegro-based Adriatic Lines and assigned to Montenegro Lines as the Bahamas-flagged Sveti Stefan II for the service from Bar to the Italian ports of Bari or Ancona. Detained in 2003 in Bari (Italy). She arrived in Aliaga flying the Panamanian flag on May 17, 2017. 265 US$ per ton.

Seismic research vessel


Geo Pacific, Gulf of Thailand, March 28, 2013. © Phil Gunn

Nordic Energy (ex-Nordic Venturer, ex-BGP Atlas, ex-Atlas, ex-ODINCOVA, ex-Odintsovo). IMO 8415586. Length 56 m, 1,799 t. Deflagged from Panama to Niue for her last voyage as Energy. Classification society Lloyd's Register of Shipping. Built in 1984 in Stralsund (Germany) by Volkswerft VEB. She was built as the factory-ship Odintsovo registered in Liepaja (Latvia), one of the 84 Orlyonok-type ships (or Project Atlantik 333) built by the East-German shipyard for the Soviet fishing fleet from 1981 to 1985. She was converted in 2007 to seismic research vessel. Owned by Nordic Maritime Pte Ltd (Singapore). She left Singapore under tow of Alpha Granada (IMO 9468279) and was beached in Chittagong on April 22.

Orlyonok-type factory-ship. © Russian-trawler.narod

Converted to seismic research vessel, June 2009 Singapore. © Vladimir Knyaz
Offshore supply tug


Off Senegal, October 7, 2013. © Denis Mezerya

**Atlas Wave** (ex-*Ammar 1*, ex-*Ahmed*, ex-*OIL Supply 3*). IMO 7633844. Length 50 m. Comorian flag. Classification society Bureau Veritas. Built in 1977 in Singapore by Singapore SB. Owned by Atlas Marine Shipping LLC (United Arab Emirates). Detained in 2009 in Busher (Iran) and in 2015 in Khark Island (Iran). The Atlas Wave is to be broken up. She was lately spotted in Dubai.


**Caribbean Fos** (ex-*Pacific Shogun*). IMO 8130930. Length 64 m. Deflagged from Panama to Togo for her last voyage. Classification society American Bureau of Shipping. Built in 1982 in Nandan (Japan) by Teraoka. Owned by Five Oceans Salvage (Greece). Laid up since 2015 in Lavrio (Greece). Sold for demolition in Turkey.

Offshore tug Caribbean Fos at Lavrio (Greece), August 10, 2016. © Nektarios Papadakis

Guanabara Bay, Rio de Janeiro (Brazil), February 9, 2009. © Cesar T. Neves


Sagar 4. © Amit Kshirsagar

Top Fenders 2 (ex-Pacific Scimitar). IMO 8105686. Length 58 m. Unknown flag. Unknown classification society. Built in 1981 in Kure (Japan) by Imamura. In 2011 the Singapore-based offshore service provider Swire Pacific Offshore sold its supply vessel Pacific Scimitar to Top Fenders Ltd based in London (United Kingdom). The ship was reflagged to Panama but did not resume operation. She remained laid up in Lagos (Nigeria) where she was finally scrapped.

May 2017, Top Fenders 2 ex Pacific Scimitar at Kirikiri, Lagos, Nigeria before demolition. © Mohammed Alhassan

VB Artico had a long and diverse life. Salvage of distress ships, towage of barges, equipment and structure for the offhore industry, transocean conveying of ships to be repaired or broken up. In November 2005, she towed the ex passenger ship Rembrandt from Gibralta to Cadiz for preparatory works in drydock and then in February 2006 from Cadiz to Gdansk for her final conversion into the floating hotel SS Rotterdam. The ex Rembrandt was built in 1959 and riddled with asbestos; works were not allowed by the Polish authorities and had to be carried out in Wilhemshaven, Germany (Cf "Shipbreaking" n°1 p 2, n°2 p 4 and n°3 p 1). In June 2013, the VB Artico also was in charge of the voyage of Canadian laker Algoma Provider (cf. "Shipbreaking # 32", p 54) from Montreal to Aliaga. Today, at the age of 41 it's her turn to leave Valencia (Spain) under tow of Kadoka (IMO 7312402) bound for the Turkish shipbreaking yards. She was beached on May 18, 2017.

Venie, April 07, 2015, Vung Tau, Vietnam. © Vladimir Knyaz


Diving support vessel

Allied Centurion (ex-Mansal 19, ex-ISS Surveyor, ex-Ravello, ex-Subsea Buccaneer, ex-Star Pisces, ex-Gadus). IMO 6716895. Ex fishing trawler converted in 1975 to diving support vessel. Length 80 m, 2,278 t. Deflagged from Malaysia to Niue for her last voyage as simple Centurion. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1967 in Trondheim (Norway) by Trondheim Verft AS. When she was delivered the Gadus (from the scientific name of cod genus) was the biggest norwegian-flagged fishing vessel; under her first fishing campaign to Greenland and Labrador, she caught 1070 tons of cod, more than any other Norwegian vessel before. She was ordered by Hoegh Shipping that was operating a fishing fleet then. Seafridge Ltd, the joint-venture with a Canadian partner was not the expected success; Hoegh left the fishing industry and sold its trawlers among which was the Gadus converted then to offshore support vessel. Owned by Sapurakencana Allied Marine (Malaysia). Sold for demolition in Bangladesh.

As Gadus from 1967 - 1975. © captainsvoyage-forum

In her early years, the *Petrel* was a drillship used for offshore oil exploration off the coast of Brittany. In 1977, she was assigned with a specific task. The East-German tanker *Böhlen* caught in a storm had sunk on October 14, 1976 off the Island of Sein. The disaster also had claimed the lives of 25 crewmembers out of 32 when the life boats broke on the hull of the tanker. The *Böhlen* was carrying 9,500 t of Venezualian heavy crude oil which seeped from the tanks, polluted the shore of Sein and was threatening the coast of Brittany.

The wreck was lying at a depth of 107 m. At first, the authorities tried to seal the leaks by pouring concrete, then under pressure from tourism and fishing professionnals, decided to pump out the residual cargo estimated to be around 2500 t. The *Petrel* was requisitioned. In March 1977, she entered Brest repair yard to be equipped with boilers to heat sea water that will be used to free and pump the oil stuck in the tanks. A torch was set at the aft section to burnt the extracted crude on the spot. The pumping and burning campaign lasted from May to August 1977. Two divers died, the list of victims increased. In september, the *Petrel* was back to Brest and was modified to drillship again. She was converted to a pipelayer vessel in 1993. She had 2 sister ships, the *Pelican* (IMO 7117266) which was converted into a cable layer in 1993 and was scrapped in Alang in 2004. The *Pelerin* (IMO 7411521) was jumboised in 2008 and is still operated as drillship under the name *Aban Abraham*.

Owned by SC Grup Servicii Petroliere SA (Romania). Detained in 2015 in Amsterdam (Netherlands). Sold for demolition in India.
Offshore platforms

The OSPAR Convention for the protection of the marine environment of the North-East Atlantic stipulates to dismantle and bring back from the North sea gas and oil fields to shore all platforms and equipments at the end of their operational life. The first barrels of oil were extracted from Brent oilfield in 1976. Today, the North Sea is entering the phase of dismantlement of its oldest units. Proximity solutions are favored for stationary equipments taken into account by OSPAR. There are a total of 1,357 offshore installations operating in the OSPAR area, 726 are sub-sea steel installations, 545 fixed steel, 22 gravity-based concrete installations.

4 units, Brent Alpha, Bravo, Charlie and Delta, were operated in the Brent oilfield. They were located 180 km North-East off Shetland Islands. Brent Delta will be the first one to be broken up. The topside which was settled on concrete legs was lifted in one single piece and loaded on the *Pioneering Spirit*; with a 48,000 t lifting capacity, this ship was specifically built for the offshore oil industry and the establishment of platforms and pipelines on the ocean floor.

After several months of preparatory works, the vessel and cargo arrived at Able UK recycling site in Hartlepool on May 3rd, 2017. The other Brent drilling rigs will follow.

In January 2017, another contract was awarded to Veolia/Peterson. They hope to establish their Great Yarmouth recycling site as the offshore rigs dismantling center for the Southern North sea. Other recycling facility projects are being considered on the Orkney Islands in Scotland.

In an opposite way, semi-submersible rigs or jack-up rigs have to follow the same regulations as ships. The Honk Kong Convention will eventually apply. The convention was signed in 2009 and is presently ratified by 6 countries (Belgium, Congo, Denmark, France, Norway, and Panama). It will enter into force after ratification by 15 countries representing 40 % of the world fleet. The offshore platform-owners have little concern for their reputation and like ship-owners sell to the highest bidders, that is to say the Asian shipbreaking yards. Oil companies are only charterers and reject any liability. Until things change, floating platforms escape OSPAR’s constraints, even when they come from the North Sea, and end up in...
scrapyards established in Turkey or in the Indian subcontinent, neither provoking any reaction nor the implementation of measures as regards health risks and waste management.

Information to workers on shipbreaking sites are urgent. Asbestos was abundantly used in these structures built in the 70s and 80s. In addition to the asbestos-related risk there is the radium-related risk as radium has accumulated in the pipes and in the equipments in the form of scales.

In December 2016, the British trade union Unite denounced the exposure to radiations of 6 workers who were performing maintenance and removal works on a Thistle oilfield rig off the Scottish coast without any protection and previous information. In the Asian shipbreaking sites, the workers also work without any appropriate equipment and will breath carcinogenic dusts contaminated by radium. All the structures which are potentially and partly radioactive waste and especially the drilling rigs, FPSOs, and offshore oilfields’ storage barges have to be diagnosed before leaving to be broken up. Their exportation should be forbidden if they are proven contaminated.

It was not the case for another North Sea offshore servant, the FPSO *North Sea Producer* which was beached for demolition in Bangladesh. As the radioactivity is higher than the admissible threshold in some parts of the ship, the operations were stopped (Cf. "Europe exports radioactive waste to Bangladesh"). It is urgent to enforce restrictive rules to avoid the scattering of radioactive waste and connected pathologies.

Spotted in the breaking yards

**India:**

**Pakistan:**
*ENSCO 94*. OMI 8751136. 7,000 t. Jack-up rig built in 1981 in Sakai (Japan) by Hitachi Shipbuilding.

**Turkey:**


See also on the issue of natural radioactivity
"Alert: Enhanced Natural Radioactivity" , "Shipbreaking # 40", pp 12-13
"Offshore platforms: radioactive alerte, "Shipbreaking #41", pp 1-2-3
Tanker

April-May-June 2017

34 demolitions. The number over all categories (oil tankers, chemical tankers, gas carriers, combined carriers) has increased. In tonnage the increase reached 39%. It's the only category in progression this quarter in the shipbreaking yards. It represents 25% of the scrapped tonnage, a figure that had not been reached for several years; for the whole year 2016, the share of tankers was 9%.

Following the tragedies of FPSO Aces ex-Federal 1 in November 2016 and gas carrier Rain ex-Gaz Fountain in January 2017, the ban of beaching and breaking for all tankers is still ongoing in Pakistan. Prior to beaching, the Pakistani regulation did not require the tanks to be guaranteed gas free for hot works. Pakistan has another problem to deal with, i.e. oil smuggling from tankers to be broken up.

Oil tanker

19 oil tankers left to be demolished, it's twice as much than in the 2017 first quarter. They all ended up in Bangladesh and India, except for the Falcon which was laid up in Latvia and was demolished on the spot. Half of them belonged to shipowners established in the European Economic Area. Their age was between 18 to 36 years; the average age was 25 years. The sale of Catherine Knutsen to a shipbreaking yard of Alang generated 8 million US$ in benefits to the shipowner and middlemen.
**Astro Arcturus.** IMO 9122916. Length 248 m, 17,700 t. Greek flag. Classification society American Bureau of Shipping. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by Pantheon Tankers (Greece). The *Astro Arcturus* departed Bahamas on April 8, 2017. She was spotted off Capetown (South Africa) on May 6 and then sailed across the Indian Ocean up to Singapore. After this almost round-the-world trip, she was sold as is for demolition. Final destination India or Bangladesh. 396 US$ per ton including 900 t of bunkers.

![Astro Arcturus in the Bosphorus (Turkey), July 19, 2012. © Marc Ottini](image)

**Catherine Knutsen (ex-Tanana, ex-Wilomi Tanana, ex-Tanana, ex-Wilomi Tanana).** IMO 8714994. Length 277 m, 23,057 t. Deflagged from Norway, to Palau for her last voyage as *Catherine*. Classification society American Bureau of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Knutsen OAS Shipping AS (Norway). Sold as is in Aruba, a Caribbean island off Venezuela with an autonomous status and the King of the Netherlands as Head of State. 361 US$ per ton. On March 26, *Catherine* left the Caribbean; she arrived at Alang after calling Capetown (South Africa).

![Wilomi Tanana outbound Delaware River (USA), June 19, 1995. © shipjohn](image)

![Catherine Knutsen, leaving Le Havre (France), May 3, 1999. © Pascal Bredel](image)

Consuela (ex-Filomena Lembo). IMO 8217958. Length 194 m, 11,945 t. Deflagged from Panama to Comoros for her last voyage as Xenia, or Xen. Classification society Registro Italiano Navale. Built in 1984 in Castellammare (Italy) by Italcantieri as bulk carrier for the Italian group Deiulemar, she was converted in 1988 to product tanker. Owned by Sinkor Trading Ltd (United Arab Emirates). Sold for demolition in Bangladesh. 385 US$ per ton.


**Falcon** was moored in Riga (Latvia) since May 2015. She never left, she is being demolished on the spot by Bolderaja Ship Repair Yard, not yet a European Union-approved facility.

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**Good News** (ex-Takase). IMO 9181936. Length 333 m, 38,732 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Chiba (Japan) by Mitsui. Owned by Polembros Shipping Ltd (Greece). Sold, renamed, with an uncertain destination, the **Good News** is playing hide-and-seek. In April, she was sold for demolition. 390 US$ per ton, a good price paid by a Bangladeshi or an Indian shipbreaking yard. Her status in the Equasis database was turned to "to be broken up" on April 13. Since May 1, her official owner is Mumbai-based Blue Whale Maritime Ltd. This company declares to own 2 vessels, the other one being the **Erwi**, ex-Berwick beached for demolition in Alang on February 2. The tanker was renamed **Zeus V** and is still "to be broken up". She was lately spotted in late June in Singapore Strait, but would have been renamed again **Jade Prosper** expected in Guangzhou (China) in July.

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**Kiowa Spirit** (ex-Bona Valiant). IMO 9171826. Length 253 m, 17,772 t. Deflagged from Liberia to Palau for her last voyage as **Spirit**. Classification society Nippon Kaiji Kyokai. Built in 1999 in Koje (South Korea) by Samsung. Owned by DS Tankers GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 385 US$ per ton.
**Med Star** (ex-Energena, ex-Genmar Agamemnon, ex-Emilie). IMO 9083304. Length 243 m, 14,669 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Star*. Classification society Registro Italiano Navale. Built in 1995 in Koje (South Korea) by Samsung. Owned by Merapi Overseas Group Inc (Turkey). Sold for demolition in India.

September 17, 2009, *Genmar Agamemnon* discharging at Deer Park, Houston, United States. © Antonio


Orapin 4, May 19, 2016 at Sriracha Oil Terminals, Thailand. © Geir Vinnes

**Palenque I** (ex-Palenque II, ex-Choapas II, ex-Fearless, ex-Torm Gyda). IMO 9006136. Length 182 m, 8,615 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Dalian (China) by Dalian Shipyards Co. Owned by Trinity Ships Inc (Greece). Sold for demolition in Bangladesh or in India. According to her last received position, she was at Lagos (Nigeria). 350 US$ per ton.

Panama Canal, October 10, 2014. © Frankie Mc Grath
Santa Cruz 1 (ex-Frankopan). IMO 9041447. Length 244 m, 16,327 t. Liberian flag. Classification society Bureau Veritas. Double hull ship built in 1995 in Split (Croatia) by Brodosplit. Sold by son Greek owner Avin International S.A. to Liberia-based Nephele Marine prior to her departure for demolition in Bangladesh. 387 US$ per ton. A good price as 200 t of oily sludge were still on board and have to be extracted before delivery to a shipbreaking yard and any hot works.

Stavronisi. IMO 9074585. Length 243 m, 16,245 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kerch (Ukraine) by Zaliv. Owned by Eletson Corp (Greece). Sold as is in Singapore for demolition in Bangladesh. 375 US$ per ton.


**Chemical tanker**

*Bow Hunter (ex-Hunter, ex-Bow Hunter).* IMO 7926318. Length 158 m, 8,792 t. Unknown flag. Sans Classification society. Built in 1983 in Okpo (South Korea) by Daewoo. Detained in 2005 in Houston (Texas, USA).

Ex chemical tanker owned by the Norwegian Salhus Shipping. She stopped trading in 2011 and was expected to be sold for demolition. At the time, the Korean shipbuilder Daewoo wanted to acquire the first chemical tanker built by DSME for a showcase. But the *Bow Pioneer* had already left to be broken up in Alang (Cf. "Shipbreaking # 19", April 2010, p 12) and Daewoo could only get n°3, the *Bow Hunter*. Part of the equipment was withdrawn and the ship became a museum ship. not for long, in 2017, she was sold as is for demolition in India. 302 US$ per ton including 550 t of stainless steel, a good rate for a vessel to be towed from South Korea to the Indian shipbreaking yard.


June 13, 2013, underway bound for Huangpu, China. © nunezwisley

**Theresa Arctic (ex-Sitamia, ex-Petrobulk Mars).** IMO 8715508. Length 229 m, 14,830 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1988 in Copenhagen (Denmark) by B&W Skibsvarft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2008 in Rotterdam (Netherlands), in 2009 in Mundra (India) and in 2013 in Rotterdam again for 280 days.

Sitamia anchored off Dunkirk (France), January 14, 2007. © Marc Ottini

In May 2017, the Theresa Arctic left Port Klang (Malaysia) heading to Mombasa (Kenya) with a cargo of 46,000 t of palm oil. On June 20, just before the planned arrival, the Theresa Arctic suffered an engine failure and ran aground on Bofa beach in Kilifi, 45 km north of Mombasa. The efforts of the tugboats sent by the Kenya Port Authority to free her were useless. The Theresa Arctic was refloated 3 weeks later. 15 experts from Smit Salvage in charge of the operation came from Singapore, South Africa and the Netherlands. 7 tugboats were involved in the salvage, part of the cargo had been previously trans-shipped onto the Theresa Dumai. On July 13, the ship was towed to Mombasa and docked. The hull was badly damaged. The ship was announced sold for demolition in India. 350 US$ dollars per ton.

July 2017, under tow to Mombasa. © Kenya Port Authority
Gas carrier

Gas carriers are hard to die. The average age of the demolished ones this quarter is 33 years. The Algerian veterans Larbi Ben M'hidi and Bachir Chihani built in La Seyne-sur-Mer (France) and sold to the Turkish breakers were respectively 40 and 38 years old. The sale of Larbi Ben M'hidi generated nearly 7 million US$ in benefits to the shipowner and middlemen.

Bachir Chihani. IMO 7400675. Length 282 m, 28,461 t. Algerian flag. Classification society Bureau Veritas. Larbi Ben M'hidi (see following page) and Bachir Chihani, named after Algerian independence war heroes, were the 5 first large vessels built for exporting Algerian Liquefied Natural Gas (LNG). They are among the oldest ships in the methane carrier world fleet. Delivered in 1977 and 1979 by the Constructions navales et industrielles de la Méditerranée (La Seyne) to the State-owned Compagnie Nationale Algérienne de Navigation, the Larbi Ben M'hidi and Bachir Chihani were transferred in 1982 to Société Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (SNTM Hyproc), which became in 1997 a 100%-owned subsidiary of the Algerian oil company Sonatrach. The SNTM Hyproc was renamed Hyproc Shipping Company in 2003. With their 129,700 m$^3$ LNG cargo capacity each, Larbi Ben M'hidi and Bachir Chihani have carried Algerian gas towards the different clients of Sonatrach around the world, from Arzew and Skikda ports. They were sold to Turkish breakers. $236 US per tonne.

Bachir Chihani, arriving at Brest (France) in the rain, November 27, 2013. © Erwan Guéguéniat

The three other methane carriers in the initial Algerian fleet were Mostefa Ben Boulaid (125,000 m$^3$), built in 1976 in La Ciotat, also to be dismantled in Turkey, and the Mourad Didouche and Ramdane Abane (126,000 m$^3$), delivered in 1980 and 1981 by Chantiers de l'Atlantique (Saint-Nazaire, France).

Guapore. IMO 7921899. Length 110 m, 3,963 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Petrobras (Brazil). Auctioned as is in Rio de Janeiro (Brazil) for demolition in India. 182 US$ per ton.

Larbi Ben M'hidi. IMO 7400663. Length 282 m, 28,495 t. Algerian flag. Classification society Bureau Veritas. Built in 1977 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Hyproc Shipping Co (Algeria). Sold for demolition in Turkey. 236 US$ per ton. (See also the chapter Bachir Chihani, previous page).

![Traquair, moored at Port Jérôme (France), June 1992.](image1) © Pascal Bredel

![Liberty N beaching in Alang (center).](image2) © Viral Shah


Power S (ex-CGM Tiger, ex-Diamond Star). IMO 8705955. Length 89 m, 2,036 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Poli (Italy) by Pellestrina. Owned by Seahorse Shipping & Engineering Co (Turkey). Detained in 2011 in Catania (Italy), in 2012 in Valletta (Malta) for 101 days in March and then for 121 days in September and in 2013 in Midia (Romania) and in Temryuk (Russia). Sold for demolition in Turkey.

![CGM Tiger, in Valletta (Malta), 5 April 2012.](image3) © Marc Ottini

Combined carrier

**Karadeniz Powership Yurdanur Sultan (ex-SKS Tagus).** IMO 9133458. Length 244 m, 18,581 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Vendu in November 2016 in Karmarine Karadeniz (Turkey), she was planned to be converted to a floating power ship with a 400 MW capacity. The project did not succeed. On May 9, she arrived at Chittagong “for repair”, on May 19, she was finally beached for demolition. 380 US$ per ton.

*S SKS Tagus, March 5, 2016 Ijmuiden (Netherlands). © Peter Beentjes*


*S SKS Tugela, Donges (France), 17 janvier 2011. © Erwan Guéguéniat*


*Caspian Sea, July 19, 2011. © Ivan Gromilin*

*Aliaga © Selim San*
General cargo

April-May-June 2017

34 demolitions. A figure declining of -24% compared to the previous quarter (45 demolitions). The decrease of the tonnage is -37%. Turkey (13 ships) and India (10 ships) are the favorite destinations. In terms of tonnage, India absorbs close to half of the general cargo carriers.

The average age at the time of demolition is 31 years. The Rahma is 52 years, and it is the oldest of the category and of all categories this quarter. The detention rate for general cargo ships is 70%. The family gathered the worst among substandard ships Geo Sun, Donbate and Joudi, respectively 17, 15, and 14 detentions in Mediterranean and Black Sea ports.

The sale of the San Fernando Rey generated more than 2 million US$ in benefits to the shipowner and middlemen.

San Fernando Rey, 18 years-old, 6,094 t. © George58/Shipspotting


Southbound on the Bosphorus on July 1, 2010. © Wil Weijsters
**general cargo**


*Bangsaotong*, arrival at Bangkok, Thailand, March 22, 2016. © bs1mrc/Shipspotting


At Banjarmasin Taboneo Loading Point (Indonesia), May 21, 2016. © iwan afwan

*Brin-Navolok (ex-Safora, ex-ST-1386).* IMO 8867246. Length 88 m, 1,124 t. Russian flag. Classification society Russian Maritime Register of Shipping. River and sea-going ship built in 1986 in Macvanska Mitrovica (Serbia) by Sava Shipyards on the Save River, a tributary of the Danube; jumboized in length and depth in 2007, her deadweight increased from 1,380 to 2,805 t. Owned by Belomor Freight Company Jsc (Russia). Detained in 2009 in Alexandria (Egypt), in 2011 in Limassol (Cyprus) and in 2017 in Gdynia (Poland) and Batumi (Georgia). Sold for demolition in Turkey.

*Brin-Navolok*, May 22, 2016, on the Kiel Canal, Germany. © fabianv

Mai 2017, Aliaga. © Selim San
**general cargo**

**Donbate (ex-Dombate, ex-Albufera de Alcudia, ex-Portubide).** IMO 7806037. Length 95 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Guernica (Spain) by Murueta. Owned by South River Shipping Co Ltd (Ukraine). Silver medallist of substandard ships with 15 detentions in 2005 in Genoa (Italy), in 2006 in Cagliari (Italy), Torre Annunziata (Italy) and in Genoa again, in 2007 in Taranto (Italy) and Mersin (Turkey), in 2008 in Koper (Slovenia), Chioggia (Italy), Castellon de la Plana (Spain) and Chioggia again, in 2009 in Marseille (France) and Constanta (Romania), in 2012 in Larnaca (Cyprus), in 2014 in Aliaga (Turkey) and in 2017 in Ochakov (Ukraine). Sold for demolition in Turkey.

*Donbate* sailing down from the Black Sea, August 29 2014. © Marc Ottini and her detentions

**Ede (ex-Dulde, ex-Ceren-C, ex-Kinali).** IMO 8421808. Length 115 m. Cook Islands flag. Classification society Turk Loydu. Built in 1985 in Pendik (Turkey) by Turkiye Gemi. Owned by HSV Deniz (Turkey). Detained in 1998 in A Coruna (Spain), in 1999 in Antwerp (Belgium), in 2002 in Eleusis (Greece), in 2010 in Ashdod (Israel), in 2011 in Nikolayev (Ukraine) and in 2017 in Novorossiysk (Russia) and in Constanta (Romania). Sold for demolition in Turkey.

*Ede, August 14, 2015 entering the port of Sibenik, Croatia. © Zoka May 2017, Aliaga. © Selim San*

**Fanja (ex-CEC Courage, ex-Shanghai Star, ex-CEC Courage).** IMO 9235115. Length 100 m, 3,552 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Shanghai (China) by Zhonghua Shipyard. Owned by Oman Ship Management Co SA (Oman). Detained in 2007 in Bilbao (Spain) and in 2015 in Gdynia (Poland). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 390 US$ per ton.

*Singapore, April 2, 2015. © Lim Hock Wu*


Geo Sun (ex-Donna U., ex-Pavel, ex-Pavel Mochalov). IMO 7830923. Length 114 m. Deflagged from Togo to Tanzania for her last voyage as Little Sun. Classification society Columbus American Register. River and sea-going ship built in 1979 in Gorki/Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Stella Shipping (Marshall Islands). Gold medallist of substandard ships with 17 detentions in 1999 in Saint-Malo (France), in 2007 in Vibo Valentina Marina (Italy) and Torre Annunziata (Italy), in 2008 in Izmir (Turkey), in 2009 twice in Yeysk (Russia) then in Samsun (Turkey), in 2011 in Bandirma (Turkey), in 2012 in Trabzon (Turkey), in 2013 in Poti (Georgia) and in Trabzon again, in 2014 in Novorossiysk (Russia), Rostov-on-Don (Russia) and again in Poti, in 2015 in Tekirdag (Turkey) and in 2016 one more time in Poti then in Azov (Russia). Sold for demolition in Turkey.

Han Li (ex-Thor Nectar, ex-Beate Oldendorff, ex-Tasman Mariner, ex-Beate Oldendorff, ex-TA Discoverer, ex-Beate Oldendorff). IMO 8801371. Length 181 m, 8,137 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Warnemünde (Germany) by Warnowwerft; jumboized in 1990 and lengthened from 165 to 181 m. Owned by Shanghai Diheng Shipping Co Ltd (China). Detained in 2002 in Tauranga (New Zealand), in 2004 in Moji /Kitalyushu (Japan) and Newcastle (Australia), in 2015 in Xiamen (China), in 2016 in Dalian (China) and Xiamen (China) and in 2017 in Ulsan (South Korea) and in Mumbai (India). Sold for demolition in India.


Italica (ex-Zuil, ex-Jugonavigator). IMO 7942075. Length 130 m, 4,484 t. Deflagged from Italy to Palau for her last voyage shortened to Alicia. Classification society Registro Italiano Navale. Built in 1981 in Vyborg (Russia) by Vyborgskiy SZ. She was one of the 27 Pioneer Moskva-type ships built by the Russian shipyard from 1973 to 1981. Their hulls were ice-strengthened to enable them to carry logs from the arctic forests across frozen seas.

In 1990, the ship was acquired by the Italian shipowner DIAMAR SRL. She was refitted and equipped to be used as an oceanographic research vessel and to provide support for the Italian Antarctic base. Her bow was modified to crush ice. She could accommodate 92 passengers on scientific expeditions.

Her last campaign is over. She had left Dunedin (New Zealand) in November 2016 after an almost 8 month-long winter lay-up and reached Auckland on the North Island for dry dock maintenance works. She was back on the South Island in Lyttelton, to load 20 containers full of supply and equipment for the Italian Base and took on board the team of scientists. On February 14, 2017, she brought back to New Zealand the last team from the 32nd summer research campaign in Antarctica led by the ENEA (Energia Nucleare e Energie Alternative) the Italian public body today dedicated to new technologies, energy and sustainable development issues. This was her ultimate mission. Italica, renamed Alicia, has just been beached in Alang.
general cargo


In Port Louis (Mauritius), December 31, 2016. © Jerzy Nowak


June 24, 2010, Philixnos in the Straits of the Dardanelles. © Marc Ottini


Aliaga. © Selim San

**Canopus** January 01, 1977 Stadersand, Germany. © sterntube


**Luna** (ex-MSC Algerie, ex-Trade Fast, ex-Kota Cantik). IMO 8807571. Length 147 m, 5,136 t. Belize flag. Classification society Bureau Veritas. Built in 1992 in Shanghai (China) by Shanghai Shipyard. Owned by Luna Maritime Co Sa (Honduras). Detained in 2002 in Barcelona (Spain), in 2014 in Mersin (Turkey) and Novorossiysk (Russia) and in 2016 in Bandar Khomeini (Iran) and Mumbai (India). Sold for demolition in Pakistan.

**Luna** berthed at Adani Port, Mundra, India, March 28, 2014. © -Mohammed Ismail Khan


**Eftihia**, Port of Setubal (Portugal), June 8, 2010. © Marc Ottini

**Massa**, Aliaga. © Selim San
Nabil J (ex-Alexander Y, ex-Dandun, ex-Gina-R, ex-Unika, ex-Amis). IMO 7125225. Length 77 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1971 in Stade (Germany) by Stader, completed in Wewelsfleth by Hugo Peters. Owned by Faros Shipping Co (Lebanon). Detained in 2002 in Naestved (Denmark) and Great Yarmouth (United Kingdom), in 2005 in Casablanca (Morocco) and Koper (Slovenia), in 2006 in Castellon de la Plana (Spain), Cartagena (Spain) and again in Casablanca, in 2008 in Aabenraa (Denmark), in 2010 in Gabes (Tunisia), in 2012 in Izmit (Turkey), in 2014 in Kocaeli (Turkey) and in 2015 in Tripoli (Lebanon).

Nabil J had dropped anchored off the port of Sidon (Lebanon) after loading a scrap cargo bound for Turkey. On April 23, the anchor chain snapped, the ship was pushed by strong winds, blown ashore and ran aground on the beach in front of the crowd walking on the promenade to watch the arrival of the marathon race. The first attempts to pull her free were in vain. Over the weeks, the Nabil J became an attraction. Local businessmen were planning to make a restaurant out of her while citizens opposed the project with regards the risk of pollution from bunker fuel oil. The ship continued to deteriorate. In late May, she was lightened of her cargo and finally freed. On June 22, she arrived at Aliaga for demolition.


*Palanga Spirit* in the Mediterranean, August 27, 2008. © Marc Ottini

**Papuan Coast**. IMO 9158707. Length 80 m, 1,741 t. Deflagged from Papua New Guinea to Palau for her last voyage shortened to *Papua*. Classification society American Bureau of Shipping. Built in 1996 in Guangzhou (China) by Guangzhou Huangpu. Owned by Steamships Shipping & Trans (Papua New Guinea). Sold for demolition in Bangladesh.


*Prince Hani* beached in Gadani Plot 60, May 2017 © Gadani Ship Breaking

general cargo

*Rahma* (ex-*Younes I*, ex-*Nour El Moustafa*, ex-*Jihad I*, ex-*Geto I*, ex-*Monte Cervati*, ex-*Alima*, ex-*Halima Awal*, ex-*Hvita*, ex-*Osteclipper*, ex-*O.R.Schepers*). IMO 6602678. Length 73 m, 680 t. Tanzanian flag. Classification society Universal Marine Classification. Built in 1965 in Papenburg (Germany) by Jos. L. Meyer. After an international career for German, Icelandic, Egyptian, Italian, Honduran shipowners, she was acquired in 1996 by a Lebanese company. Her derricks were withdrawn and she was converted to livestock carrier (see photos p 8). She was later converted again to general cargo carrier and renamed *Rahma*. Owned by Ghazal/Abdullah (United Arab Emirates). Sold for demolition in India.


*Shaza* (ex-*Zeina J*, ex-*Aures*). IMO 7333846. Length 117 m, 2,695 t. Togolese flag. Classification society International Register of Shipping. Built in 1973 in Travemünde (Germany) by Schlichting. Owned by Global Management & Trading Co Ltd (Lebanon). Detained in 1999 in Antwerp (Belgium) and Hamburg (Germany), in 2000 in Lisbon (Portugal), in 2003 in Koper (Slovenia), in 2010 in Novorossiysk (Russia), in 2012 in Nea Moudhania (Greece), in 2014 in Alanya (Turkey), in 2015 in Antalya (Turkey), in 2016 in Gemlik (Turkey) and in 2017 in Beyrouth (Lebanon) then again in Novorossiysk. Sold for demolition in India.

August 1, 1972, *Halima Awal* at Piraeus, Greece. © Gordon Dalzell

*Shaza* at Eleusis, Greece, September 28, 2016. © Dennis Mortimer
general cargo


![Solent](image1)


![Sormovskiy-116](image2)


![Sormovskiy-36](image3)
Aliaga, facing Lesbos

Forty kilometers from the Greek island Lesbos and 5 kilometers from the city of Aliaga, the Turkish demolition yards are situated on a peninsula facing the Aegean Sea and the eastern Mediterranean. Since 1976, Aliaga has established itself as the major hub in Turkey for the demolition of ships and has made itself a substitute for historic shipbreaking yards in Istanbul and Seymen in the Marmara Sea. The Aliaga yards are well situated to respond to the demands of an important aggregation of foundries and steel mills located 15 kilometers away.

The coastal areas designated to scrapping activities belong to the State that rents 29 seafront plots each 50 m in width for 25 years to 20 private companies. The “parking lots” for ships to be demolished is relatively narrow and the arrival at full power of ships to be demolished that still have their own power forces employees working in contiguous yards to momentarily stop their activities. The absence of safe distances also facilitates fires and increases vulnerability to metallic projections after explosions. Meanwhile, such a collective catastrophe has not yet happened in the last two years.

There is no beaching practice because there are no more beaches. The landing technique is rudimentary. The ships steer on the platform bow first and are cut into pieces of 600 to 800 tons. Until the end of the demolition, the aft section remains in the water. If ship demolition is good for the planet in the sense that making of a ton of steel from iron ore produces 2200 kg of carbon dioxide, and that a ton of steel recovered from scrap metal only produces 280 kg, it is not good for the marine environment around Aliaga. Not quite beaching and far from dry docking, the dismantling technique leaves on marine sediment- and undoubtedly on the marine organisms- a chemical and organic print that the laundry of natural attenuation will take a long time to clean.

All of the studies led by Turkish scientists, sometimes with the help of European institutions, are in the same vein, that which observes an irrevocable pollution. The most optimistic say that it is because of old practices, while the most pessimistic say that the pollutants will accumulate in the coastal zones around Aliaga “as long as the the vessel is not separated from the sea.”

Several samples of marine sediment taken at a depth of 15 m facing the Aliaga shipyards exceed the alert threshold for PCB and signal elevated risks for marine life. There is another orange light with regard
the organochlorine pesticides whose excess in fine marine sediments lower than 63 microns near the shipyards is attributed by scientists to the longtime use in the naval industry of derivatives of DDT or of HCB (hexachlorobenzene) in the rubber seals, the internal paint, and the external anti-fouling paint. The massive use of insecticides to disinfect the sailors’ accommodation or to prevent the infestation of food cargoes throughout the exploitation of ships is also evoked. In the most recent study, published in 2016, the authors deduced from high levels of organic and heavy metals that in Aliaga there is a lack of rigour in the management of pollutants on board ships to be demolished. They recommend anyway that a deep and systematic inventory of PCB’s should be undertaken in the entire zone.

The comparative study of the contamination of Polycyclic Aromatic Hydrocarbons (PAH), in organochlorine pesticides, and in PCB published in 2014 shows that on the Turkish coast, the most polluted sites are the ship-building, repair, and maintenance yards around Tuzla, 30 km from Istanbul in the Marmara Sea and the demolition yards in Aliaga in the Aegean Sea. The pollution is so high in Tuzla to the point that experimental mussels put in a cage as biological indicators all died. All phases of naval industry, from shipbuilding, repair and maintenance works to shipbreaking, are polluting. This health and environmental print is not particular to Turkey. It is measurable and evident in all maritime countries as long as it is sought and the results are public.

Aliaga, November 1, 2013. 40 wrecks, 2 km of cemetery and desert. Capture d'écran Google Earth

Med Star in Aliaga. March 2017. Shipbreaking #47 © Petros Psarras
Container ship

April-May-June 2017

30 demolitions. The number has dropped compared to the previous quarter (66 demolitions). In tonnage, the decrease is about -65%. A slight improvement of the freight-rates and the seasonnal demand provides some respite for the family. The overwhelming majority of scrapped ships consists of small units under a 2500 teu capacity. The convoy of broken ships would stretch along 6 km and will carry 70,000 boxes compared to 15 km and 207,000 boxes the previous quarter.

The age range is between 12 and 32 years, the average age is 21 years.

A third of the container carriers was deflagged before their final departure. India (10 ships) was the favorite destination ahead of Bangladesh (9) and China (6). The biggest one was the *Mozambique*, with a 6148 box capacity, demolished in Pakistan. Her sale generated 11.3 million US$ in benefits to the shipowner and middlemen.

*Mozambique*, 19 years-old, 28,840 t. Photo Martin Klingsick


*MOL Endeavor* unloading in Miami, USA, October 6, 2013. © Pascal Bredel
**AI Endurance** (ex-MOL Endurance). IMO 9261736. 4589 teu. Length 294 m, 22,444 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 2003 in Yokohama (Japan) by IHI Marine United. Owned by Atlantic Lloyd GmbH & Co KG (Germany). Sold as is in Davao (Philippines) for demolition in Pakistan. 390 US$ per ton.

**MOL Endurance** disembarks the pilot off Le Havre (France), September 15, 2013. © Pascal Bredel


**Hansa Stralsund** in Kowloon Terminal (Hong Kong), June 21, 2008. © Marc Ottini


**Delmas Mascareignes** upstream Scheldt River, April 17, 2006. © Marc Ottini

**Wehr Rissen**, March 22, 2013, Singapore. © Martin Klingsick
City of Hanoi (ex-Wehr Ottensen, ex-CMA CGM Parati, ex-Delmas Suffren, ex-Bremont Senator, ex-Wehr Ottensen, ex-Indamex Nhava Sheva, ex-Wehr Ottensen, ex-CSAV Rio Grande, ex-Wehr Ottensen). IMO 9134634. 1730 teu. Length 185 m, 7,852 t. Deflagged from Germany to St Kitts and Nevis for her last voyage shortened to Hanoi. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Sold in May 2017 by her German shipowner Rickmers to United Arab Emirates-based Gemini Holdings Lts. She left Nassau, Bahamas to be beached in Alang.

City of Hanoi being assisted into the port, February 4, 2015, Nassau, Bahamas. © Michael Van Bosch


Efendi Baba (ex-Frisian Trader, ex-Norasia Adria, ex-Frisian Trader, ex-Ems Bay, ex-Frisian Trader). IMO 9087544. 549 teu. Length 117 m, 1,986 t. Turkish flag. Classification society American Bureau of Shipping. Built in 1994 in Wewelsfleth (Germany) by Hugo Peters. Owned by Okan Denizcilik AS (Turkey). Detained in 2016 in Tom Roes Point Terminal (Ireland). On February 5, 2017, the Efendi Baba was sailing from Ukraine towards Bilbao (Spain) with a cargo of hot rolled steel plates. She suffered an engine failure off Tenes (Algeria) and went adrift. She was towed to Malaga and finally left to deliver her cargo to Bilbao in May. On June 22, she was beached in Aliaga.

Efendi Baba leaving Alexandria on June 16, 2010. © Marc Ottini

Efendi Baba © Selim San
Container ship


*HC Jade*, October 7, 2013, Miami, USA. © Pascal Bredel

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**Hyundai Freedom** (ex-Freedom, ex-Hyundai Freedom, ex-MSC Liberty, ex-Hyundai Freedom). IMO 9112260. 5551 teu. Length 275 m, 22,874 t. South Korean flag, Palau for her last voyage sous le nom de Creed. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Hong Kong for demolition in Bangladesh. 355 US$ per ton including 450 t of bunkers.

*Hyundai Freedom*, leaving Le Havre (France), August 2, 2001. © Pascal Bredel

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**Indira Ghenthi**. IMO 9045546. 1869 teu. Length 189 m, 8,422 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by SCI- Shipping Corporation of India (India). Sold for demolition in India.

*Indira Ghenthi*, December 19, 2011, Mundra, India. © Viktor

As Melbridge Bilbao, this ship could have been an additional disaster for Brittany shores. November 12, 2001, she was sailing from Havana bound for Rotterdam with a crew of 15 Russian and Filipino sailors. She had planned to follow the traffic separation scheme off Ushant Island, east upstream lane allowed to non-hazardous cargoes.

The first mate took his shift at 4. His rest period had been shortened. After dinner, he was busy with commercial tasks prior to the arrival to Rotterdam that he could not fulfilled during the Atlantic Ocean crossing because of bad sea conditions. According to the investigation, he only slept for 2 hours during the last 24h. After he took his shift, he corrected the course at 5 am but fell asleep before the change of course planned at 6:10. He was alone on the bridge.

Melbridge Bilbao aground near Molene Island, November 12, 2001. © Daevon

The Melbridge Bilbao diverted from her scheduled route, failed to answer to the emergency alerts of MRCC Corsen in charge of managing the flow of traffic. At 7:23, she ran aground at full speed on Molène Island, between Ushant Island and the continent. By luck, the grounding occurred at low tide onto sandy bottoms. At 11:15, the container carrier was able to break free thanks to the rising tide. The high sea rescue tug Abeille Flandre was already on the spot, prevented the container ship from drifting towards the number of reefs and secured it for inspection at the entrance channel of the Bay of Brest. In the evening of November 13, the Melbridge Bilbao docked at the commercial port of Brest to be unloaded of some of her containers. She was moved to the repair dock on November 16. Fuel pumping started. Heavy fuel oil leaked from the cracks under the hull but remained in the dock. At the end of the voyage, the container carrier was still containing 229 t of fuel. The coasts of Molène were close to a new disaster.

Only the first mate was prosecuted and sentenced to a 6-month suspended prison term and a fine of 3000 €. The responsibility of the German shipowner Sleipner Ostetrans Schifffahrts regarding the labour organization with a reduced crew and a lack of officers of the watch and of look-out men was not considered even if it may have caused the accident.

The Melbridge Bilbao continued her career under different flags and names. Her last shipowner was the Singapore-based Continental Shipping Line. A few weeks before being beached in Alang, the Inle Star became the Lea flying the flag of Palau.
container ship


Maruba Orion at Hong Kong Port, June 21, 2008. © Marc Ottini


February 28, 1998, Grete Maersk, arriving at Le Havre (France). © Pascal Bredel

March 18, 2017, Maersk Carolina at Felixstowe, United Kingdom. © Michael Marshall


Mandalay Star, March 21, 2016 Singapore. © Rene Mostert


Keelung (Taiwan), March 5, 2016. © Chun-Hsi


Cebu Port, Philippines, May 1, 2015. © Mike Baylon
container ship


Nyk Canopus, entering Le Havre (France), April 23, 2000. © Pascal Bredel


MSC Maya, leaving Montoir de Bretagne (France), November 18, 2009. © Erwan Guégueniat


R.C Rickmers, May 9, 2011 outbound the Port of Durban (South Africa). © Marc Ottini

Robin des Bois - 57 - Shipbreaking # 48 – July 2017
container ship


*Otto*, March 8, 2013, Singapore. © *Martin Klingsick*

*Rajiv Ghenthi*. IMO 9045558. 1869 teu. Length 189 m, 8,421 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Corporation of India (India). Detained in 2006 in Singapore. Sold for demolition in India. 300 US$ per ton.

*Rajiv Ghenthi* moored at Container Terminal Tollerort in Hamburg, Germany, April 29, 2000. © *Leo Johannes*


China Sea, September 23, 2012. © *Patrick Lawson*

![Sana](image)

Hong Kong on August 7, 2009. © Ivan Meshkov

**Sirinun Nava** (ex-**Srichangthong**, ex-**SS Busan**, ex-**Han In**). IMO 9050955. 144 teu. Length 83 m, 1,066 t. Thai flag. Unknown classification society. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Vescon Tugboat & Marine (Thailand). Sold for demolition in Bangladesh.

![Sirinun Nava](image)

Sirinun Nava at Krabi Terminal (Thailand), February 8, 2013. © vescontug-marine


![Tinglev Maersk](image)

Maersk Texas, inbound Le Havre (France), June 1, 1998. © Pascal Bredel

![Tinglev Maersk](image)

Tinglev Maersk, January 28, 2017 at Algeciras, Spain. © Justo Prieto
**Tsing Ma Bridge.** IMO 9230309. 5610 teu. Length 285 m, 24,350 t. Deflagged from Panama to Palau for her last voyage as *Bridge*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Ulsan (South Korea) by Hyundai. Sold as is in Hong Kong by her Japanese owner Osaka Asahi Kaiun Co to British Virgin Islands-based Castle Hill Pacific Ltd prior to her departure for demolition in India. 390 US$ per ton including 500 t of bunkers.

*Tsing Ma Bridge outbound Antwerp, Belgium, May 19, 2002. © Pascal Bredel*  
*Tsing Ma Bridge arriving in Singapore, June 26, 2008. © Marc Ottini*

**Yangon Star (ex-Hansa Rostock).** IMO 8910093. 1016 teu. Length 150 m, 5,248 t. Deflagged from Liberia to Palau for her last voyage as *Jango*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by CSL Continental Shipping Line (Singapore). Detained in 2006 in Kobe (Japan). Sold as is in Singapore, she was beached in Chittagong on May 26. 360 US$ per ton including 150 t of bunkers.

 Reefer

_Horncliff_. IMO 8912041. Length 153 m, 7,867 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Pula (Croatia) by Uljanik. Owned by Norbulk Shipping Uk Ltd (United Kingdom). Along with the _Hombay_ and the _Horncap_, the _Horncliff_ was one in a series of 3 "banana boats" dedicated to the transport of fruit cargoes. The _Horncliff_ was the youngest but she is the first one to be scrapped.

_Horncliff_ at Le Havre (France), November 9, 2008. © Erwan Guéguéniat

On February 1, 2008, she was sailing from Costa Rica with a cargo of fruit to be unloaded in Dover for the American company Del Monte. 31 persons were on board among whom 6 passengers. The _Horncliff_ encountered a storm 360 km off Scilly Islands at the tip of Cornwall. In force 10 winds, she lost 90 containers overboard; 60 of them were reefer containers that might continue to float and represent a danger for maritime safety. Emergency alerts to seamen were broadcasted by English and French authorities; means of aerial surveillance were also mobilized.

After the storm, February 2008. © Cargolaw

Aboard, 3 sailors were hurt. The Lithuanian captain was suffering from internal bleedings and a back injury. A spinal injury was suspected, but the ship was too far away to allow an airlift evacuation. The _Horncliff_ came closer to the Irish coast; in the dark night and hailstorm, a first rescue operation failed. The ship then headed towards Cornwall. In the morning of February 2, the Royal Air Force helicopter succeeded in boarding a medical crew. The injured crewmen were taken off and brought to the Royal Cornwall Hospital in Truro. The ship continued its course and finally reached Falmouth in the afternoon. After the containers safety was checked out and some patching-up works were carried out, the _Horncliff_ left for Antwerp shipyard.

The _Horncliff_ continued her career. She was beached in Aliaga on April 20, 2017.

Mizuho Ace, unloading fruit at quai Jean Reinhart in Le Havre (France), March 1993. © Pascal Bredel


As Rapa, sailing in the English Channel in the morning of November 1, 2007. © Erwan Guéguénia
Ro Ro

Alios (ex-Norking, ex-Bore King). IMO 7902635. Length 170 m. Deflagged from Cyprus to Togo flag for her last voyage as Ali. Classification society Lloyd's Register of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola.

Jumboized in 1995 and lengthened from 142 to 170 m. Owned by Salamis Lines Ltd (Cyprus). Sold for demolition in Turkey.


At berth in Saint-Pierre-et-Miquelon (France), December 6, 2003. © Fabrice Tillard

Norking in Zeebrugge (Belgium), July 6, 1994. © Pascal Bredel

Alios in Sounion (Greece) on May 5, 2013. © Marc Ottini

Aliaga, June 2017. © Selim San

Ducky Senior in Nagoya (Japan), April 16, 2009. © Guillaume Rueda

Ro Ro Mersin (ex-Antonia I, ex-Antonia, ex-Caribe III, ex-Mar Caribe). IMO 6801482. Length 104 m. Turkish flag. Classification society Panama Register of Shipping. Built in 1967 in Lübeck (Germany) by Orenstein Koppel. Owned by Akgünler Isletmeleri (Turkey). Detained in 2004 in Trieste (Italy) and Constanta (Romania), in 2005 in Sevilla (Spain) and Setubal (Portugal) and in 2013 in Mersin (Turkey). Sold for demolition in Turkey.

May 18, 1982, Mar Caribe at Savannah, United States. © simonwp

May 2017, Aliaga. © Selim San


Stjerneborg, February 2, 2015, Valletta, Malta © Master-OSSI/Fleetmon
66 demolitions. The number has increased compared to the previous quarter but the tonnage has decreased of 12%. With 23 units, China is the number one destination. But this national preference is based on subventions: 21 out of 25 China-flagged or China-owned bulkers were scrapped in China. Pakistan is the second favoured destination.

The average age at the time of demolition is 26 years. 8 years for the damaged *Flash* and 39 for the Algerian veterans *Nedroma* and *Nememcha*.

The sale of the Korean *Frontier* generated over 7 million US$ in benefits to the shipowner and middlemen.

*Ain Temouchent, Nedroma* and *Nememcha* were bulkers mainly carrying goods to cover the basic needs of Algeria, such as imported cereals from North America for example. All three were built in Japan, the *Nedroma* and *Nememcha* (26,000 tpl) by Hitachi and *Ain Temouchent* (32,000 tpl) by Tsuneishi. First, commissioned by Compagnie Nationale Algérienne de Navigation (CNAN), they were transferred in 2007 with several other ship to International Bulk Carrier, a subsidiary of CNAN privately-owned in joint venture with Saudi and Jordanian businessmen. Business turned out bad and the 3 ships were decommissioned in 2011 in Labuan (Malaysia). They were sold in Kuala Lumpur in February 2017 and all sent for demolition in Chittagong, *Ain Temouchent* renamed *Temouchent* on April 29, *Nememcha* as *Cash* on April 26 and *Nedroma* as *Tang* on May 12.

*Ain Temouchent*. IMO 8110447. Length 178 m, 7,534 t. Algerian flag, Comorian flag for her last voyage. Classification society Bureau Veritas. Built in 1982 in Numakuma (Japan) by Tsuneishi. She started her career for Hogarth and Co / Baron Line as *Baron Minto*. She starred on a postal stamp of the Republic of Nauru celebrating the 250th anniversary of the Lloyd's List in 1984.
She was acquired in 1988 by Compagnie Nationale Algérienne de Navigation, CNAN. Detained in 1998 in Baie Comeau (Canada), in 1999 in Hull (United Kingdom), in 2000 in Montreal (Canada) and again in Baie Comeau, in 2001 in New Orleans (USA) and in 2002 in London (United Kingdom). She was black-listed as one of the 66 high-risk ships published by the European Commission on December 3, 2002 after the shipwreck of the oil tanker *Prestige* off Galicia. Sold to St Kitts and Nevis-based Morrito Maritime prior to her departure under tow of *Hurricane I* (IMO 8516988) towards Bangladesh.

*Nedroma*. IMO 7708182. Length 172 m, 6,414 t. Algerian flag, St Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1978 in Maizuru (Japan) by Maizuru. Owned by IBC International Bulk Carrier (Algeria). Detained in 2001 in Savona (Italy), Valencia (Spain) and for 357 days in Amsterdam (Netherlands), in 2003 in Quebec City (Canada), in 2008 in Pipavav (India) and in 2009 in Quanzhou (China). She was also included in the European blacklist of 66 ships. Sold as is in Malaysia, il est pris en remorque by le *Jaya Crystal* (OMI 9594212) and échoué au Bangladesh. 312 US$ per ton.

*On the St. Lawrence River off Montréal on August 1, 1990. © Marc Piché*

*Nememcha*. IMO 7708194. Length 172 m, 6,442 t. Algerian flag, St Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by IBC International Bulk Carrier (Algeria). Detained in 2002 pendant 48 days in Teeside (United Kingdom), in 2003 in Bandar Abbas (Iran) and in 2011 in Taizhou (China). Sold as is in Malaysia, she was towed by *Svitzer Brani* (IMO 9388455) and beached in Bangladesh. 300 US$ per ton.

Antaios (ex-Eternal Fortune, ex-Atlantic Fortune). IMO 9196383. Length 169 m, 7,125 t. Liberian flag. Classification society Nippon Kajii Kyokai. Built in 1999 in Setoda (Japan) by Naikai. Owned by Amalthia Marine Co (Greece). The bulker had left San Lorenzo (Argentina) with a cargo of corn bound for Hoddeidah (Yemen). On December 2, 2016, a fire broke out in the engine room as a result of a overheating diesel generator. Antaios was spotted in the middle of the Atlantic Ocean, 980 nautical miles west of Capetown (South Africa). The damages were serious, the ship suffered a water ingress, the engine room was flooded. The captain sent a distress call and later ordered to evacuate the ship. The Japanese ore carrier NSU Inspire was the first to catch the message and alert the South African authorities and diverted from her route and re-routed to assist the Antaios and her crew of 19 men who had taken refuge into rescue boats. She arrived on the wrecksite in the evening, recovered the sailors and brought them safe to Capetown on December 6. Meanwhile, Smit Amandla, the salvage tug chartered by the SAMSA (South African Maritime Safety Authority), went to take the abandoned ship under tow. The Antaios was anchored 30 km off the coast pending the clearance to enter the Port of Capetown. The fuel and the polluted water that have invaded the ship had to be pumped and transshipped. The operations were carried out by December 23, 2016. After assessment of the damages, the verdict came, the Antaios will not be repaired. She left Capetown under tow and was beached in Gadani on May 7. © Martin Klingsick

Antwerpen (ex-Sea Lion, ex-Sea L, ex-Antwerpen). IMO 7802952. Self-unloading bulker. Length 199 m, 11,180 t. Uruguay flag, Panama for her last voyage. Classification society Bureau Veritas. Built in 1979 in Hoboken (Belgium) by Cockerill Yards. Sold by her Uruguayan owner Naviera Punta Del Arenal to Poland-Based SMT Shipmanagement & Transport and sent right away for demolition in Bangladesh. New York, USA, April 21 2010. © D. Perez de la Garza
Asahi Maru. IMO 9085687. Length 225 m, 9,821 t. Deflagged from Japan to Niue for her last voyage as Aru. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Sold by her Japanese owner Asahi Shipping Co to Singapore-based Ace Ship Recycling prior to her departure for demolition. She was beached in Alang on April 11.


December 20, 2013 at Neorion Shipyard, Syros, Greece © Petros Vamvakousis


Bao Sheng at Singapore, April 16, 2015. © Martin Klingsick


Beihai, October 9, 2015, South Kalimantan Indonesia Muara Asam Asam Indonesia. © Iwan Afwan
Bernardo Quintana A (ex-Thor, ex-Thor Ambra, ex-Moanna). IMO 8312215. Self unloading bulker. Length 230 m, 15,042 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Vulica Shipping Co Ltd (USA). Bernardo Quintana A left Baltimore (USA) on April 22, called at Capetown (South Africa) on May 17 and was beached in Alang 17 June 17. Summary of the last voyage, 22,000 km. 392 US$ per ton.

![Bernardo Quintana A passing Garyville, Louisiana, USA, January 2012. © Foggy](image)


![Black Sea passing Garyville, Louisiana, USA, January 2012. © Foggy](image)


![Bosna January 4, 2017, Novorossiysk, Russia. © Evgeniy](image)


![Chang Qiang downbound on the St.Lawrence River off Verchères (Canada) on January 31, 2005. © Marc Piché](image)

![COS Glory](image1)

**COS Glory, March 3, 2015 at Malaga, Spain © Franela**


![COS Joy](image2)

**January 13, 2010, COS Joy at anchor Hay Point (Australia) waiting to load coal. © Tropic Maritime Photos**


![Diamond Sea](image3)

**June 5 2008, Rubicone disembarks the port pilot after sailing down from Rouen (France). © Erwan Guéguéniat**
Flash (ex-Daytona). IMO 9522879. Length 292 m, 19,783 t. Maltese flag. Classification society American Bureau of Shipping. Built in 2009 in Shanghai (China) by Shanghai Waigaoqiao. Owned by Genel Denizcilik (Turkey). On June 22, 2012, Flash left Gibraltar after bunkering. She has just came accross the Atlantic Ocean from Baltimore (United States) with a 126,738 t. cargo of coal to be unloaded at Taranto, in Southern Italia, in the region of Apulia. Her expected arrival date was June 27.

Gibraltar, June 22, 2012. © James Melton

In the early morning of June 25, the officer of the watch was the second mate; he was alone on the bridge. He fell asleep during his watch duties and did not hear the emergency alarm sounding. He had been on board for more than 8 months without a break, the report of the Maltese Marine Investigation Bureau concluded he was suffering from sleep deprivation. The Flash deviated from her course because of sea current. When the officer woke up, he could not avoid the bulker to run aground on the rocks of Ile de la Galite off Tunisia. The hull sustained damages, several ballast tanks were suffering cracks and water was progressively flooding the engine room despite pumping efforts. The crew was rescued by the Tunisian authorities. Smit Salvage was in charge of the salvage operation. Fuel was extracted, 70,000 t. of coal were trans-shipped, the Flash was refloated in early August 2012 and anchored off the Islands.

Iles de la Galite, June 2012. © Transport Malta

She remained for 5 years on the spot after the accident with a maintenance crew on board. In April 2017, the Red Eagle ex-Izmir Bull, ex-Sirocco (IMO 7613002) arrived to take her under tow and beach her in Aliaga on May 4.

21 June 2017 5 July 2017 © Selim San

**Fu Da.** IMO 9162057. Length 225 m, 9,799 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura. Owned by COSCO HK Shipping Co (Hong Kong). Detained in 2010 in Newcastle (Australia). Sold for demolition in China.


**Fu Tong.** IMO 9161261. Length 225 m, 9,799 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Imari (Japan) by Namura. Owned by COSCO HK (Hong Kong, China). Sold for demolition in China.


**Gao Qiang.** IMO 9144512. Length 186 m, 7,412 t. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO HK (Hong Kong, China). Sold to Bangladesh. The status of the ship is "to be broken up". **Gao Qiang** arrived in late May to deliver an ultimate 37,764 t cargo of scrap metal in Chittagong before beaching.
**Giannis** (ex-Cerinthus, ex-General Zawadzki). IMO 8617952. Length 199 m, 9,765 t. Maltese flag, Panama for her last voyage sous le nom de **Gian 1**. Classification society Lloyd’s Register of Shipping. Built in 1988 in Varna (Bulgaria) by Georgi Dimitrov. Detained in 2004 in Rotterdam (Netherlands) and in 2017 in Cagliari (Italy). Sold to Pisces Marine Inc based in Liberia prior to her departure for demolition in Pakistan.

*Giannis off Piraeus (Greece), April 30, 2012. © Marc Ottini*

**Golden Resource** (ex-Nirmal Gautam, ex-Pindos, ex-Nordkap). IMO 9100217. Length 190 m, 9,284 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Frederikshavn (Denmark) by Danyard. Owned by Wanhua Chemical Group Co Ltd (China). Detained in 2010 in Mumbai (India), in 2012 in Zhanjiang (China) and Qingdao (China) and in 2013 in Paradip (India). Sold for demolition in Pakistan.


**Highny** (ex-Nicholas, ex-Dooyang Winner, ex-Eastern Fame, ex-Green Hawk). IMO 8606068. Length 190 m, 8,097 t. Deflagged from South Korea to Palau for her last voyage as **High**. Classification society Korean Register of Shipping. Built in 1986 in Marugame (Japan) by Imabari Zosen. Sold by her Korean owner CS Marine Co Ltd to India-based Prayati Shipping just prior to her departure for demolition. Detained in 2001 in Barcelone (Spain) and in 2006 in Rotterdam (Netherlands) and Ambarli (Turkey). Sold as is in Labuan (Malaysia), she arrived at Chittagong under tow of **ASL Leo** (IMO 9661534). 310 US$ per ton including enough bunkers for the voyage.
**Jia Qiang**. IMO 9154593. Length 186 m, 6,989 t. Panamanian flag. Classification society China Classification Society. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by COSCO HK Shipping Co (Hong Kong, China). Sold for demolition in Jiangyin, China.


**Jin Qiang**. IMO 9154579. Length 186 m, 7,197 t. Panamanian flag. Classification society China Classification Society. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by COSCO HK (Hong Kong, China). Detained in 2011 in Aliaga (Turkey). Sold for demolition in Jiangyin, China.


**John B Aird**. IMO 8002432. Length 222 m, 8,365 t. Deflagged from Canada to Sierra Leone for her last voyage as John B. Classification society Lloyd's Register of Shipping. Self unloading bulker built in 1983 in Collingwood (Canada) by Collingwood SB Co for the stern section and in Thunder Bay by Port Arthur Shipbuilding for the bow section and completion.

She was able to unload ore, salt, gravel and potash cargoes at the sustained pace of 5,354 t/h. Owned by Algoma Central Corp (Canada). After a last delivery of salt in Ogdensburg and Prescott, the **John B Aird** sailed down the Saint Lawrence River and was moored at section 37 of Montréal port on April 5, 2017. She was disguised as **John B**, deflagged and prepared for her final journey. On May 12, the tugboat **VB Hispania** (IMO 9476018) arrived to take charge of her and headed towards Aliaga shipbreaking yards, on the other side of the Atlantic and of the Mediterranean. She was beached on June 14 at Loyal ship Recycling facility.

Alone, the **VB Hispania** is a maritime funeral company: she performed the towage operations of **Peter R Cresswell** (*Shipbreaking # 44*, p 79) from Canada to Turkey, of **Modern Express** (*Shipbreaking # 45*, p 63-65), from Bilbao (Spain) to Turkey and also of the factory ship **Obva** (*Shipbreaking # 47* p 12-13) from the Canary Islands to Vinaros on the Spanish Mediterranean coast.

**Kang Fu**. IMO 9236822. Length 190 m, 7,889 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Oshima (Japan) by Oshima SB. Owned by COSCO (HK) Shipping Co (Hong Kong, China). Sold for demolition in Jiangyin, China.

**Kang Fu** southbound in the Bosporus, May 31, 2006. © *Marc Ottini*
Kang Long. IMO 9240835. Length 190 m, 8,685 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Onomichi (Japan) by Onomichi Zosen. Owned by COSCO HK (Hong Kong, China). Sold for demolition in Jiangyin, China.

Kapitan Sviridov. IMO 8218706. Length 162 m, 8,461 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemünde (Germany) by Warnowerft. Owned by Murmansk Shipping Co (Russia). Ice-strengthened ship able to sail the Northern Sea route. She was ARC4-certified, allowed to sail in 0,6 m-thick ice during winter/spring and 0,8 m-thick ice in summer/autumn. Sold for demolition in Pakistan.

Lady Anastasia (ex-Rifki Bey, ex-Blue Cosmo). IMO 8109917. Length 161 m, 6,198 t. Deflagged from Barbados to Panama for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1982 in Imabari (Japan) by Imabari Zosen. Detained in 1999 in Rotterdam (Netherlands), Gdansk (Poland) and Monfalcone (Italy). Sold in March 2017 by her Lebanese owner Litat Shipping to Oryx Shipping (Greece), deflagged; shortened to Lady Ana and beached in Pakistan in June 2017.


George Town, Tasmania, Australia, March 31, 2010. © David Logan


See pp 65-66 the chapter on the Agerian bulkers Ain Temouchent, Nedroma and Nememcha.

Nedroma. IMO 7708182.

Nememcha. IMO 7708194.


Shanghai (China), April 18, 2015. © Bob Godefroy

Pavel Vavilov. IMO 8131893. Length 162 m, 8,507 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft; jumboized in 2004 and lengthened from 162 to 180 m. Owned by Murmansk Shipping Co (Russia). Detained in 2013 in Canakkale (Turkey) and Birkenhead (United Kingdom). Ice-strengthened ship also ARC4 certified. Sold for demolition in India.


Guangzhou (China), 11 décembre 2011 © Hiroki Expeditions

May 5, 2015, departing Hay Point (Australia) for Kwangyang (South Korea), after loading coal. © Tropic Maritime Photos


**Sattar I** (ex-Belstar). IMO 9040479. Length 185 m, 7,075 t. Togolese flag. Classification society Bureau Veritas. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by IranoHind Shipping Co Ltd (Iran). Detained in 2012 in Rizhao (China). She was spotted off Alang on June 9 but was finally beached in Gadani on June 16.

Sea Maple in Brest (France), May 4, 2009. © Erwan Guégueniat


At Las Palmas, Spain, on March 17, 2012. © Patalavaca

Tabandeh (ex-Atrium, ex-Iran Hamzeh). IMO 8320171. Length 190 m, 9,320 t. Deflagged from Iran to Comoros for her last voyage shortened to Dan. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2002 in Hay Point (Australia) and in 2005 in Newcastle (Australia). Sold for demolition in Pakistan. 338 US$ per ton.

Tabandeh at anchor in Great Bitter Lake, Suez Canal, December 5, 2013. © Bengt-Rune Inberg

![Fuat Bey, May 22, 2011 upbound in the Bosporus.](image)

Tamrey (ex-Arabella, ex-Global Ambition, ex-Alaskan Trader). IMO 8518651. Length 159 m, 5,474 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Imabari (Japan) by Imabari Zosen. Owned by T ve O Denizcilik Ltd (Turkey). Detained in 2002 in Corpus Christi (USA), in 2006 in Cardiff (United Kingdom) and in 2014 in Monfalcone (Italy) and Novorossiysk (Russia). Sold for demolition in Pakistan.

![Tamrey](image)

Teen (ex-Oriental Dream, ex-Eun Ji). IMO 9101649. Length 190 m, 8,848 t. Togolese flag. Classification society Bureau Veritas. Built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by IranoHind Shipping Co Ltd (Iran). Detained in 2005 in Mangalore (India) and in 2010 in Suez (Egypt). Sold for demolition in Pakistan.

![Teen](image)

© Gadani Ship Breaking

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**Wan Li** (ex-Iasos, ex-Platytera, ex-Kolguyev, ex-Great Laker, ex-Green Laker). IMO 8508723. Length 180 m, 5,496 t. Palau flag. Classification society Overseas Marine Certification Services. Built in 1987 in Oshima (Japan) by Oshima SB. Owned by Fujian Wanjia International (China). Detained in 2007 in Kandla (India) and in 2011 in Gdynia (Poland). Wan Li arrived on June 15, delivered an ultimate 27,500 t of stone cargo at Chittagong before heading towards the shipbreaking yards. 330 US$ per ton.


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Bulker/transshipment vessel

Ore Sossego (ex-Sunrise V, ex-Sunrise II). IMO 8907436. Ex tanker converted to bulker in 2010 and to trans-shipment vessel in 2013. Length 322 M, 44260 t. Cook Islands flag. Classification society Lloyd’s Register of Shipping. Built in 1991 in Nagasaki (Japan) by Mitsubishi. In 2010 the Very Large Crude Carrier Sunrise V was acquired by the Brazilian ore conglomerate Vale and converted to Very Large Ore Carrier (VLOC).

To compensate its shipping expenses towards China compared to that of its Australian contestants, Vale decided to go for integrated transport system and in 2008 started a construction program of 35 giant ore carriers, the Valemax; the first units were delivered in 2011. In 2012, under the pressure of the Chinese ship owners, angry to see Vale, a former client, becoming a ship owner and a rival, the Chinese government declared a ban of access to its ports for ore carriers with a capacity over 300,000 Dwt. The Valemax weren’t allowed to call in China anymore. Vale had to find a bypass.

2 vessels, the Ore Fabrica and then the Ore Sossego, were converted and positioned at Subic Bay in the Philippines to be used as floating hubs for transshipping cargo from Valemax giants to smaller ships. The Ore Ossego was equipped with 5 cranes, 2 conveyors with a loading capacity of 3000 t/h each, and new generators at Chengxi shipyard in Guangzhou (China).

The relationships between the Brazilian conglomerate and China improved from 2014 on. After an agreement for a long term chartering and the progressive cession of Valemax ships to COSCO and China Merchants, the giant ore carriers were authorized again in 4 Chinese ports, Qingdao, Dalian, (Dagushan) Tangshan and Ningbo. The floating hubs became useless. In 2017 Vale announced that the Ore Sossego was sold for demolition in India in a shipbreaking yard certified by Nippon Kaiji Kyokai as compliant with the Honk Kong Convention. $ 333 US per ton.

Last conversion, November 2012-April 2013. © Chengxi Shipyard Co
Car carrier


![Camellia Ace](image1)

July 22, 1995, at berth at Ro Ro quay 3, Le Havre (France). © Pascal Bredel

![Camellia Ace](image2)

Alang, June 2017. © Vaja Nilesh

**GMT Polaris (ex-Hyundai n°201).** IMO 8709119. Length 174 m, 9,879 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Doriko Ltd (South Korea). Detained in 2013 in Bremerhaven (Germany). Sold for demolition in Bangladesh. 365 US$ per ton.

![GMT Polaris](image3)

Hyundai n°201, in Walsoorden (Netherlands), June 7, 2001. © Pascal Bredel


![Hoegh Triton](image4)

Auto Diana, Le Havre (France) wearing the colors of HUAL, January 14, 1994. © Pascal Bredel

Maple Ace II, Le Havre (France), October 6, 2013. © Erwan Guéguéniat


Pyxis, Benicia, California, USA, June 24, 2015. © Tom Anderson

Queen Ace. IMO 8712324. Length 199 m, 13,913 t. Deflagged from Panama to Comoros for her last voyage shortened to Ace. Classification society Nippon Kaiji Kyokai. Built in 1988 in Toyohashi (Japan) by Kanasashi. Owned by Prince Kaiun Co Ltd (Japan). Detained in 2007 in San Antonio (Chile), in 2008 in Seattle (USA), in 2013 in Gunsan (South Korea) and in Gwangyang (South Korea) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.

Queen Ace outbound Le Havre (France), in the evening of April 14, 1994. © Pascal Bredel

The Silver Sky, suffered a fire in the night of October 20, 2016 in Antwerp; she has just arrived for demolition in Aliaga. The propagation of fire in the car decks of car carriers is devastating. Carrying used cars and trucks is like carrying combustible materials. Motor housing are leaking. The tanks are half full. Car trunks and trailers contain used tyres or other waste.

The Silver Sky was regularly operated on the Europe to West Africa service. She was sailing under the Panamanian flag and since 2012 was owned by Sallaum Lines, based in Dubai, that has established terminal in Antwerp. The year 2016 was fatal to her from beginning to end.

January 19, after having left Cotonou (Benin), she was attacked by pirates off Nigeria. She survived the attack, but one of the crewman was hurt by a firearm. Once in Antwerp, the Silver Sky was detained for 5 days with 19 deficiencies, notably concerning the safety of navigation and the firefighting equipment.

On October 20, the Silver Sky was moored at dock 340 at the Antwerp port. She had just loaded 3rd and 4th hand cars and other vehicles. A little after midnight, a fire broke out. It started in one of the crates and spread rapidly to the rest of the deck. The 24 members of the team were evacuated. 17 fire trucks were mobilized as well as two fire-fighting boats. The hull had to be cooled. The toxic fumes covered the terminal and the port, and Belgian authorities advised inhabitants to keep their doors and windows closed. On the morning of October 21, the fire continued to rage, the temperature stopping firefighter teams from boarding the ship. 140 tons of CO2 were poured inside to stifle the fire that was finally declared under control in the afternoon. “This fire is the most complicated that the firefighters have dealt with in 2 years,” said a spokesperson for the port.
The vehicles loaded on decks 7, 8, and 9 were all destroyed. The damages to the ship were too important to be repaired. After pumping of polluted extinguishing water, the Silver Sky would have no other option than to be broken up. Seven months after the accident, the tug Diavlos Pride took over the wreck. The convoy left Anvers on the May 24, and slowly made its way, at a speed of between 3 and 5 knots and arrived in Aliaga on June 21.

The Diavlos Pride (OMI 7914470), ex-Carangue, chartered by the French Navy from January 1994 to July 2009, is regularly used to tow ships meant to be demolished. She conveyed the Canadian lakers Algoma Montréalais in June 2015 (Shipbreaking n°40 p 7-8) and Algomarine in June 2016 (Shipbreaking n°44, p63) from Canada to Turkey.

In December 2009, the car carrier City of Berytus suffered a fire in Antwerp (Cf. Shipbreaking n°20, P 34). The fire ravaged all of the car decks. The ship was towed to Ghent near Antwerp and dismantle by Galloo Recycling.

In October, 2016, the Silver Sky suffered a fire in Antwerp. She was towed to Aliaga in Turkey. Despite 16 ship recycling facilities in Northern Europe have been approved by the European Union, the step back is obvious. The proximity criterion is not taken into account. Despite a proposal from the EU-approved Belgian facility Galloo Recycling, the Flemish Ministry of the Environment has chosen to allow the exportation of the wreck. The risks of a transoceanic towage across the Atlantic and the Mediterranean and pollution are neglected. There are still doubts about the complete removal of burnt cars prior to the departure. In any case, the wreck is full of toxic soots and burned plastic. For the Turkish workers recruited for the occasion by contractors, the health risks from contact and inhalation are elevated.
Antwerp is the first European port for the traffic of used cars and other vehicles. The activity started in Brussels in 1975. It responded to a need from the Lebanese population confronted by a lack of organization and unsafe public transportation during the civil war. The first expeditions were carried out in emergency by Lebanese students studying in Belgium. The cars were gathered in Brussels before being directed to Rotterdam and then sea-headed to Beirut. Starting in September 1984, NileDutch, prospering from the “African Connection,” developed connections with the African continent; for the first trip, Le Mans left Rotterdam with a cargo of used cars and came back full of wood, cocoa, and coffee.

The channel was strengthened after the end of the war in Lebanon in the beginning of the 90s by going throughout the entire Middle East at first and then in Western Africa.

It is worthwhile to notice that the administrative director of NileDutch at Pointe-Noire, Congo has just been involved in ivory smuggling towards Asia.

After the establishment of a NileDutch Agency in Antwerp and the partnership agreements with the Italian company Grimaldi Lines, exports from Belgium made leaps and bounds. The Belgian second-hand market was able to offer to African brokers a global and attractive solution, including the purchasing, the gathering, the transfer, and customs formalities. Trade extended to trucks and public works equipment. Antwerp became the main hub for the north / south traffic of second-hand vehicles. Next to the official market for old cars and utility vehicles banned from European roads by anti-pollution controls, a traffic has developed for luxury cars- Range Rover, the latest model BMWs ...- stolen in European countries.

Cars from all European countries are today grouped by dozens in garages in the Heyvaert District of Brussels before being loaded in Antwerp for Western Africa to the rhythm of 10,000 each month.
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Aliaga, facing Lesbos

sources:


