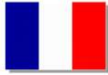


from January 1 to March 15, 2007

# Ship-Breaking.com

## Scrapping-proof

Benefitting from her exceptional Target Factor of 97, which can be explained by both the vessel's age and the fact that she was rarely inspected, the *Descartes*, a gas carrier of Gaz de France, sits disused at the port of Marseille near dock 10, a potential demolition yard for Mediterranean ships. She was initially intended to be sold for demolition but the owner seeks henceforth to sell her as floating storage. After a diagnosis, the presence of asbestos was confirmed. Built in 1971 in Chantiers de l'Atlantique in Saint-Nazaire, this veteran of LNG must, we believe, be demolished. Robin des Bois sent a letter to Gaz de France urging the importance of this matter. 

The *Tahir Kiran* (ex-*Georgi*, ex-*Corcovado*, ex-*Richmond Hill*, ex-*Chennai Ookkam*, ex-*Porthos*, ex-*Frotacanada*), bulk carrier. 193m long. Turkish flag. Classification society, Turk Loydu but Bureau Veritas carried out the last quinquennial inspection in December 2004 and the last annual in November 2005. Built in 1981 in Rio de Janeiro (Brazil) by Engenharia and Maquinas SA then modified in 1987. Proprietor Kirsped Genizcilik (Turkey), Detained in 2001 in New Orleans (United States), in 2002 in Vlissingen (Netherlands), in Melbourne (Australia), and in Cherbourg (France). In 2003 she was black-listed among the 66 dangerous ships theoretically banned from European Ports by the European Commission after the shipwreck of the *Prestige*. After her arrival under towage following an engine failure at the beginning of February 2007 in Cherbourg, she was detained but left again without mishap five days later.



The *Tahir Kiran* in Cherbourg, February 2007

© Robin des Bois

The Indian Supreme court has once again delayed, on the eleventh of March, the demolition of *Blue Lady* beached in the Bay of Alang. The Supreme Court gave regional expert authorities a maximum of three months to establish a plan for extraction and the eventual re-use of the asbestos or asbestos materials stored on board the ex-France. Thus the ex-steamer will finally be dismantled in India, in the summer of 2007, after having left Germany, without any difficulty except the protest of Robin des Bois, in March 2005.



### Scrapped

From the 1<sup>st</sup> of January to the 15<sup>th</sup> of March, 79 ships left to be demolished, 35 in India (44%), 34 in Bangladesh (43%), and 6 in Pakistan (8%). India played as an equal with Bangladesh in the number of ships demolished; Bangladesh maintained the advantage of tonnage, with close to 230,000 tons of metal recycled. Pakistan made its return to the market. The price stabilized around \$450 per ton in Bangladesh. In India and Pakistan, prices around \$430 per ton allowed these two countries back into the demolition market: the meager difference in costs no longer justifies the fuel surcharge to deliver a ship to Bangladesh when it is not coming from the east. India continues to buy ships containing materials with strong added value: it bought the chemical freighter *Jacaranda*, its 340 tons of stainless steel and bunkers, at \$946 a ton.

Of the 79 ships to be broken, 45 are oil tankers, chemical freighters, gas carriers (64%), and 11 general cargo carriers (15%); 25 ships are under European flags or belong to European ship owners (or the European Free Trade Association). The age of these ships at the end of their lives ranges between 22 and 63; the average age is 30 years. 34 measure in length shorter than 150 m, 37 measure between 150 and 199 m, and 8 are between 200 and 280 m. The total of these demolitions will allow for the recycling of close to 470,000 tons of metal.

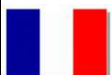
In comparison to the same time last year, the number of ships fated for demolition has doubled. Many of the ships sent to be demolished at the beginning of the year (30 vessels, 38%) have previously been detained with their crew in ports world-wide. The clean up is heightened for tankers: 45 ships, of which 11 are on the list of single hull tankers banned from transporting heavy fuel since 2005 by the European Maritime Safety Agency, have left for wrecking yards (as opposed to 10 last year). None of these ships have been subjected to a preliminary extraction of hazardous materials.



Ship and crew detained in port for deficiencies.



Single hull tankers banned from transporting heavy oil in European waters or diverted from European Exclusive Economic Zone (EZZ).



Ship built en France

## Tanker



© Gilbert Cailler  
*Majori* Passing St Nazaire,  
proceeding to the sea..  
décember 2, 2006.

*Majori* (ex-*Grigoriy Nikolayev*). Tanker. 178 m in length, 8,600 tons. Maltese flag. Classification society, Russian Maritime Register of Shipping. Built in 1980 in Kherson (Russia) by Kherson Shipyards. Owned by the Latvia Shipping Company (Latvia). Detained in 1999 in La Corogne (Spain). Sold for demolition to Bangladesh for \$455 per ton. **Is it reasonable to bring into the estuary of the Loire, and doubtless to the oil tanker terminal in Donges, the extremely old *Majori* whose deck and accomodations were consciously repainted and masked ? With a coefficient of 41 by the Sirenac data bank, the *Majori* should have attracted the attention and visits of maritime security inspectors from Nantes/Saint-Nazaire. She never did. All was done in the most extreme discretion for the last commercial voyage of this 26-year-old oil tanker well beyond the theoretical age limits implemented by Total. A letter demanding an explanation of this was sent by Robin des Bois to the Total Donges refinery and to the shipping security center of Nantes/Saint-Nazaire.**




*Aegean Hellas* (ex-*Enalios Hellas*, ex-*Nassau*, ex-*Esso Puerto Rico*). Tanker. 245 m in length, 20,516 tons. Bahamian Flag. Classification society, American Bureau of Shipping. Built in 1982 in Kaohsiung (China) by China Shipbuilding. Owned by Agegean Shipping Management (Greece). Sold as is in Indonesia with its fuel for demolition to Bangladesh at \$455 a ton. Aegean Shipping Management is a Greek European company primarily active in oil tankers at the end of their lives. For example: *Aegean V* and *Aegean IX*, ex-*Gatteville* and *Goury*, 32 and 26 years old, *Byzantio*, 26 year old, a tanker specialized in the transport of heavy fuel, diverted from the European waters at the end of 2002 after the shipwreck of the *Prestige*, and victim to a fatal explosion (leaving one Filipino sailor killed and two others in critical condition) off the shores of Hong Kong in March 2003 during a ship to ship transfer; the *Byzantio* was sent to be broken in 2004.

*Aias* (ex-*Stavanger Oak*, ex-*Seki Oak*, ex-*Crown Seki Oak*). Tanker. 170 m in length, 8,574 tons. Panamanian flag. Unknown classification society. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen. Owned by Capital Ship Management (Greece). Sold for demolition to India or Pakistan.


*Atlantic* (ex-*Pacific Hunter*). Tanker. 173 m in length, 7,501 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Mukaishime (Japan) by Hitachi Zosen. Owned by Glory Ship Management (Singapore). On the list of the



European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$440 per ton.


*Ausonia (ex-Sonia, ex-Wind Splendor, ex-Vega, ex-Messiniaki Avgi)*. Tanker. 171 m in length. Panamanian flag. Classification society, Registro Italiano Navale. Built in 1978 in Perno (Finland) by Oy Wartsila AB. On the list of the European Maritime Safety Agency of single hull tankers single banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh. 

*Bam*. Tanker. 160 m in length, 7,445 tons. Liberian flag. Classification society, Russian Maritime Register of Shipping. Built in 1977 in Rauma (Finland) by Rauma Repola Oy. Owned by Primorsk Shipping Corp. (Russia). Sold for demolition to Bangladesh.

*Bismarck Wind (ex-King A, ex-Tbilissi, ex-Kriti Mountains, ex-Eastern Thistle)*. Tanker. 176 m in length, Liberian flag. Classification society, Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Hayashikane Shipbuilding and Engineering. Owned by NT Management SA (Greece). Detained in 1998 in Dartmouth (Canada), in 1999 in Montreal (Canada), in 2005 in Kwinana (Australia) and in 2007 in Guanzhou (China). Sold for demolition to Bangladesh. 



*Champion Vincita (ex-St Nikolai)*. Tanker. 182 m in length, 10,400 tons. Norwegian flag (international register). Classification society, Det Norske Veritas. Built in 1982 in Bremen (Germany) by AG Weser. Owned by Ditlev Simonsen (Norway). Sold for demolition to Bangladesh at \$450 per ton.


*Christen (ex-Gulf Glory, ex-Seaoath, ex-Global Oath, ex-Mikata maru)*. Tanker. 179 m in length, 11,412 tons. Bahamian flag. Classification society, Lloyd's Register of Shipping. Built in 1981 in Japan by Kanda Zosensho KK. Owned by Emirates Shipping Co. Ltd (United Arab Emirates). Sold in Karachi for demolition on Pakistan at \$425 a ton.

*Creole (ex-Meandros)*. Tanker. 178 m in length, 9,256 tons. Maltese flag. Classification society, Bureau Veritas. Built in 1982 in Nagasaki (Japan) by Mitsubishi Heavy Industries Ltd. Owned by Gemarfin (Italy). Detained in 2001 in Naples (Italy). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh. 

*Da Qing 42*. Tanker. 178 m in length, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at \$296.50 per ton.

*Da Qing 44*. Tanker. 178 m long, 6,000 tons. Chinese flag. Unknown classification society. Built in 1976 in Dalian (China) by Dalian Shipyards. Owned by China Shipping Tankers (China). Sold for demolition to China at \$290 per ton.

*Eburna (ex-Virgo)*. Tanker. 170 m in length, 7,675 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1979 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding. Old ship of Shell's converted for vegetable oil transportation. Owned by Glory Ship Management (Singapore). Detained in 2004 in Genes (Italy) for 18 deficiencies. On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$440 per ton.   


*Entalina (ex-Amer Power)*. Tanker. 169 m in length, 7,260 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai. Built in 1978 in St John (Canada) by St John Shipbuilding Co. Ltd. Old ship of Shell's converted for vegetable oil transportation. On 

the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Owned by Glory Ship Management (Singapore). Sold for demolition to India at \$430 per ton.

*Ilona (ex-Elona, ex-Amer Energy)*. Tanker. 169 m in length, 7,145 tons, Liberian flag. Classification society, Lloyd's Register of Shipping. Built in 1979 in St John (Canada) by St John Shipbuilders. Owned by Wallem GMBH and Co. (Germany). Detained in 2003 in Bandar Abbas (Iran) and in 2004 in Baltimore (United States). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$465.50 per ton.



*Jag Padma (ex-Paula Maersk)*. Tanker. 10,100 tons. Indian flag. Unknown classification society. Built in 1982 in Kure (Japan) by Ishikawajima Harima Heavy Industries. Owned by Great Eastern Shipping Co. Ltd. (India). Sold for demolition to India at \$430 per ton.

*Kriti Mountain (ex-Seaoath, ex-Venus V)*. Tanker. 243 m in length, 16,871 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1981 in Ulsan (Korea) by Hyundai Heavy Industries. Owned by Navigator Tankers (Greece). Sold for demolition to Bangladesh at \$440 per ton.

*Madonna (ex-Irving Eskimo)*. Tanker. 191 m in length, 9,035 tons. Liberian flag. Unknown classification society. Built in 1980 in St John (Canada) by St John Shipbuilding Co. Ltd. Owned by Worldwide Services (Greece). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to India at \$440 per ton.



*Maria E (ex-Core Ruby, ex-Andhika Ariadnel, ex-Shoryo Maru)*. Tanker. 100 m in length, 1,780 tons. Built in 1978 in Akitsu (Japan) by Kishigami Zosen KK. Dominican flag. Unknown classification society. Owned by Khor Al Zubair Shipping (United Arab Emirates). Sold for demolition to Pakistan.

*Mauro 1 (ex-Mauro, ex-Mauro d' Alesio, ex-Pegasus, ex-Asahi Marui)*. Tanker. 175 m long, 8,065 tons. Panamanian flag Classification society, Russian Maritime Register of Shipping. Built in 1980 in Kudamatsu (Japan) by Kasado Dock Co. Ltd. Owned by Delfi SA (Greece). Detained in 2000 in Algesiras (Spain), in 2006 and 2007 in Bandar Abbas (Iran). Sold for demolition to Pakistan at \$433 per ton.



*Norsea (ex-Sea Elevi, ex-Vincenzina, ex-Silina, ex-Petrobulk Sterling, ex-Capri Alfa, ex-Fort Kingston, ex-Panama)*. Tanker. 170 m long, 8,000 tons, Maltese flag. Classification society, Det Norske Veritas. Built in 1977 in Nakskov (Denmark) by A/S Nakskov Skibsvaerft. Owned by Teekay Marine Services (Norway). Detained in 2006 in Vancouver (Canada). Originally sold for demolition to Pakistan but arrived in India February 12<sup>th</sup>, sold at \$433 per ton.



*Northsea (ex-Global Spirit III, ex-Global Spirit, ex-Eastman Spirit)*. Tanker. 8,350 tons. Panamanian flag. Unknown classification society. Built in 1976 in United Kingdom. Owned by Atlantic Oil Maritime (Greece). Sold for demolition to India.

*Norwave (ex-Scarlet Star, ex-Pariata, ex-Messiniaki Aktida)*. Tanker. 171 m in length, 7,629 tons. Maltese flag. Classification society, Lloyd's Register of Shipping. Built in 1982 in Turku (Finland) by Oy Wartsila AB. Owned by Teekay Marine Services (Norway). Detained in 2006 in Gdynia (Poland). Sold for demolition to Pakistan at \$435 per ton.



*Oceanida*. Tanker. 243 m in length, 15,923 tons. Panamanian flag. Classification society, Lloyd's register of Shipping. Built in 1980. Owned by Tsakos Shipping and Trading (Greece). Sold for demolition to Bangladesh at \$455 per ton.

*Opal (ex-Ervilia)*. Tanker. 170 m in length, 7,799 tons. Singaporean flag. Classification society, Nippon Kaiji Kyokai classification agency. Built in 1979 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding. Owned by Glory Ship Management (Singapore). Sold for demolition to India at \$435 per ton.

*Pablo Neruda (ex-Pols Robinson, ex-Paul Robinson)*. Tanker. 195 m in length, 11,610 tons. Liberian flag. Classification society, Bureau Veritas. Built in 1978 in Rijeka (Croatia, ex-Yugoslavia) by Brodogradiliste "3 Maj". Owned by LSC Ship Management (Lithuania). Detained in 2005 in Québec (Canada). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$435 per ton.



*Sakura (ex-Botany Tradition)*. Tanker. 106 meters in length, 2,544 tons. Singaporean flag. Classification society, China Classification Society. Built in 1980 in Japan by Fukuoka Shipbuilding Co. Ltd. Owned by Golden Unity Maritime (Singapore). Sold for demolition to Bangladesh at \$425 per ton.

*Salindo Patria 8*. Tanker. 79 m in length, 998 tons. Indonesian flag. Classification society, Biro Klasifikasi Indonesia. Built in 1980 in Japan. Owned by Sumber Kencana (Indonesia). Sold for demolition to Bangladesh.

*Sardegna*. Tanker. 171 m in length, 7,430 tons. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1978. Owned by Sianomar (Madeira). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh.



*Seabrook (ex-Sabine Eagle, ex-Falcon Leader)*. Tanker. 203 m long, 9,004 tons. United States flag. Classification society, American Bureau of Shipping. Built in 1983 in Bath (United States) by Bath Iron Works Corp. Owned by Fairfield Maxwell Services. Sold for demolition to Bangladesh at \$430 per ton.


*Seaexplorer (ex-Osco Chief, ex-Pamela, ex-Ottowa, ex-Ogden Ottowa)*. Tanker. 182 m in length, 8,770 tons. Saint-Vincent-et-Grenadines flag. Unknown classification society. Built in 1976 in Lauzon (Canada) by Davins Shipbuilding Ltd. Owned by Prion Shipping and Trading (Egypt) \. Detained in 2000 in New York (United States). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to India.



*Sisoli (ex-North Sea, ex-Natina Sea, ex-Gateway North, ex-New Minerva, ex-Caribbean Courage)*. Tanker. 229 m in length, 14,401 tons. Indian flag. Unknown classification society. Built in 1980 in Ichihara (Japan) by Mitsui Engineering and Shipbuilding Co. Ltd. Owned by Mercator Lined Ltd (India). Sold for demolition to Pakistan with 500 tons of bunkers for \$435 per ton.


*Titan Mars (ex-Corcovado, ex-Camargue)*. Tanker. 280 m in length, 20,516 tons. Panamanian flag. Classification society, Lloyd's Register of Shipping. Built in 1976 in Goteborg (Sweden) by Eriksberg MV (stern) and in Lisbonne (Portugal) by Estaleiros Navais de Lisboa (bow). Owned by Titan Ocean Pte. Ltd. (Singapore). Sold for demolition to Bangladesh with 1,000 tons of bunkers at \$448 per ton.

*Ust-Kut*. Tanker. 115 m in length, 3, 040 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma Repola Oy. Owned by Astros (Russia). Sold for demolition to India

*United Triton (ex-OT Daylight, ex-Ragnhild Brovig)*. Tanker. 207 m in length, 11,104 tons. Liberian flag. Classification society, Det Norske Veritas. Built in 1981 in Horten (Norway) by AS Horten Verft. Owned by Marine Management (Greece). On the list of the European Maritime Safety Agency of single hull tankers banned from transporting heavy fuel since 2005. Sold for demolition to Bangladesh at \$450 per ton. 

### Chemical tanker


*Delos*. Chemical tanker. 132 m in length, 3,838 tons. Bahamian flag. Unknown classification society. Built in 1983 in Italy. Owned by Nopera Shipping (Greece). Sold for demolition to India.

*Flo (ex-Florida, ex-Harold K. Hudner)*. Chemical tanker. 7,583 tons. Panamanian flag. Classification society, Nippon Kaiji Kyokai. Built in 1980 in Japan. Detained in 1999 in Montreal (Canada), in 2002 in Hambourg (Germany), and in 2005 in Bandar Khomeini (Iran). Sold for demolition to India. 

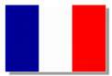
*Jacaranda*. Chemical Tanker. 136 m in length, 3,215 tons. Brazilian flag. Classification society, Det Norske Veritas. Built in 1978 in Floro (Norway) by Ankerlokken Verft Floro A/S. Owned by Flumar (Brazil). Sold for demolition to India at \$ 947 per ton including 346 tons of stainless steel and bunkers.



© Shipspotting  
Le *Jacaranda* à Santos, Brésil

*Saturn (ex-Bow Satum, ex-Bow Star)*. Chemical tanker. 170 m in length, 8,920 tons. Norwegian flag (International Register). Classification society, Det Norske Veritas. Built in 1976 in Szczecin (Poland) by Stocznia Szczecinska im A Warskiego. Owned by Sahlus Shipping (Norway). Detained in 2004 in Vlaardingen (Netherlands) and in 2005 in Gand (Belgium). Sold for demolition to India. 

### Gas Carrier

*Gaz Imperial (ex-Westernport, ex-Esso Westernport)*. Gas carrier. 239 m in length, 24,826 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1977 in La Ciotat (France) by Chantiers de La Ciotat. Owned by Naftomar Shipping (Greece). Sold for demolition to Pakistan at \$425 per ton. 

*LPG Grande (ex-Grande, ex-Val Grande, ex-Altollo Verde, ex-Prins Maurits)* Gas carrier. 81 m in length, 1, 741 tons. Italian flag. Classification society, Registro Italiano Navale. Built in 1981

in Capelle (Netherlands) by S&M Ysellwerft BV. Owned by Finaval SpA (Italy). Sold for demolition to India at \$455 per ton.

*LPG Misa (ex-Misa, ex-Val Misa, ex-Atollo Rosso, ex-Prins Frederik Henrik)*. Gas carrier. 81 m in length, 1, 741 tons. Italian flag. Classification society, Registro Italiano Navale. Built in 1981 in Capelle (Netherlands) by S&M Ysellwerft BV. Owned by Finaval SpA (Italy). Sold for demolition to India at \$455 per ton.

*Norgas Navigator (ex-Norgas Wegga, ex-Chemtrans Wegga, ex-Bavaria Multina)*. Gas carrier, 112 m in length, 3,700 tons. Hong Kong flag. Classification society, Germanischer Lloyd. Built in 1977 in Rendsburg (Germany) by Krogerweft GmbH. Owned by Norgas Carriers (Norway). Sold to Singapore for demolition to India at \$535 per ton including a high tonnage of stainless steel (%5 nickel).

*Norgas Traveler (ex-Chem Olefine, ex-Olefine Gas, ex-Crusader Point, ex-Beate)*. Gas carrier. 130 m in length, 4,519 tons. Singaporean flag. Classification society, Germanischer Lloyd. Built in 1980 in Rostock (Germany, ex-Democratic Republic) by VEB Schiffswerft Neptun. Owned by Norgas Carriers (Norway). Sold for demolition to India at \$420 per ton.

*Parivat 4*. Gas carrier. 55 m long, Thai flag. Unknown classification society. Sold for demolition to Bangladesh.

## Ferry

*Golf (ex-Golfinho Azu, ex-Vikingfjord)*. Ferry. 3,359 tons. Panamanian flag. Unknown classification society. Built in 1969 in Germany by Meyer Werft. Detained in 2002 in Piree (Greece), in 2003 in Ponta Delgada (Portugal), in 2005 and in 2006 in Lisbon (Portugal) for 103 days with 28 deficiencies and 30 days with 14 deficiencies respectively. Sold for demolition to India.



*Sydney (ex-Odessa, ex-Copenhagen)*. Ferry. 136 m in length, 7,105 tons. Saint-Vincent-et-Grenadines flag. Unknown classification society. Built in 1974 in Barrows (Great Britain) by Vickers Ltd. Owned by Captain Ltd. (Ukraine). Laid up in Naples for many years, seen again in Odessa while awaiting fittings and then re-baptized *Sydney* for her last voyage. Sold for demolition to India.

## Ro / Ro

*Danau Mas (ex-Aichi Maru)*. Ro/ro. 96 m in length, 2,512 tons. Indonesian flag. Classification society, Biro Klisikikasi Indonesia. Built in 1967 in Onomichi (Japan) by Onomichi Zosen KK. Owned by Roro Samudera Putra (Indonesia). Sold for demolition to India.

*St. John*. Ro/ro, 5,299 tons. Maltese flag, Classification society, Registro Italiano Navale. Built in 1975 in India. Owned by Valiant Shipping (Greece). Sold for demolition to India.

## General cargo

*Bangkunnon (ex-Nam-Shin, ex-Hai Lee, ex-Nan Shin)*. General cargo. 114 m in length, 2,136 tons. Thai flag. Unknown classification society. Built in 1969 in Japan. Owned by Phulsawat Shipping Co. Ltd. (Thailand). Detained in Saigon (Vietnam). Sold for demolition to Bangladesh.



*Banglumpoo (ex-Asian Pleiad, ex-Cosmos Star, ex-Bali Bay, ex-Sun Auk)*. General cargo. 97 m in length, 1,728 tons. Thai flag. Unknown classification society. Built in 1966 in Imbari (Japan) by Kurushima Dockyard Co. Ltd. Owned by Phulsawat Shipping Co. Ltd. (Thailand). Detained in 2004 in Tanjung Priok (Indonesia) and in 2005 in Saigon (Vietnam). Sold for demolition to Bangladesh.





*Eridan I*. General cargo. 3,812 tons. Mongolian flag. Classification society, Russian River Register. Built in 1978 in Romania. Owned by Volga Shipping (Russia). Detained in 2001 in Tarente (Italy). Sold for demolition to India.



*Hermes (ex-Hermes III, ex-Caly, ex-Capetan Markos)*. General cargo. 141 m in length, 3,659 tons. Thai flag. Classification society, Bureau Veritas. Built in 1977 in Sunderland (United Kingdom) by Austin and Pickersgill Ltd. Owned by Hermes Shipping (Thailand). Detained in 2005 in Bombay (India) for 18 deficiencies. Sold for demolition to India at \$425 per ton.



*Komsomolets Sakhalina*. General cargo. 121 m in length, 3,293 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Vyborg (Russia) by Vyborg Shipyards. Owned by Sakhalin Shipping (Russia). Sold for demolition to Bangladesh at \$380 per ton.

*Pacific King*. General cargo. 101 m long, 1,902 tons. Panamanian flag. Classification society, China Corporation Register of Shipping. Built in 1972. Owned by Fujian De Zhong Shipping (China). Detained in Japan in 2002 in Kawasaki and Osaka for 32 and 17 deficiencies respectively, and in 2005 in Moji for 28 deficiencies. Sold for demolition to Bangladesh.



*Rich Ocean (ex-Novelty, ex-Grand Orient)*. General cargo, 249 m in length. Mongolian flag. Unknown classification society. Built in 1977 in Germany. Owned by Rich Ocean Shipping (China). Sold for demolition to Bangladesh.

*Sea Lorry (ex-Borya Tsarikov)*. General cargo. 105 m in length, 2,542 tons. Cambodian flag. Classification society, Russian Maritime Register of Shipping. Built in 1971 in Rostock (Germany, ex-Democratic Republic) by VEB Schiffswerft Neptun. Owned by Ekvator Shipping (Russia). Detained in 2003 in Niigata (Japan), in 2004 in Ishinomaki (Japan) and in 2007 in Lianyungang (China). Sold for demolition to Bangladesh.



*Sin Yi (ex-Amiral, ex-Ismar, ex-Lady Souad, ex-Bibi Star, ex-Ksenia Mercury, ex-Stevens Bulk)*. General cargo. 1,128 tons. Sierra Leone flag. Classification society, Dromon Bureau of Shipping. Built in 1975 in Greece. Detained in 1997 in Esbjerg (Denmark) and in 2006 in Mombasa (Kenya). Sold for demolition to India.



*Star 2*. General cargo, 104 m in length. Saint-Kitts-and-Nevis flag. Unknown classification society. Built in 1985. Sold for demolition to Bangladesh.

*Transmar III, (ex-Asmaa)*. General cargo. 3,660 tons. Egyptian flag. Unknown classification society. Built in 1977 in Poland. Owned by Transmar Shipping (Egypt). Sold for demolition to India.

### **Factory Ship (fishing)**

*Amarel*. Factory ship. 83 m in length. Russian flag. Unknown classification society. Built in 1977 in Gdansk (Poland) by Stocznia Polnocna im. Bohaterow Westerplatte. Sold for demolition to Bangladesh.


*Bukhta Gaydamak (ex-Oskar Luts, ex-Mys Arkticheskiy)*. Factory ship. 83 m in length, 2,635 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Russia. Sold for demolition to India.

*Kurily (ex-Kalper)*. Factory ship. 101 m in length, 3,250 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1978 in Stralsund (Germany, ex-Democratic Republic) by VEB Volkwerft Stralsund. Owned by Magellan (Russia). Sold for demolition in India where it was towed.

*Sea Alaska (ex-Tipton, ex-Unalga)* Factory ship. 103 m in length, 3,372 tons. United States flag. Unknown classification society. Built in 1944 in Sturgeon Bay (United States) by Leathem D. Smith Shipbuilding Co. Sold for demolition to India.

*Tempest (ex-Tempo)*. Factory ship. 78 m in length, 1,631 tons. United States flag. Unknown classification society. Built in Groningue (Netherlands) by Nieuwe Noord Nederlandse Scheepswerven NV. Sold for demolition to India.


### **Livestock Carrier**


*Mirma M (ex-El Cinco, ex-Tasman Dertien, ex-Capitaine Tasman, ex-Nemours, ex-Martita, ex-Steendiek)*. Livestock carrier, 78 m in length, 1,777 tons. North Korean flag. Classification society, the Korea Classification Society. Built in 1957 in Hambourg (Germany) by Schiffwerft A. Pahl. Detained in 2004 in Trieste (Italy). Sold for demolition to India. 


*Zebu Express*. Livestock carrier. 81 m in length, 2,500 tons. Filipino flag. Classification society, Lloyd's Register of Shipping. Built in 1984 in Wivenhoe (Great Britain) by JW Cook & co. Owned by Vroon BV (Netherlands). Sold for demolition to Pakistan.

### **Container ship**

*Colombus Victoria (ex-Oregon Star, ex-Colombus Louisiana)*. Container ship. 183 m in length, 10,400 tons. Cypriot flag. Classification society, Germanischer Lloyd. Built in 1979 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owned by Kotani Shipmanagement (Cyprus). Destination of demolition unknown.

*Khudoznik loganson*. Container ship. 198 m in length, 12,411 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Warnemunde (Germany, ex-Democratic Republic) by VEB Warnowwerft. Owned by Far East Shipping Co. (Russia). Detained in 2004 in Melbourne (Australia). Sold for demolition to India. 

*Khudozhnik Zhukov*. Container ship. 198 m in length, 12,411 tons. Russian flag. Classification society, Russian Maritime Register of Shipping. Built in 1976 in Warnemunde (Germany, ex-Democratic Republic) by VEB Warnowwerft. Owned by Far East Shipping Co. (Russia). Detained in 2003 in Brisbane (Australia) and in 2004 in Hong Kong (China) and Melbourne (Australia). Sold for demolition to India at \$415 a ton. 

*MSC Carmen ex-Nuoava Rosandre, ex-Pancaldo* Container ship. 196 m in length, 11,147 tons. Panamanian flag. Classification society, Germanischer Lloyd. Built in 1979 in Genova (Italy) by Italicantieri SpA. Owned by Mediterranean Shipping Co. (Switzerland). Detained in 2000 in Verdon (France). Sold for demolition to Bangladesh. 

*Sima Karoon (ex-Uni Obtain, ex-Ever Obtain)*. Container ship. 183 m in length, 8,696 tons. Panamanian flag. Classification society, American Bureau of Shipping. Built in 1983 in Japan by Hakodate Docks Ltd. Owned by Simatech Shipping and Forwarding (United Arab Emirates). Sold for demolition to India.

## Reefer

*Abba* (ex-*Abra*, ex-*Southern Ice*, ex-*Maydin Reefer*). Reefer. 7,395 tons. Saint-Kitts-and-Nevis flag. Classification society, Lloyd's Register of Shipping. Built in 1977 in Japan. Detained in 1999 and in 2002 in Rotterdam (Netherlands), and in 2000 in Genova (Italy). Sold for demolition to India at \$270.50 per ton.



*Molodyozhnyy*. Reefer. 99 m in length, 2,962 tons. Russian flag. Unknown classification society. Built in Russia in 1967. Owned by Vostock Transservis (Russia). Sold for demolition to India.

## Bulk carrier

*B. Sea* (ex-*Manyas 1*, ex-*Superior*, ex-*Trandocean Progress*, ex-*Sea Glory*). Bulk carrier. 176 m in length, 6,848 tons. Georgian flag. Classification society, Turk Loydu. Built in 1976 in Shimizu (Japan) by Kanasashi Co, Ltd. Owned by Soltrans Denizcilik Sanayi (Turkey). Detained in 1998 in Saint-Petersburg (Russia), in 2001 in Houston (United States), and in 2003 in Carthagene (Spain). Sold for demolition to Bangladesh at \$412.50 per ton.



*General Vladimir Zaimov*. Bulk carrier. 185 m in length, 7,105 tons. Bulgarian flag. Classification society, Bulgarski Koraben Registar. Built in 1973 in Varna (Bulgaria) by Varna Shipyard 'Georgi Dimitrov'. Owned by Navibulgar. Detained in 2004 and 2006 in Castellon de la Plana (Spain), in 2005 in Setubal (Portugal), and in Venice (Italy). Sold as is in Bulgaria for demolition to India at \$298 per ton.



© Shispotting – *Gulsum Ana* at Japan sea under heavy storm, september 2005

*Gulsum Ana* (ex-*Stadion*). Bulk carrier. 182 m in length, 7,797 tons. Turkish flag. Classification society, Turk Loydu. Built in 1975 in Shimizu (Japan) by Kanasashi Co. Ltd. Owned by Kardenizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Belfast (United Kingdom) for 40 deficiencies, and in 2001 in Hong Kong (China) for 31 deficiencies. Sold for demolition to Bangladesh at \$440 per ton.



*Pearl* (ex-*Sea Spirit K*). Bulk carrier. 185 m in length, 7,733 tons. Panamanian flag. Classification society, Polski Regestr Statkow. Built in 1973. Owned by Aurora Shipping SA (Greece). Detained in 2000 in Lisbon (Portugal) and in 2006 in Kandla (India). Sold for demolition to Bangladesh.



© Shipspotting



*Sohret* (ex-*Victor*, ex-*Santa Victor*, ex-*Eastern Ocean*). Bulk carrier. 149 m in length, 4,767 tons. Turkish flag. Unknown classification society. Built in 1972 in Nagasaki (Japan) by Hayashikane Shipbuilding and Engineering Co. Ltd. Owned by Kapatanoğlu Denizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 1998 in Tuapse (Russia), in 2002 in La Spezia (Italy), in 2003 in Ravenna (Italy), and in 2006 in Castellon de la Plana (Spain). On the list of ships forbidden access to European ports in 2003. Sold for demolition to India.



### **Military ships**

5 ships of the Belgian military marine, of which 4 were originally minesweepers of the US Navy, will be dismantled in the yards of Van Heyghen Recycling (Galloo group) in Gand, Belgium. A preliminary extraction of asbestos will be carried out. The Galloo group is interested in the dismantling of the *Clemenceau* whose evaluation in Brest confirmed the residual presence of asbestos and the presence of PCB in the electric cable conduits, paint, rubber joints, linoleum coating, and the electronic board. Other dangerous materials onboard include bags and plastic drums containing paint and hydrocarbon residues, sealed bottles of gas, thermometers and florescent tubes with mercury, fire detectors with micro-radioactive materials, batteries; all these materials were made the object of a localization. As for the ship generated waste found on board the Q 790, were hydrocarbon residues limited to the circuits and the bottom of the machine and boiler rooms, oil drums in the machine room, and in the same place water polluted with asbestos.

*Sources : Agence Européenne de Sécurité Maritime, Allied Shipbroking, American Bureau of Shipping, Baltic Maritime Job Exchange (the), Biro Klasifikasi Indonesia, Bureau Veritas, Chittagong Port Authority, Clarkson Intelligence Weekly, Compass Maritime Services, Equasis, Exim India, Germanischer Lloyd, Gujarat Maritime Board (the), Indian Ocean Memorandum of Understanding, Lloyd's Register of Ships, Ministère de la Défense, Nippon Kaiji Kyokai Register of Ships, OMCC Thaïlande, Optima Shipbrokers, Robin des Bois sources et archives personnelles, Russian Maritime Register of Shipping, Shipspotting, Tokyo Memorandum of Understanding, Trade Winds, United States Coast Guards,*

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