

Giz (ex-*Little Kid I*, ex-*Baltiskiy 69*). IMO 6919069. General cargo. 96 m in length 2,730 t. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1967 in Kaliningrad (Russia) by Yantar. Detained in 2002 in Rostov (Russia), in 2004 in Constanza (Romania) and in Bourgas (Bulgaria), in 2006 in Bourgas (Bulgaria), in 2007 in Poti (Georgia) and twice in Nikolayev (Ukraine), in 2008 in Gelenzhik, (Russia) and in 2009 in Kherson (Ukraine). Sold for demolition in Turkey.



Green Island (ex-*Queen Island*, ex-*Geringswalde*). IMO 7706744. General cargo. 120 m in length, 1,789 t. Sierra Leone flag. Classification society Horizon International Naval Surveying And Inspection Bureau. Built in 1977 in Rostock (Germany ex GDR) by Neptun VEB. Sold for demolition in India.



Gulf Dream (ex-*Kaptane Emirsoy*, ex-*Ince I*, ex-*Westflow*, ex-*Rhodian Helmsman*, ex-*Sea Dynamics*, ex-*Seaward*, ex-*Rejoice*, ex-*Seiwa Maru*). IMO 7210460. General cargo. 119 m in length 3,789t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Marugame (Japan) by Imabari. Detained in 1997 in Rijeka (Croatia) and in 2004 in Koper (Slovenia). Sold for demolition in India. 320 \$ US per ton.



Haya (ex-*Captain Abdullah*, ex-*Rabee S*, ex-*South County*, ex-*Roebuck*) IMO 7419119. General cargo. 125 m in length, 3,829 t. Georgian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Pusan (South Korea) by Dae Sun. Owned by Cata Shipmanagement (Syria). Sold for demolition in Bangladesh.

Hua Jin Wo (ex-*Bei Ji Star*, ex-*Palua Pearl*, ex-*Linnet Arrow*, ex-*Norsul Parana*, ex-*Visayas Victory*, ex-*Fjord Thistle*, ex-*Ogna*). IMO 7333951. General cargo. 171 m in length, 7,584 t. Panamean flag. Classification society International Register of Shipping. Built in 1974 in Bergen (Norway) by Bergens MV. Owned by Hua Jin Wo Shipping Co Ltd (China). Detained in 2008 in Xiamen. Sold as is in Singapore for demolition in India. 265 \$ US per ton.



Ismail M (ex-*Lago Peten Itza*, ex-*La Minera*, ex-*Fossheim*). IMO 6908670. General cargo. 112 m in length. Syria flag. Classification society International Naval Surveys Bureau. Built in 1969 in Kiel (Germany) by Lindenau. Owned by Yass Marine Co Ltd (Syria). Detained in 2004 in Piraeus (Greece) and in Novorossiysk (Russia), in 2005 once again in Piraeus, and in 2006, 2007 and 2008 in Nikolayev (Ukraine). Unknown demolition destination.



JS Diamond (ex-*Vicky*, ex-*Vicky Roussos*, ex-*Gunvor*, ex-*Montauk Egret*). IMO 8421561. General cargo. 91m in length 1,509 t. Saint-Vincent-and-the Grenadines flag. Classification society Croatian Register of Shipping. Built in 1985 in Mukaishima (Japan) by Sanyo. Detained in 2006 twice in Koper (Slovenia) and in 2007 in Venice (Italy). Sold for demolition in India.



Katya Z (ex-*Bulk Trader*, ex-*Marsa*, ex-*Brunhorn*). IMO 7324819. General cargo. 121 m in length, 3,324 t. Saint-Vincent-and-the Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1973 in Rostock (Germany ex GDR) by Neptun VEB. Owned by Varna Shipping & Trading (Bulgaria). Detained in 2008 in Koper (Slovenia). Sold for demolition in India.

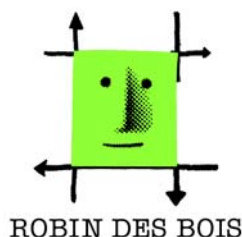


Legend II (ex-*Celtic Star*, ex-*Lydia Flag*, ex-*Krios I*, ex-*Agelii K*, ex-*Pella*, ex-*Celtic Venture*, ex-*Monkchester*, ex-*Waynegate*). IMO 7024500. General cargo. 84 m in length, 2,950 t. Comorian flag. Classification society Hellenic Register of Shipping. Built in 1971 in Meira (Spain) by Construcciones. Detained in 1998 in Bremen (Germany), in 1999 in Alicante (Spain), in 2001 in Huelva (Spain), in 2002 in Marina di Carrara (Italy) and Alicante and in 2003 in Almeria (Spain) in Leghorn (Italy) and in 2004 in Eleusis and twice in Piraeus (Greece), in 2005 in Kdzergli (Turkey), in 2006 in Koper (Slovenia) and Drepanon (Greece) and in 2007 in Brindisi (Italy). Sold for demolition in Turkey.



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September 25th to December 31st



Ship-breaking.com

A three month record

From September 25th to December 31st 2009, **315 vessels** have left to be demolished; a total which is superior to the number of vessels be demolished in 2006, or in 2007. The rhythm has considerably increased, with an average of 22 vessels sent weekly to demolition. The number one destination, whether in terms of number of ships or total tonnage, is India with 110 (35%), ahead of China 78 (25%) and Bangladesh 58 (18%). Pakistan and Turkey are still present in this booming market. Europe and to a lesser extent the United States and Canada have sent to local shipyards auxiliary vessels from their Navy, seized vessels such as the *Winner* or sensitive vessels such as the nuclear waste transporter the *European Shearwater*. The cumulative total of the demolitions will allow the recycling of more than 2.4 million tons of metal.

The flea market

The Russian nuclear powered icebreaker *Sibir*, the nuclear waste transporter *European Shearwater* and the only European nuclear powered commercial vessel *Madre*, ex-*Otto Hahn*, were all sold in different contexts. If Russia should assume the dismantling of the *Sibir* in Murmansk like they have already done with the other (nuclear powered) icebreakers *Lenin* and *Arktika* and if the United Kingdom has sent the *European Shearwater* to The Netherlands the ex-*Otto Hahn* has been transformed into a Greek transporter the *Madre* which was beached in an unscrupulous way in India. We can include in this nuclear clearance sale the American passenger ship *Platinum II*, ex-*Oceanic* (please see Ship-breaking # 12) arriving amidst a hot debate in Alang with the radioactive sources of her smoke detectors and her asbestos, PCBs and forged Kiribati papers. The Gujarat Maritime Board has after several months authorised the demolishing of the *Platinum II* after hull damages damaged following grounding on rocky banks off Alang.



Otto Hahn © Reflets de l'OMI

Europe: when there is a will there is a way

Among the vessels leaving the waters, 122 (39%) were under a European flag or had owners from the European Union or the EFTA (European Free Trade Association), of which 56 (18%) were Greek. 118 (37%) were built in the European Union and in Norway. Notwithstanding all the arguing about the feasibility of carrying out ship-breaking in European countries, it has to be underlined that ship yards in the United Kingdom, The Netherlands, Belgium and France, have already been selected to dismantle vessels belonging to European States or which were commissioned by them during their period activity. Thus The Netherlands seems to be specializing in dismantling nuclear waste transport ships such as *European Shearwater*. Following Hartlepool and the former Clemenceau the United Kingdom has opened a second front in Liverpool where the *Grey Rover* and the *Sir Percivale* two former auxiliary vessels of the Royal Navy will be dismantled. The Royal Navy has also entrusted the Van Heygen shipyard in Ghent Belgium the dismantling of the *Brambleleaf*. In France the *Winner* on old carrier seized by the French Navy for drug trafficking should finally be demolished in Brest by the end of summer but continuous delays have postponed the start of this operation.

China

China confirms their position in the market. Since their debut in the 60s their activity has varied it was in hibernation or in a period of experimentation in 2005-2007, demolishing less than 10 vessels per year. The demolition market has regularly increased throughout 2009. The shipyards were full and from September 25th to December 31st China is positioned just behind the Indian shipyards. In the future China will be a leader in the field. The *Serepca 1* a tanker used by Total as a floating storage dock off the coast of Cameroon was demolished in China after the removal of pollutants were carried out by a French company (see page 10).







Car ferries: hesitating between continuing activities and ending their life

Fifteen old ferries and passenger ships have been sent to demolition. Their average age is 47 years. The ship owners extend the life of these vessels beyond reason. They often swing rapidly from Northern countries where they were built towards Southern countries where they end up as shipwrecks. Recently, the cases of the *Onyx* and the *Pentalina B* towed to Brest, in a beaten up state once again alerted Robin des Bois on the practicalities of the reselling and the vessels' end of life. The association has asked passenger ships unfit for navigation in Europe not be exported and in the cases of the *Onyx* and the *Pentalina B* that they be towed back to their country of origin to the cost of the Finnish and Scottish owners. They could also be towed towards in a nearby ship breaking yards.

The profile of the outgoing ships

General cargo carriers, 75 vessels (24%), represent the first category sent to be scrapped in terms of numbers; they are followed by container ships totalling 60 (19%). In volume, the container ships total approximately 700,000 t (28%) they precede tankers which are back into the market totalling 625,000 t (26%). Several VLCC (Very Large Crude Carrier) were sent to be scrapped including the world's largest ship the *Knock Nevis*. After exploring options to demolish her in China the Norwegian ship owner has preferred the Indian option for financial reasons.

Sub-standard vessels are fated in priority, but they are not demolished in the countries, notably Europe, where they have been detained: 160 vessels (51%) were previously detained in harbours worldwide with a rate of 70% for the bulk carriers, general cargo carriers and reefers; 91 (29%) were controlled by a Classification Society which does not belong to the International Association of Classification Societies (IACS). The average age of these end-of life ships leaving the waters from September 25th to December 31st 2009 range between 17 years for the tanker *Braveheart* and 105 for the Great Lakes cement carrier *J.B. Ford*; the average age is 30, the container carriers and car carriers are 25 years on average. Tankers are 27 years, passenger ships 47 years. 125 were less than 150 m in length, 188 measured between 150 and 199 m and 72 between 200 and 458.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Nuclear powered ship or nuclear material carrier.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel and crew detained in a port for deficiencies.
	Single hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Vessels leaving for demolition : Ferry (p 3) / Passenger ships (p 5) / Tanker. Focus: Bangladesh, Tankers' Hell (p 5). / Chemical tanker (p 11) / Gas carrier (p 14) / Ore / Bulk / Oil carrier (p 14) / General cargo. Focus : Destination Alang, is the *Otto Hahn* a radioactive waste ?(p 15) / Container ship (p 24) / Bulk carrier (p 30)/ Cement carrier (p 34) / Ro-Ro (cargo) (p 35) / Reefer (p 37) / Car carrier (p 38) / Diverse (p 39).

Ferry

Bozava (ex-Teulada) IMO 6601569. Ferry. 49 m in length, Croatian flag. Unknown classification society. Built in 1966 in Castellammare di Stabia (Italy) by Navalmeccanica CN. Owned by Jadrolinija (Croatia). Sold for demolition in Turkey.



Da Long (ex-Capo Spartivento, ex-Apulja) IMO 7902740. Ferry. 148 m in length, 8,200 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1981 in Genoa (Italy) by Italcantieri. Owned by Dae Ryong Maritime Co Ltd (South Korea). Demolition destination unknown.



Dalmacija. IMO 6411964. Ferry. 116 m in length, 3,850 t. Croatian flag. Classification society Bureau Veritas. Built in 1965 in Pula (Croatia, ex Yugoslavia) by Uljanik. Owned by West Wind Ltd (Croatia). Detained in 2000 in Leith (United Kingdom), in 2004 in Venice (Italy), in 2007 in Kiel (Germany) and in 2009 in Rijeka (Croatia). Sold for demolition in India.



Ero (ex-Aero). IMO 7119563. Ferry. 48 m in length. Croatian flag. Classification society Ceskoslovensky Lodin Register. Built in 1931 in Svendborg (Denmark) by Svendborg Skibsvaer. Owned by Jadrolinija (Croatia). Sold for demolition in Turkey.



Jason (ex-Ioannis M). IMO 7011474. Ferry. 45 m in length. Greek flag. Unknown classification society. Built in 1965. Owned by Filia Naftiki (Greece). Sold for demolition in India.



Lovrjenac (ex-Norris Castle). IMO 6826951. Ferry. 67 m in length. Croatian flag. Unknown classification society. Built in 1968 in Southampton (United Kingdom) by JI Thornycroft & Co. Owned by Jadrolinija (Croatia). Sold for demolition in Turkey.



Mercator II (ex-Lucaya, ex-Wappen von Hamburg). IMO 6510887. Ferry. 109 m in length. Panamean flag. Unknown classification society. Built in 1965 in Hamburg (Germany) by Howaldtswerke. Owned by Mercator Shipping (Germany). Sold as is in Germany. Demolition destination unknown.

