

MSC Toba (ex-Maersk Toba, ex-Leda Maersk). IMO 7909413. Container ship. 270 m long, 18,558 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Staalskibs; extended in 1985. Owned by Costamare Shipping (Greece). Detained in 2007 in San Francisco (United States) and Shenzhen (China). Sold for demolition in India. \$425 per ton.



Niki (ex-*MSC Nikita*, ex-*Sea-Land Indiapendence*). IMO 7820942. Container ship. 257 m long, 17,286 t. Panamanian flag. Classification Society Germanischer Lloyd. Built in 1980 in Nagasaki (Japan) by Mitsubishi; extended in 1985. Owned by MSC - Mediterranean Shipping Company (Switzerland). In August 2009, the *MSC Nikita* collided with the cargo ship *Nirint Pride* off the Dutch coast. It was towed to Rotterdam with a leak near its engine room, emptied of its cargo, and judged irreparable. Sold as is in the Netherlands for demolition in a Chinese ship-breaking yard. Towed by the *Salvage Leader*, it is expected in Shanghai in mid-June. \$240 per ton.



Peyo Yavorov. IMO 8325937. Container ship. 158 m long, 6,695 t. Bulgarian flag. Classification Society Lloyd's Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgaria (Bulgaria). Detained in 1998 in London (United Kingdom) and in Havre (France) in 2004 after colliding on April 14 with the trawler *Corona Gloria* in the English Channel. Sold for demolition in Bangladesh.



Peyo Yavorov, August 2005, The Netherlands © Wil Weijsters

Primorye Maru. IMO 7627974. Container ship. 128 m long, 3,685 t. Singaporean flag. Classification Society Nippon Kaiji Kyokai. Built in 1977 in Kagoshima (Japan) by Kagoshima Dock. Owned by Seaspirit Singapore Pte Ltd (Japan). Detained. Sold for demolition in China. \$326 per ton.

Sinokor Shanghai (ex-*Jubilee Glory*, ex-*Inco Providence*, ex-*Providence*, ex-*Pacific Link*, ex-*Zim Lisbon*, ex-*Pacific Link*, ex-*Maersk Busan*, ex-*Hayakawa Maru*). IMO 8011237. Container ship. 211 m long, 12,376 t. South Korean flag. Classification Society Korean Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Owned by KC Line Co. Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in China. \$342 per ton.

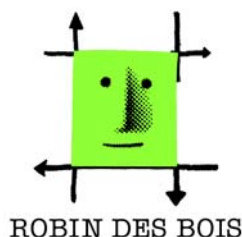


Toledo (ex-*MSC Toledo*, ex-*Savona Bridge*, ex-*Maersk Toledo*, ex-*Mc Kinney Maersk*, ex-*Lindo Maersk*). IMO 8417479. Container ship. 270 m long, 19,222 t. Hong Kong flag. Classification Society Det Norske Veritas. Built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Jahre Wallem AS (Norway). Sold for demolition in Bangladesh.



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January 1st to April 4th 2010



Ship-breaking.com

Between January 1st and April 4th 2010, **233 ships** were sent to be demolished. The rhythm remains elevated, with 18 ships per week. In number of ships to be demolished as well as tonnage, India, with 120 ships (42%), remains destination number 1 before Bangladesh with 55 (24%), Pakistan with 25 (11%), and China with 23 (9%). The accumulated demolition will permit the recycling of nearly 2 million tons of metal.

The crisis is over !

The prices offered by the demolition yards have significantly increased and continue to increase in the yards of the Indian subcontinent, but also in China; they have reached \$400, even \$500 for oil tankers and more for ships containing stainless steel. The record of the trimester was obtained by the Norwegian chemical tanker *Spirit*, bought for \$780 per ton by an Indian yard, a price rarely reached even in 2008.

The twilight of tankers

There has been a great return of tankers, which began in the last trimester. While in 2009 they represented less than 20% of demolished ships, oil, chemical and gas tankers constituted the largest category of ships going to the breaking yards this trimester with 95 ships (41%). Despite announcements of an alleged boom in their demolition, only 37 were single-hull tankers. Their median age is 26.6 years while it is only 24.3 years for double-hull, double-bottom or double-wall ships, perhaps a sign that the difficulty of their upkeep shortens their careers. General cargo ships, with 53 (23%) as well as container ships with 27 (12%) and bulk carriers with 23 (10%) are marking time. In volume, the tankers together represent more than 1 million tons, or 55%, of recycled metal. 11 VLCC (Very Large Crude Carrier) were sent to the breaking yards. A number of ancient oil tankers, used for years as floating storage and without self propulsion, arrived at the end of their lives. For example, the case of the fifty year old Brazilian *Presidente Floriano*, the demolition of which was announced in 2003, but which continued acting as floating storage in the Amazon. The ship, towed from Manaus, was received at Alang as a "dead vessel." (see p 9).



Presidente Floriano, August 14th, 2008, Manaus, Brazil. Launched in 1960, she is a true sistership to the *Speedol Star* from « Tintin and the Land of Black Gold » (1950). © Vladimir Knyaz

A rudderless Europe

Unlike Japan, which has just financially contributed to the experimental dismantling of the car carrier *New York Highway* in the local breaking yard of Muroran (see p 31), the European Union delays putting into reality its potentially good and compassionate resolutions concerning the dismantling of ships. Despite the proposals and consultation of the Environmental Directorate of the European Commission,

the regulatory advances are frozen. The shipping industry opposes the creation of a fund supplied by ships entering European ports, the establishment of a list of ships ready for demolition, and more generally any potential constraint on maritime transport activities.

European owners therefore continue to export their scrap with hardly any restrictions. The *Margaret Hill* was detained in summer 2009 by the British authorities, who suspected its demolition in Asia, then let it leave to continue its operations. In reality, the ship had passed a warm but idle winter in Dubai. It was just rechristened *Chill* and took on the flag of the Comoros, one of the worst flags of convenience on the blacklist of the Paris Memorandum. She may be in the Indian Ocean en route for demolition in a Chinese breaking yard. If one uses as a reference the French ship (formerly) *Descartes* destroyed in Bangladesh, there is at least 1,500 tons of asbestos aboard the *Margaret Hill*.

The *MSC Nikita* collided with the *Nirint Pride* on August 30, 2009 20 nautical miles off the Dutch coast, while she was returning to Anvers from Klaipeda (Lithuania). The ship was towed to Rotterdam and relieved of its cargo; this container ship built in 1980 has since been declared "lost" in light of the damage to its engine room. Despite the proximity of the breaking yards in Hartlepool, Belfast or Ghent, and contrary to what had happened for the *MSC Napoli* (property of the British company Zodiac Maritime) which was dismantled in Belfast by Harland & Wolff, the Swiss owner Mediterranean Shipping Company just sold the *MSC Nikita* (renamed *Niki*) for demolition in China. The *Niki* left in tow from Vlissingen for Shanghai on April 2. All identification marks of MSC have been erased, including on the chimney.



MSC Nikita, september 1st, 2009, towed to Rotterdam. © Hans Esveldt



Niki, 2 April 2nd, 2010, leaving Vlissingen in tow.

© Richard Wisse

Onyx, the worst, Tor Anglia, the best

The pilgrimage of the Onyx from Autumn 2009 to Spring 2010



The symbol of the European Union's willful blindness is the ferry *Onyx*, which departed from Vaasa (Finland), was immobilized in Brest (France), took refuge in Lisbon (Portugal), and toured the Mediterranean around Malta and Cyprus. After having crossed the Suez Canal, she is currently sailing in the Indian Ocean. She is expected soon by the ship breaking yards where her Indian owner sends its ships. (Cf. *Rose S*, p 29).