

Navigas 1 (ex-Sigas Duke, ex-Knud Kosan, ex-Knud Tholstrup, ex-Traenaafjord). IMO 8026373. Gas tanker. Length 76 m, 1,857 t. Maltse flag . Classification society Bureau Veritas. Single hull ship built in 1982 in Sandnessjoen (Norway) by Nord-Offshore. Owned by Navigas Ltd (Gibraltar). Sold for demolition in Turkey.



Norgas Trader (ex-Coral Temse). IMO 7909346. Gas tanker. Length 118 m, 4,703 t. Deflagged from Singapore to Saint-Kitts-and-Nevis for her last journey. Classification society Germanischer Lloyd. Double bottom ship built in 1981 in Temse (Belgium) by Boelwerf. Owned by Norgas Carriers AS (Norway). Detained in 2004 in Terneuzen (The Netherlands). Sold for demolition in India where she arrives as « Gas T. ». 701 \$ per ton including an important amount of nickel.



Patcharawadee-2 (ex-Phacharawadi, ex-Navakun 6, ex-Chiyo, ex-Shino Go, ex-Ryoo Maru). IMO 7025700. Gas tanker. Length 79 m, 1,190 t. Thai flag. No classification society according to her last Port State Control. Single hull ship built in 1970 in Kochi (Japan) by Imai Shipbuilding Co. Owned by Siam Gas & Oil (Thailand). Detained in 2005 in Haiphong (Vietnam). Sold for demolition in Bangladesh



Chemical tanker

Bitumen Express (ex-Seakap, ex-Biograd, ex-MRS B, ex-Landguard Point). IMO 8014344. Bulk carrier converted in 1991 to chemical tanker. Length 108 m, 4,074 t. Saint-Vincent-and-Grenadines flag. Classification society International Naval Surveys Bureau. Double hull ship built in 1982 in Shimizu (Japan) by Miho. Owned by Split Ship Management Ltd (Croatia). Sold for demolition in India. 522 \$ per ton.



Dong Joo Mariner (ex-Sam Bu No. 17). IMO 8429111. Chemical tanker. Length 68 m. South Korean flag. Classification society Korean Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Banghujin Shipbuilding & Engineering. Owned by Dong Joo International Shipping Co Ltd (South Korea). Sold for an unknown destination of demolition

Doris (ex-Conny). IMO 8315035. Chemical tanker. Length 163 m, 6,242 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1984 in Kudamatsu (Japan) by Kasado Docks. Owned by RTBS Consultants Pte Ltd (Singapore). Sold for demolition in Bangladesh. 540 \$ per ton.



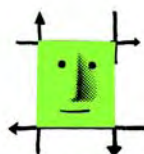
Hannibal II (ex-Merit, ex-Merity). IMO 8011756. Chemical tanker. Length 172 m, 8,813 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Dunkirk (France) by Normed. Sister-ship of the *Lady Jasmine* (see below), the *Hannibal II* was delivered in 1983 as *Merity* to the Brazilian shipowner Flumar. She was purchased in 1997 by Gabès Marine Tankers, renamed *Hannibal II*, first flew the Tunisian flag and was reflagged to Panama from 2007 on. Her late career was marked by the attack of Somali pirates on November 11th 2010. She was detained with her 31 crew members until March 17th 2011 and was beached in Alang on July 6th.



Hannibal II, port of Patras (Greece), April 2011 © Evangelos Patsis

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Bulletins of information and analysis on ship demolition, # 23 to 26
From January 1st to December 31st 2011



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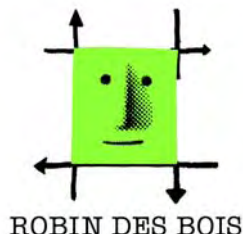
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Bulletins of information and analysis on ship demolition

2011

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From January 1st to May 6th 2011

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**...LAST
MINUTE...**

The *Gulf Jash*, ex-**Probo Koala** has just been sold for demolition in Bangladesh. See the Robin des Bois' press release : [«Probo Koala : The Death Boat heading to the Cemetery»](#)

Bangladesh : still with bare feet, bare hands and bare head



Risky extraction of an engine and shaky access to the upper level © Robin des Bois – October 2010

In 2010, the beaching of ships for demolition was prohibited intermittently in Bangladesh by a number of rulings by the courts pending regulatory measures for the protection of workers and the environment.

Following pressure and the petition lodged by industrialists in the sector (BSBA, Bangladesh Ship Breakers Association) highlighting the economic potential of their activity, the High Court gave a further ruling on 7 March 2011, prior to the government's implementation of a clear regulatory policy. It provisionally and conditionally authorizes ships to be run aground for demolition without demanding the prior removal of hazardous substances; however, shipyards must comply with 18 requirements intended to ensure the safety of workers and the environment. These include prohibiting the employment of minors under the age of 16 and women, night work, smoking and cooking on ships undergoing demolition, discharging hazardous substances on land or in any water bodies, the obligation to keep an up-to-date employee register, to provide individual protective equipment and fire-fighting equipment in sufficient quantity, to modernize and secure access to the ships, feed the workers and finance their training and a hospital set aside for demolition site employees, use expert workers to remove hazardous substances and have facilities for eliminating them; shipyards must be placed under the supervision of a Marine Academy engineer; only ships that have received an environmental clearance certificate from the

Bangladesh Environment Department will be authorized for demolition, and tankers must also present a gas free safe for hot works certificate.



Chittagong, Bangladesh © Robin des Bois

Ships rolled in on to the beaches of Chittagong from early April, when the legal ruling came into force; some, like the *Dove*, *Ocean Charlie* and *Royal Aquarius* had been waiting out at sea since February and even January. The High Court has given the government time to fix the rules applied to the ship demolition activity. It has just extended the provisional authorization to 7 July, allowing shipyards to fill up before the monsoon months. Today, announcements along the lines of “A ship demolition policy will soon be in place” are heard again and again, but they are not followed by action.

Pakistan

In four months, 15 out-of-service ships belonging to European ship-owners have been run aground in Pakistan



The arrival of the Greek *Jack D* (see p 44) on Gadani beach, Pakistan April 15th 2011 © Alex Matevko

France

New horizons for demolition

Written by Mme Claude Wohrer (a civil engineer at the DGA), the new report from the General Secretariat for the Sea extending the parliamentary mission carried out last year opens new doors for old ships retiring from the high seas. Without saying it explicitly, the report closes the Bordeaux project, which had been the favourite up to then. The port is not interested. The dry dock must remain available for other types of work. Investment to make the dock compliant has not been undertaken. Access for ships being towed is awkward. The area is a flood zone and the PPRI (flood risk prevention plan) means that a dangerous waste storage area cannot be built around the dock.

The document recommends a simplified examination of the demolition yard authorization applications and focuses on military ships, support vessels – tugboats, dredgers, barges, pontoons, ferries, research

vessels, lightships and lighthouse tenders – and sub-standard ships held, impounded or abandoned in French ports. A marginal flow of ships belonging to “willing, responsible ship-owners” is mentioned. The capacity to attract foreign ships destined for demolition in France is not considered. The report also recommends taking into account the offer from the Turkish shipyards, whose development is qualified as favourable by a number of experts. Two Royal Navy frigates have been demolished at Aliaga and the aircraft carrier *Invincible* is likely to suffer the same fate during the year, thereby escaping the curse of the *Clemenceau*.

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Among the new options, the North Sea and Channel ports of Dunkirk and Cherbourg and La Rochelle are mentioned.

- Dunkirk with a dock in its Western port, where several ships could be dismantled at the same time.
- Cherbourg, which has a quay where preliminary decontamination can take place and a lift for ships under 110 m long and 4,500 t. The report would like to see a synergy with submarine demolition considered.
- La Rochelle has two dry docks partially available with a polluted water treatment pond. The demolition of *Anna* (Cf. [Ship-breaking.com # 22](#), “France” chapter on p 4) is planned for yard 2.

There are very few proposals on the Mediterranean coast, where marinas, yachts and tourism prevail. The 10 repair yards in the port of Marseille are not considered adaptable for demolition. The only solution would be Fos-sur-Mer, as long as a floating dock was available. As a reminder, the inter-ministry mission report on the demolition of end-of-life civil and military ships, published in 2007, stated that floating docks did not have the capacity to cope with ship demolition; France’s finest example in the field of port equipment was sold at auction and left Le Havre in 2008 for the Bahamas.

An unauthorized yard in the Mediterranean



This unmarked and polluted site is operated in breach of the regulations.



In the Mediterranean – at Port-Saint-Louis-du-Rhône (13), at the mouth of the Great Rhone – the new marina with capacities ashore and afloat Port-Napoléon that advertises itself as “the practical illustration of the marina for the future” has also in reality started up a demolition business which uses outdated

techniques. Leisure boats and support vessels are broken up on plain soil, with no prior removal of hazardous substances, no pollution prevention measures and probably no authorization. For example, the *Pytheas*, a fire-boat ordered in 1949 by the French Ministry for Overseas from the “Chantiers Franco-Belges” in Villeneuve-la-Garenne, intended for the Indochina High Commission and finally commissioned by the naval fire brigade battalion in Marseille, suffered a cruel death there. The veteran, which was involved in fighting the fire on the ferry *Saint-Clair* in August 1990, was withdrawn from service in 2001 and was probably taking up space in the port. Hydrocarbons soak into the ground or are stored in unsound conditions. The conditions for eliminating hazardous waste and the inevitable asbestos materials are not known. Materials that cannot be recycled are burned on the spot.



Fighting the fire on the ferry *Saint-Clair*, August 4th 1990 © Yvon Perchoc

Liquid Natural Gas (LNG) tankers reaching retirement

The *Tellier*, a veteran LNG tanker built in La Ciotat in 1974, currently does round trips between Fos and Algeria for its owner Gazocean, a 100% subsidiary of Gaz de France. It is scheduled to leave the fleet this summer. There is doubt about her future and the arrangements for her demolition. In 2007, Gaz de France had stopped operating another LNG tankers, the *Descartes*. GDF had told “Robin des Bois” that it intended to have her “demolished in total compliance with the regulations in force, especially those concerning asbestos”, and then claim that she had been sold to the Taiwanese TMT, for whom she would carry on operating. In fact, as “Robin des Bois” had thought, the ship was sent to Bangladesh for demolition a few months later, renamed *Prince Charming* and then *Charm Junior*. Today, the Government should not wait for GDF–Suez to “volunteer to become one of the responsible ship-owners”: it must demand that the ship, which belongs to a French owner and flies the French flag, should be demolished under the same conditions as those imposed on military ships and that a tender should be called as soon as the *Tellier* leaves the fleet.

The ex-*Edouard LD*, another vintage LNG tanker built in Dunkirk in 1977, was sold by Louis Dreyfus Armateurs to the Greek Dynagas in 2008. She sails under the name of *Transgas*; she was in Rotterdam (Netherlands) on 1st May 2011, despite the fact that her status on the European database Equasis is not “in service” but “laid”. According to her classification society Bureau Veritas, regulatory inspections are all overdue. It is incredible that such a dangerous substance should be carried on a ship that is inspected so little.

United States

In the United States, the West Coast now has a ship demolition yard in Vallejo, California. Not a moment too soon as, in October 2009 when the cleaning plan was announced for the Suisun Bay National Defense Reserve Fleet, 57 laid up ships were threatening the marine environment and water quality in the bay. Up to now, to avoid exporting invasive species, the hulls of ships awaiting demolition have had to be cleaned of marine organisms in California prior to being towed via the Panama Canal to the nearest approved demolition yards in Texas. Today, Allied Defense Recycling has just re-opened two of the dry docks at the former Mare Island naval base north of San Francisco. Set up in 1854 and closed in 1996, this historic yard employed up to 6,000 people and repaired, maintained and built a large number of US Navy warships. In 1917, it even set a speed record by building the destroyer *USS Ward* in 17 days, from keel-laying to launching. In 2009, Allied Defense Recycling obtained an authorization to open a ship repair and demolition yard and, in early 2011, was awarded the fifty-year-old *President* and *Solon Turman*, its first ships from the Suisun Bay reserve fleet. Other contracts should follow. Unlike what happens in other yards in the United States, where demolition takes place at least partially afloat, all operations at Mare Island will take place in dry dock under optimum pollution confinement conditions. In April, leaks were discovered on the *SS Lincoln*, another ship from the Suisun Bay fleet, which was due to leave for Texas. Unfit to travel, the *SS Lincoln* was towed to Mare Island for demolition and swapped for the *President* on which work had not yet begun.



One of the dry docks at the former Mare Island naval base © San Francisco Bay Crossings

The wrecks in Mauritania (cont.)

In its letter of March 2011, the European Union delegation in Mauritania told “Robin des Bois” that there were over 100 wrecks in Nouadhibou Bay. With the budget available, the European Union, which finances and supervises operations, is looking to remove and deal with as many wrecks as possible. It is confirmed that they will not be sunk ; however, one worrying aspect still remains: the fate set aside by the port of Nouadhibou for the dangerous waste removed from the wrecks. “Robin des Bois” continues to demand that they should be eliminated in Europe. A scientific team has expressed the theory that the abnormal presence of PCBs in the atmosphere off the coast of Senegal comes from the boat graveyard at Nouadhibou.

Global assessment

India dominates the market: Bangladesh fights back

362 ships set off for demolition between 1st January and 6th May 2011, i.e. 20 ships a week. India, with **167** ships (47%) has maintained its place as the leader for demolition in terms of both tonnage and recycling units. With **49** ships (14%), Bangladesh has made a triumphant return to second place. Pakistan comes 3rd with **44** ships (12%), ahead of China, **36** (10%) and Turkey **26** (7%). **11** ships, including 7 belonging to the US MARAD reserve fleets, have been demolished in American yards in Louisiana, California and Texas.

In terms of the volume of scrap metal to be recycled, India (1.1 million tonnes) comes ahead of Bangladesh (610,000 t), China (420,000 t), Pakistan (319,000 t), the United States (99,000 t) and Turkey (71,000 t). Overall demolition will recycle over **2.7 million tonnes** of metal. With 100 units (28%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – which have fallen back and general cargo carriers with 81 units each (22%). In volume terms, all the tankers together represent over 735,000 tonnes, or 27% of the recycled metal.

Bangladesh's return to the demolition market has prompted the Indian and Pakistani yards to offer higher purchase prices for ships to be demolished, beyond the **500 \$** per tonne mark. The record was achieved in India by the chemical tanker *Casper* and its 940 tonnes of stainless steel negotiated at 1,220 \$ per tonne. Prices have remained stable in Turkey and China, and both these countries have seen their slice of the cake halved.





Of the **362** ships, **138** (38 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). **160** (44%) were built in these same countries, including 5 in France, in Dunkirk, La Ciotat and Le Havre.

Detention and demolition

116 (32%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least **193** (53%) had been previously detained in ports worldwide, with a detention rate of 73 % for bulk carriers, 66% for reefers and general cargo carriers, and 57% for container ships. The detention rate was 26 % for oil tankers, but 40 % for chemicals carriers.

Years and metres

The end-of-life age for ships removed from fleets between January 1st and May 6th 2011 ranged from **9 years** for the German general cargo carrier *S Gabriel* involved in an accident off the Azores, and **56 years** for the former British lightship tender *Amazing Grace*, converted into a passenger ship. The average age was **31 years**: 28 for double-hull tankers, 30 for single-hull tankers and bulk carriers, 31 for container ships, 33 for miscellaneous goods carriers, 37 for fishing vessels and factory ships and 38 years for passenger ships. 155 ships were under 150 m long, 117 were between 150 and 199 m and 90 were over 200 m. The biggest ship to be sent for demolition this quarter was the Ore / Bulk / Oil carrier (OBO) *Alster N*, **340 m** long.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel and crew detained in a port for deficiencies.

Passenger ship

Amazing Grace (ex-*Orient Express*, ex-*Pharos*). IMO 5276874. Passenger ship. Length 78 m, 1,733 t. Trinidad & Tobago flag. No classification society according to her last port State control. Built in 1955 in Dundee (United Kingdom) by Caledon SB & E Co. Former lighthouse tender of the Northern Lighthouse Board, the eighth *Pharos*, named after the ancient lighthouse of Alexandria, was not only a working ship but was also built up with facilities and fixtures designed to serve as a back-up for the British Royal yacht *Britannia*; during her thirty years of duty, she hosted the Queen and members of the royal family on a number of occasions. In 1988, she was acquired by Windjammer Barefoot Cruises from Miami (United States), and converted into a passenger ship. She carried passengers and replenishes the supplies for the sailing cruise ships of the company. Detained in 2002 in Valparaiso (Chile). Sold for demolition in Turkey. 255 \$ per ton.



Pharos, 1955, off Oban (Scotland) © Granton History



Amazing Grace, seen in 2003 at Bequia, St Vincent and Grenadines, ready to supply the *Yankee Clipper* sailing vessel. © Benoit Donne

Hermes (ex-*Messenger*, ex-*Jugoslavija*). IMO 5176713. Passenger ship. Length 90 m. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1956 in Split (Croatia) by Brodosplit. Owned by Short Island Cruises Maritime (Greece). Laid up in the port of Piraeus (Greece) since 2007. Sold for demolition in Turkey.



Mercator II (ex-*Wappen von Hamburg*, ex-*Lucaya*). IMO 6510887. Passenger ship. Length 109 m. Panamanian flag. Unknown classification society. Built in 1965 in Hamburg (Germany) by Howaldtswerke. Owned by Mercator Shipping Corp (Germany). Sold for demolition in Denmark.



Mercator II, ex-*Wappen von Hamburg* on the Elbe River, May 1978 © Little Walter / Shipspotting

Ferry

Filipina Princess (ex-*Ferry Akashia*). IMO 7313858. Ferry. Length 180 m, 11,000 t. Filipino flag. Classification society Bureau Veritas. Built in 1973 in Kure (Japan) by Kanda Zosen. Owned by Philippine Span Asia Carrier (Philippines). Sold as is in the Philippines for demolition in India. 360 \$ per ton.