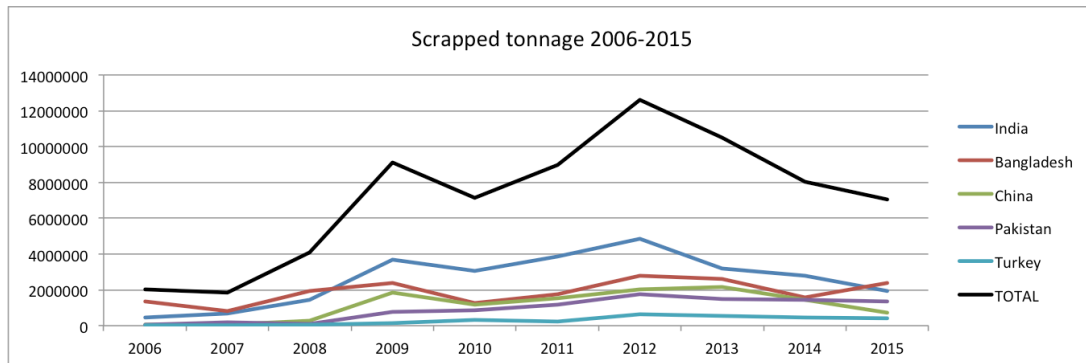
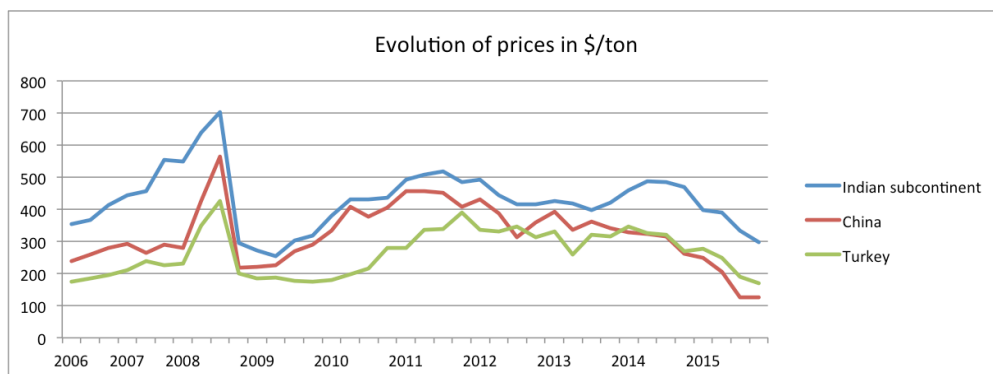


January 1, 2006 - Dec. 31, 2015: 10 years of shipbreaking

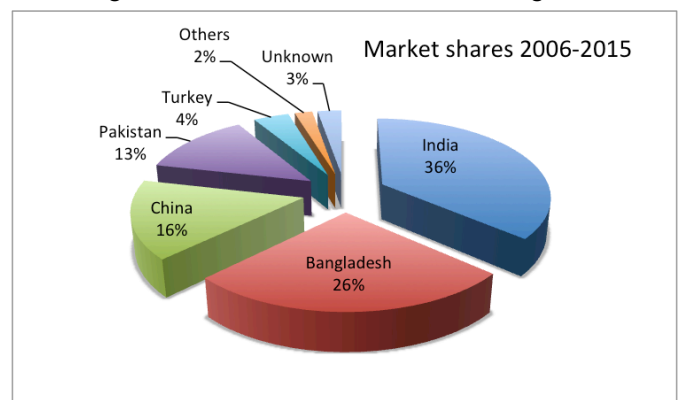
In 10 years, Robin des Bois' bulletin "Shipbreaking" has noted and observed the demolition of more than 8,000 ships, humbles, stars, monsters or wonders. A convoy of 1400 km, 64 million tons of metal to be recycled, 3 million tons of waste for disposal.



In 2006, the so-called Eldorado of 1000 merchant ships to be dismantled each year was a fantasy. The balance sheet actually reached a maximum of 300 ships. The threshold of 1000 was reached in 2009 after the outbreak of the global financial crisis; the peak was reached in 2012 with over 1,300 ships dismantled that year. This abundance has not fathered an industry in Europe; the demolition of large vessels remains a niche business, by opportunity or necessity. At the end of a ship's life, the dominant criterion of the shipowner is the price offered by the demolition site. It is by far much higher in Asia. In 2015, even the Chinese shipowners send their ships to Bangladesh.



The industry is concentrated in five countries representing 95% of the dismantled tonnage over the decade. India and Bangladesh share the 1st place alternately. China goes from runaway phases and purchase prices close to those of the Indian subcontinent to stagnation phases to the point of demolishing only Chinese and north Korean ships. Pakistan is installed in the segment of large tankers or bulk carriers, Turkey on the freighters and ferries operated in the Mediterranean and Royal Navy's ships.



Failing to have become a global challenge issue, ship breaking remains confined in Asia with the sea mark of the Hong Kong Convention on ship recycling at the horizon. Signed in May 2009, its implementation is still far. However, it is from now a focal point calling shipbreaking yards to gradually improve sanitary and safety conditions for workers and environmental protection.

10 years of "Shipbreaking" bulletin : 16 ex vessels, outstanding, controversial, historical, magnificent, cursed.



1

Q 790. The Mother of all hulls gave birth to the "Shipbreaking" bulletin in 2006.



2

France. She died in 2007 at Alang renamed **Blue Lady**.



3

Maersk Barcelona. The oil slick Queen, a 61 km long oil trail off Brittany in 2005. Beheaded in 2008 in Alang at 675 \$ per ton.



4

MC Ruby. Cast in stone. 9 stowaways thrown overboard between Takoradi and Le Havre.



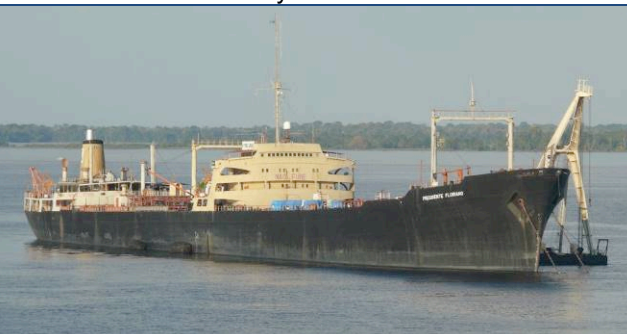
5

Knock Nevis. The biggest among the biggest ones. 458 m in length. Built in 1976 by Sumitomo. Scrapped by Priya Blue.



6

Oiseaux des Iles. The last three-masted vessel built in Nantes in 1935. Demolished in the Caribbeans in 2009.



7

Presidente Floriano. Robin des Bois' experts have immediately identified her as sistership of the **Speedol Star**. Built in Japan in 1960, scrapped in India in 2010.



8

Al Zahraa, homeport Bassorah. The Ro Ro was used to carry Saddam Hussein's armoured vehicles. Broken up in Klaipeda (Lithuania) in 2011.



9
Salam ex Saint-Clair. Ro Ro on fire in Marseille in 1990. Jumboized in 1992 and converted to ferry *El Salam 89*, cut to Ro Ro in 2007, scrapped in India in 2011.



10
Probo Koala. Trafigura's floating refinery spread panic in Abidjan (Côte d'Ivoire) in 2006.



11
Exxon Valdez. 27 years after, Alaskan herrings still remember her.



12
Ocean Shearer. The ex container ship could take 120,000 sheep on cruise from Australia to the Middle East.



13
Pacific Princess. The ultimate call of the « Love Boat » turned into drama. 2 fatalities at Aliaga in August 2013.



14
Hebei Spirit. After darkening South Korea in 2007, the tanker was scrapped in Bangladesh in 2012.



15
JB Ford. The eldest one, the Great Lakes veteran, launched in 1903. Broken up in Duluth (Minnesota, United States)



16
Costa Concordia. The Gigantic is being deconstructed in Genova.

1 Marine Nationale / 2 DR- Mer et Marine / 3 Adri Schouten / 4 Eric Hourri-Le Marin / 5 © Auke Visser / 6 Carnet Maritime / 7 Vladimir Knyaz / 8 Alwalid Khalid Alsaadi / 9 Yvon Perchoc / 10 Port d'Amsterdam / 11 NOAA / 12 Les Blair / 13 Alan Mackenzie / 14 Im Hun-jeong / Yonhap / 15 Great Lakes Steamship Society / 16 Robin des Bois