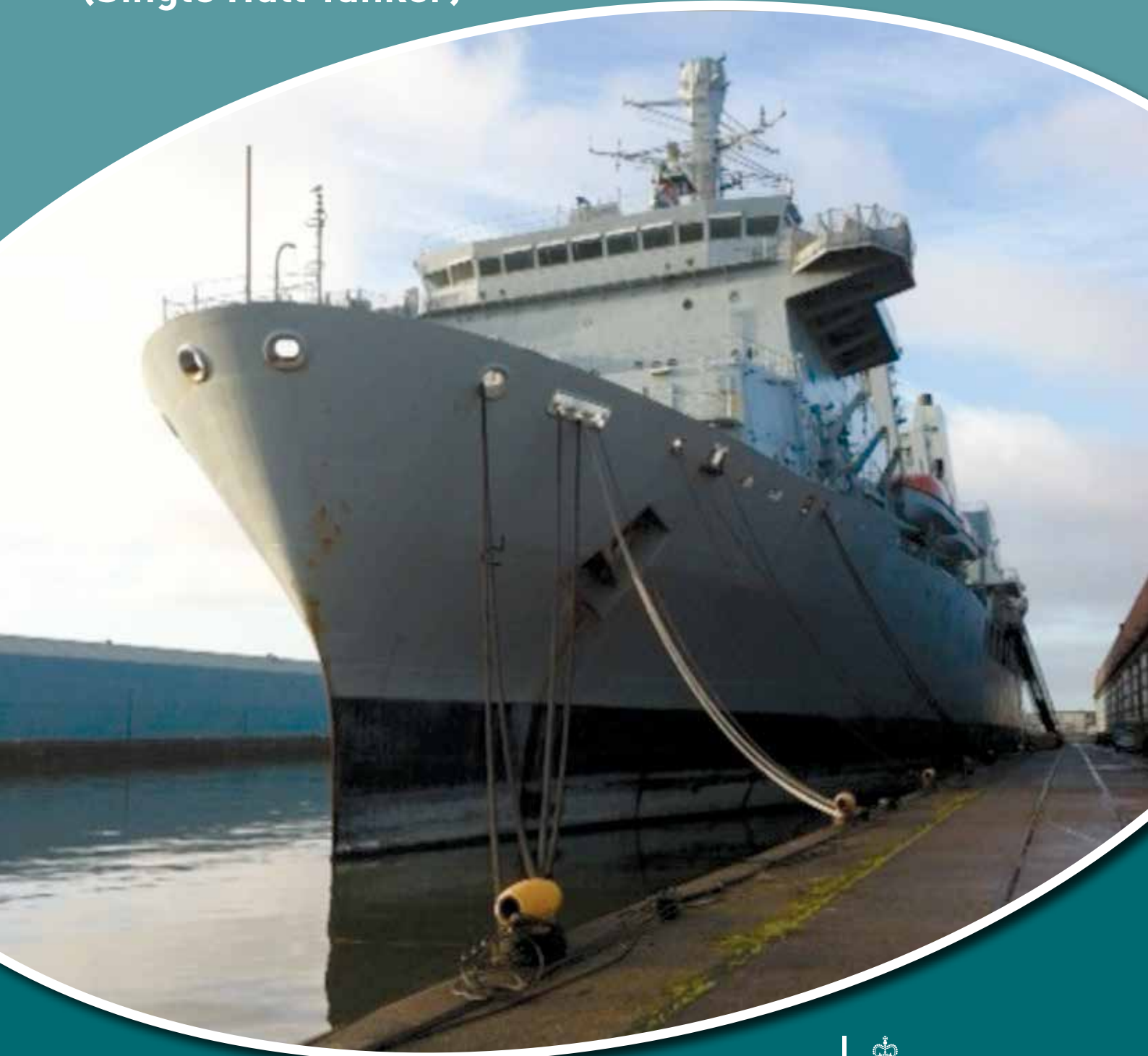


Recycling of Ex-RFA Fort George

Auxiliary Oil Replenishment
(Single Hull Tanker)



DSA



Ministry
of Defence

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***Cover Photograph**

Fort George berthed at Alexandra Dock Liverpool under the commercial care & custody of Cammell Laird Ltd

Executive Summary

Under the Strategic Defence and Security Review in 2010, the former Royal Fleet Auxiliary Fort George was identified for disposal and ceased operational service on the 1st June 2011. The vessel was placed under commercial care and custody with Cammell Laird Ltd and was berthed in Alexandra Dock, Liverpool. The vessel undertook a period of de-equip and equipment removal in order to support other platforms and once this was completed with extensive removals including five cargo cranes and many components from the main engines and generators, the vessel was declared to the Disposal Services Authority.

Following an open competition against strict criteria (including environmentally sound management) for the recycling of the former RFA Vessel Fort George, The Disposal Services Authority awarded preferred bidder status to the Turkish company LEYAL Ship Recycling whose formal proposal was to conduct the recycling of Ex- RFA Fort George at their dedicated ship dismantling facility in Aliaga Turkey.

The vessel was towed independently and left Liverpool under tow on the 16th January 2013 and arrived in Turkey on the 11th February 2013. On the 17th June 2013 LEYAL reported that Ex -RFA Fort George had been completely dismantled and recycled in accordance with the relevant EU Waste Management Legislation and the UK's Ship Recycling Strategy in just 5 months.



Background

General Particulars

Date and Place of Build	Laid down 1989 Swan Hunters, Wallsend-onTyne. Launched 1 March 1991; In service march 1993.
Date ceased operational service	1 June 2011
Type of Vessel	Fleet Replenishment Ship
Summary of condition	Sound for Towing, not in running condition, certain equipments, removed by the MoD for further use.
Displacements & Weights in Tonnes	Displacement Full : 28821 Displacement Light : 16006
Estimated metal weight	Approximate metal weight: 11200 - 13600 (without prejudice)
Draughts	Current: Fwd 6.1m Aft 7.8m.
Length	Extreme: 203.9m (LBP 185m)
Breadth	Extreme: 30.3m
OA height Mast-head to keel	50m
Last Docking	2008
Last Refit	2008
Historical Interest	<p>In March 2000, the ship equipped with five Westland Sea King Helicopters was sent to Mozambique to help with disaster relief work following devastating floods. In May she accompanied HMS Illustrious to Sierra Leone to support British operations to restore stability to that country. Late in the year, during a deployment in the Mediterranean, the ship helped passengers of the Greek ferry Express Samina which had run aground and sunk during a storm on 26 September.</p> <p>In September 2009 was involved in the largest ever drugs seizure to date by the Royal Navy, when 5.5 tonnes of cocaine were seized from a converted fishing vessel MV Cristal in the Atlantic Ocean off South America.</p>

Background on the Disposal Services Authority (DSA)

- The DSA has delegated authority to dispose of all UK MOD surplus equipment in the UK and overseas.
- The DSA's role is to dispose of surplus assets identified by the owner for release into the commercial market.
- The DSA is the only Government Organisation offering a completely managed service for the Re-use, Recycling and ultimately disposal of surplus government assets.

The DSA's primary aim is to sell surplus ships for further use but where this is not possible (for instance, when ships are no longer seaworthy and only suitable for recycling) its objectives are to ensure that the vessel is recycled in a safe and environmentally sound manner, and in compliance with its legal responsibilities as a producer of waste.

Introduction

The DSA conducted a tender exercise for the recycling of Ex- RFA Fort George in September 2012 and the vessel was sold on an 'as seen as lying' basis for recycling within the organisation for Economic Co-Operation (OECD) and in full

compliance with the principles of the Basel Convention and all other associated EU & UK legislation including Regulation (EC) No 1013/2006 of the European Parliament and the Council of 14th June 2006 on Shipments of Waste.



Ex RFA Fort George was manoeuvred in to position before the start of her final journey to LEYAL Ship Recycling Ltd in Turkey

Competition

Information and Requirements

Previously preparation for HM Vessels has been carried out by the MOD's Disposal Reserve Ship Organisation (DRSO) in Portsmouth who play a vital part in the process producing an Inventory of hazardous materials and a 'Green Passport', highlighting the hazardous material on board along with a Type 2 Asbestos Survey which are included as part of the tender documents.

In this sale Fort George was under the Custody of Cammell Laird Shipbuilders Ltd who carried out the de-commissioning activities.

DRSO advised remotely & played an important part in supporting the towing preparations and contributed to the timely and successful sale and departure of this vessel which secured significant savings to the UK MOD as it was envisaged that Fort George would be removed by March 2013 and in fact she departed from Alexandra Dock under tow on the 16th January 2013.

Tenders were limited to bidders from within the Organisation for Economic Co-Operation and Development (OECD) – as recommended by the UK Ship Recycling Strategy (SRS). 5 compliant bids were received from companies based in the UK, Europe and Turkey.

This information was provided to all bidders to enable them to identify key environmental issues and cost drivers in their tender responses. The DSA secured additional provisions from the bidders in the form of a substantial financial bond, acting as security to ensure that the vessel was recycled in the destination stated and not reflagged and taken to a non-compliant yard outside the OECD.

The recycling of ships is covered by a range of UK and EU legislation for which Department for Environment, Food and Rural Affairs (DEFRA) is the lead department in the UK. This Legislation includes but is not limited to:

- The Waste Shipments Regulation (EC)
- No 1013/2006 of the European Parliament and of the Council of 14 June 2006
- Parts of the Radioactive Substances Act 1993
- Environmental Protection (Duty of Care)
- Regulations 1991 SI 2839
- Hazardous Waste (England and Wales)
- Regulations 2005 SI 894
- Health & Safety at Work etc 1974
- Control of Asbestos at Work Regulations 2006

Ship Recycling Evaluation

Following the recommendations of the SRS, the DSA once more convened a Ship Recycling Evaluation Committee, involving representatives from Defra, Maritime Coastal Agency (MCA), DRSO and the DSA to assess the tender responses against set criteria called for in the Strategy. Prospective purchasers were required to produce a detailed Ship Recycling Plan, demonstrating their understanding of all the requirements involved in Ship Dismantling against each of the following

- Facilities & dismantling methodology
- Health & Safety
- Environmental plans
- Operations, sub-contractors
- Licences & permits
- Media and Trans-Frontier Shipment of Waste (TFS)

The Ship Recycling Plan is paramount to the consideration of offers to purchase and should provide evidence to enable the Evaluation Committee to score against.

Award of Preferred Bidder Status

The DSA awarded preferred bidder status to LEYAL Ship Recycling and a formal contract was awarded in November 2012 once the appropriate consents were obtained, in accordance with the provision of the EC Waste Shipments Regulation 10313/2006

Recycling of Ex- RFA Fort George

LEYAL Ship Recycling was required to provide a monthly breakdown of the outturn of metals and waste during the recycling programme. Audits were conducted by DSA staff during the life of the project which involved a physical inspection of the yard in Aliaga Turkey, together with an audit of weighbridge tickets, licences and consignment notes which were checked against the reported outturn.

Photographic evidence was provided at key stages of the dismantling process, which ensured that

the DSA could be confident on the method and manner in which the Vessels were dismantled and recycled in accordance with the aims of the SRS.

In addition to these checks, LEYAL Ship Recycling were also subjected to audits and inspections from the UK Environmental Agency, ensuring that LEYAL Ship Recycling were adhering to all current H&S and Environmental Legislation and the terms of their waste management permit.



Fort George was towed out on to the River Mersey were Tug Christos XXIII towed the ship to Turkey



Out of all the materials that are required to build ships of this type over 94% of the material was recovered and recycled

Photographic Evidence

The photographic evidence shows the dismantling progress and this coincides with the monthly reports, Demo Schedule and the sales progress.

The photograph dated 05/03/2013 shows the first stages of Ex-RFA Fort George being dismantled showing the start of the dismantling of the accommodation & bridge



Photographic Evidence

Dismantling progress viewed from onboard Fort George taken by DSA staff when undertaking an audit and physical inspection of the yard 11/03/2013





Dismantling and progress of works dated 17/04/2013



Progress of Works
25/04/2013, the ship is
now on the slipway



Progress of works 06/06/2013.
The remaining part of the keel is
winched on to the dry slip way

Final Outturn

At the start of the project DRSO produce an Inventory of Hazardous Materials (IHM), the purpose of this was to identify what hazards were contained in the vessel which is then compared with the final outturn figures reported to the DSA by LEYAL Ship Recycling.

A detailed outturn of materials (ferrous, non-ferrous, plastics, asbestos, oils etc) is recorded by the company and this information is communicated to the DSA on a monthly basis, with hard copies available for inspection during the regular visits by DSA personnel.

(All figures in Tonnes)	Expected	Actual	Destination
Ferrous Metals	13,000	12,619.750	Recycled
Non-Ferrous Metals	150	291.440	Recycled
Cables	100	181.540	Recycled
Other Products	100	155.700	Sale/Recycled
Waste	1,000	873.140	Disposed
Total	14,350	14,121.570	

Final Destination	Tonnes	%age of Total
Sold or Recycled	13,248.430	94%
Disposed	873.140	6%
Totals	14,121.570	100%

Items from the ship sold on for further use are purchased by specialist buyers who come and visit the ship at the start of the disposal process. Equipment such as Kitchen Catering items, Ships Chairs, Compressors, Workshop Machinery, Steel Doors and Ships Chains are sold on for further use.

Conclusion

Ex-RFA Fort George was completely recycled on the 17th June 2013.

The DSA have now successfully conducted the sale of 22 vessels in which all have complied with all international agreements and principles concerning environmentally sound management of waste. Since 2008 LEYAL Ship Recycling has won 15 Recycling projects including Ex-HMS Invincible, Royal Fleet Auxiliary Tanker Ex-RFA Oakleaf, Ex-RFA Bayleaf and Six Type 42 Destroyers.

The report will be sent out to senior internal stakeholders and a growing number of other foreign Governments as they view the UK MOD as the lead when it comes to recycling warships.

The DSA would like to extend their thanks to Cammell Laird Ltd where Ex-RFA Fort George was placed under commercial care and custody berthed in Alexandra Dock, Liverpool until the disposal sale process took place.

The report will be uploaded on to the DSA website

<https://www.gov.uk/government/organisations/ministry-of-defence/about/procurement#disposals-services-authority>

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Ex-RFA Fort George arrived at LEYAL Ship Recycling in Aliaga Turkey on the 11th February



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