



Ministry
of Defence



Recycling of **Type 22 Frigates**

Campbeltown Chatham Cumberland

Disposal Services Authority



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Executive Summary

In 2013 an open competition for the disposal of the three Type 22 Destroyers Ex- HMS Campbeltown, Chatham & Cumberland was undertaken and the Disposal Services Authority awarded preferred bidder status to the Turkish company LEYAL Ship Recycling Ltd whose formal proposal was to conduct the recycling of all three Type 22 Destroyers at their dedicated ship dismantling facility in Aliaga Turkey.

The vessels were towed independently and the first vessel Ex-HMS Chatham left HMNB Portsmouth under tow on the 8th October 2013 followed by Ex-HMS Campbeltown on the 15th October and finally Ex-HMS Cumberland on the 4th November arriving in Aliaga on the 14th November after passing south along the Portuguese coast and passing through Gibraltar.

Ex-HMS Chatham was the first vessel to arrive at LEYAL Ship Recycling Ltd on the 28th October 2013 and she was fully recycled by the 12th February 2014.

Ex-HMS Campbeltown arrived in Aliaga on the 29th November and was fully recycled by the 14th March 2014 and finally Ex-HMS Cumberland was completed on the 7th April 2014.



Background

General Particulars

Date and Place of Build Chatham F87 Campbeltown F86 Cumberland F85	1989 Swan Hunters Shipbuilders, Wallsend UK 1987 Cammell Laird, Birkenhead UK 1988 Yarrow Shipbuilders, Glasgow UK	
Date ceased service Chatham F87 Campbeltown F86 Cumberland F85	13 May 2011 7 July 2011 23 September 2011	
Type of Vessel:	Formerly Warship Frigate	
Displacements and tonnage in Tonnes	Chatham F87	Current 4167te Normal 5077te
	Campbeltown F86	Current 4193te Normal 5077te
	Cumberland F85	Current 4644 te Normal 5077te
Draughts	Chatham F87	Current: Fwd: 3.4m. Mid:4.4 Aft: 4.8m
	Campbeltown F86	Current: Fwd: 3.8m. Mid:4.0 Aft: 4.4m
	Cumberland F85	Current: Fwd: 3.8m. Mid:4.2 Aft: 4.4m
Length OA & Waterline	All Extreme:148.1m WL:136.32m	
Breadth	Extreme: 14.75m	
OA height Mast-head to keel	30.2m	
Last Docking Chatham F87 Campbeltown F86 Cumberland F85	2009 Plymouth 2009 Rosyth 2008 Plymouth	
Last Refit Chatham F87 Campbeltown F86 Cumberland F85	2009 Plymouth 2010 Rosyth 2008 Plymouth	

<p>Historical Interest Chatham F87</p>	<p>In March 2003 Chatham became the first British warship to fire her guns in anger as part of Op Telic. Approximately 60 rounds were fired at a variety of targets from her 4.5" gun.</p> <p>Chatham hosted the BBC for the television programme Shipmates which charted the life of ordinary sailors in the Royal Navy. In the program Chatham was filmed on active service in the Persian Gulf whilst on an anti-terrorist mission. The show also covered Chatham's humanitarian relief efforts off the coast of Sri Lanka after the devastating Indian Ocean Tsunami in December 2004.</p> <p>On 18 April 2005, Chatham sent a party ashore at Alexandria in Egypt to provide a burial for the recently uncovered remains of thirty British sailors and officers who had died during or after the Battle of the Nile in 1798.</p> <p>On 31 October 2006, she visited the town of Chatham, Massachusetts, on her way to Boston. In 2008 Chatham was responsible for the capture of six tonnes of the 23-tonne narcotic haul seized by the Royal Navy between January and August 2008. As of March 2010, she was the NATO flagship for international naval operations against Somali piracy.</p>
<p>Campbeltown F86</p>	<p>Campbeltown's last deployment was a seven-month tour from 2007-2008 in the Persian Gulf, where she operated in support of Operation Calash and Operation Telic.</p>
<p>Cumberland F85</p>	<p>Cumberland spent the winter of 1990-91 as the Royal Navy surface vessel patrolling the Falkland Islands.</p> <p>On 26 September 2000, Cumberland worked with local fishermen to aid the rescue of survivors of the Greek ferry Express Samina which ran aground two miles off the island of Paros.</p> <p>In 2003 Cumberland embarked two teams from M Squadron, Special Boat Service (SBS) and (in partnership with RFA Wave Knight) seized 3.6 tonnes of cocaine in the mid-Atlantic as part of an anti-drug operation. In October 2005 she intercepted and boarded a speedboat in the Caribbean Sea off Nicaragua from which they seized two tonnes of cocaine, and detained four suspects. The cocaine was estimated to have a street value of £200 million.</p> <p>In October 2008, Cumberland was assigned to anti-piracy duties along with 6 other ships as part of Standing NATO Maritime Group 2 (SNMG2).</p> <p>During her 2010 deployment to the Persian Gulf, Cumberland rotated between maritime security patrol duty and escort duty with the French nuclear-powered aircraft carrier Charles de Gaulle in support of coalition military operations in Afghanistan.</p> <p>On 22 February 2011, British Foreign Secretary William Hague announced that Cumberland, would be redeployed to Libyan waters where she assisted in Operation Deference, the evacuation of British citizens and other nationals affected by the 2011 Libyan civil war. Cumberland entered the Port of Benghazi on 24 February, leaving the same day for Malta with an international collection of passengers that included British, European and American nationals, and rescued 454 people, including 129 British Nationals, transferring them to their safety in Malta.</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 the 3 Type 22's in February 2013 and the vessels were sold on an 'as is 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.

Competition

Information and Requirements

The preparation for HM Vessels is 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 (IHM) highlighting the hazardous material on board along with a Type 2 Asbestos Survey. Both of which were included as part of the tender documents. The activity conducted by DRSO demonstrated to ship owners the value in investing in the preparation of vessels for disposal which is of enormous benefit to the UK MOD as it continues to set standards for the dismantling of Government owned vessels.

DRSO played an important part in supporting the towing preparations on deck and contributed to the successful sale and departure of these vessels whose disposal preparations can take many months of hard work to complete.

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). Twenty two companies were invited to submit detailed Tenders for the recycling or re-use (including sinking as a dive wreck) for the three Frigates.

In the last two years, warship disposals have generated considerable Parliamentary, media and public interest, particularly the sale of the former HMS Ark Royal. The competition to sell the three Type 22 Frigates received some interest from the public, the BBC and regional media outlets. These included requests from members of the public that Cumberland should be permanently moored in Cumbria and media coverage for proposals to sink one or more of the ships for use as dive wrecks.

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

Competition

Ship Recycling Evaluation

Maritime Coastal Agency (MCA), DRSO and the DSA assess the tender responses against set criteria called for in the Ship Recycling 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 July 2013 once the appropriate consents were obtained, in accordance with the provision of the EC Waste Shipments Regulation 10313/2006.

Recycling of Ex-HMS Chatham, Campbeltown & Cumberland

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



5/10/2013 Ex-HMS Campbeltown leaving HMNB Portsmouth under tow



Photographic Evidence

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



12/12/2013

All 3 vessels were cut afloat before being pulled up the slipway

From left to right
Chatham, Cumberland
& Campbeltown



12/12/2013

Ex-HMS Chatham afloat

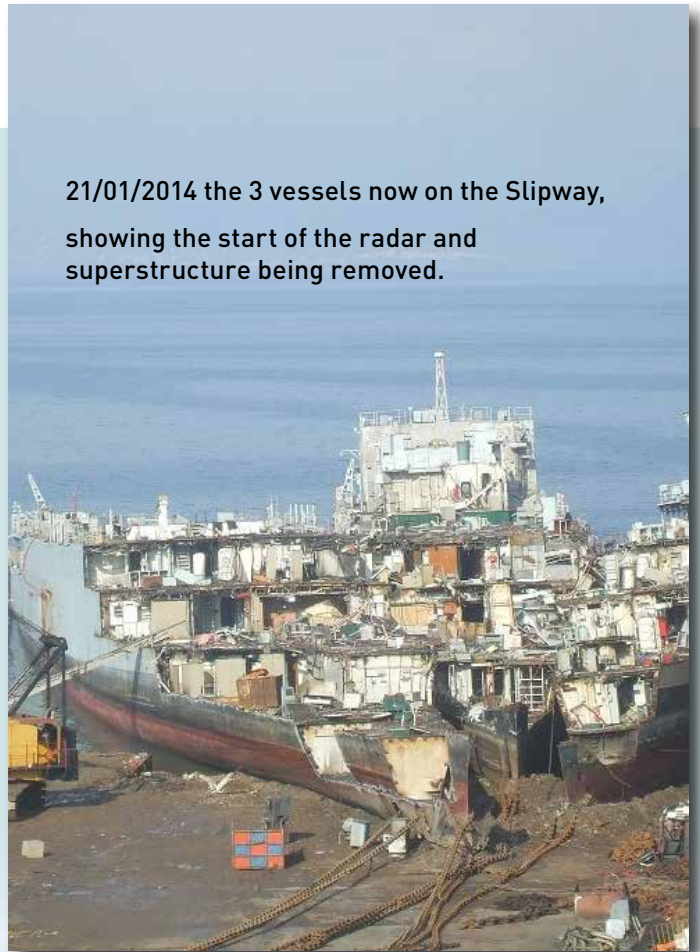
12/12/2013

Ex- HMS Campbeltown afloat



Photographic Evidence

21/01/2014 the 3 vessels now on the Slipway, showing the start of the radar and superstructure being removed.



21/01/2014 Photograph showing the dismantling of the top deck.





28/01/2014
Chatham in the foreground in the final stages of dismantling



17/02/2014
From left to right Cumberland & Campbeltown on the Slipway.



25/03/2014
Cumberland was the last vessel to be recycled shown here on the slipway, Radar & Superstructure now removed.

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	8,100	7,772.190	Recycled
Non-Ferrous Metals	830	1,148.487	Recycled
Cables	75	191.080	Recycled
Other Products	150	375.660	Sale/Recycled
Waste	150	365.000	Disposed
Total	9,305	9,852.41	

Final Destination	Tonnes	%age of Total
Sold or Recycled	9,487.41	96%
Disposed	365.000	4%
Totals	9,852.41	100%

There were low levels of non-ferrous metals from these vessels and in the short time in which the ships were recycled, combined with a stable commodity market, the level was in line with DSA expectations.



Towing Preparations for Ex-HMS Cumberland for her departure on the 4th November 2013



Ex-HMS Chatham was towed independently by Tug Christos XX1V and departed from HMNB Portsmouth under commercial tow on the 8th October 2013

Conclusion

Ex-HMS Chatham was the first to be fully recycled on the 12/02/2014 followed by Campbeltown on the 14/03/2014 & Cumberland on the 07/04/2014. All 3 vessels collectively were fully dismantled with 96% of the vessels being sold or recycled.

The whole process from start to finish took just 15 months with the Transfrontier Shipment (TFS) process alone taking 6 weeks. Three audits were conducted throughout the dismantling process which was completed quickly due to the fact that the ships construction was relatively simple for dismantling.

21 Ex-MOD vessels have now been successfully recycled which have complied with all international agreements and principles concerning environmentally sound management of waste and LEYAL Ship Recycling Ltd has now successfully dismantled 15 Ex-MOD vessels.

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 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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