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Recycling TRISTAN

Where does a vessel go when she is taken out of service? These days, the answer is a recycling yard. TRISTAN has become the tenth Wallenius-owned vessel to be recycled by Sea2Cradle, a Dutch company specialising in the re-utilisation of ships and other maritime and offshore equipment.

TEXT **ISABELLE KLIGER** PHOTO **RAPHAEL OLIVIER**

AS AN ENVIRONMENTALLY conscious company, Wallenius Shipping places great value on the sustainable management of its fleet. This applies not only when a vessel is in service, but throughout its entire lifecycle – even in its final phase. Choosing the right recycling yard and supervisor for this process is crucial. A handful of Chinese shipyards have been approved for this work by Wallenius Shipping, while the entire process is managed and supervised by Rotterdam-based recycling experts, Sea2Cradle.

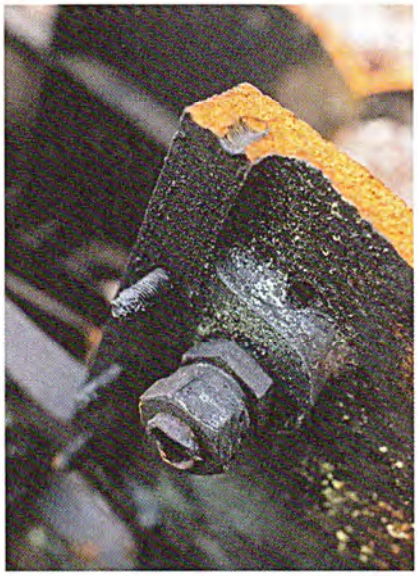
"Sea2Cradle is contracted by Wallenius Shipping to assist in recycling their obso-

1 Cut pre-cleaned block section being lifted ashore to the secondary cutting site.

2 Car deck steel removed from vessel whilst secured alongside and afloat.

3 Water tight door with original signs.

4 In the engine room - removing a force draft fan and motor for return to owners.



lete vessels in a green way, delivering the highest quality in terms of Health, Safety and Environment. The standard we aspire to in all our recycling projects is Zero Incidents, Zero Accidents and Zero Pollution," explains Sea2Cradle's Managing Director, Tom Peter Blankestijn.

In the case of TRISTAN, the recycling took place over the course of approximately 12 weeks during summer, at Zhoushan Changhong International Ship Recycling in Zhoushan, China. The recycling process in general attracted quite a bit of attention – including a visit from the President of the Peoples Republic of China, Mr. Xi Jinping on May 25.

"All our recycling is done alongside the ship. We use a wet dock, closed off by an oil boom with secure access through gangways. This is the safe way of recycling a ship, as opposed to the method known as beaching, which involves driving the ship towards a beach at high speed to position her as high up as possible, before taking her apart," says Blankestijn.

"The beaching process does not tend to ensure the safety of the workers, nor does it safeguard the correct disposal of hazardous materials," he adds.

IN SEA2CRADLE'S PROCESS, the vessel is kept stable in a wet dock and is first pre-cleaned of all hazardous waste, stores, oils, loose equipment and furniture. Large sections are then cut and lifted out using cranes and loaded onto trucks. They are delivered to a cutting site where they are cut into small pieces and prepared for steel melting.

Work starts above the main deck, before proceeding to the bow. The vessel is progressively cut into pieces, still afloat, until only the double bottom remains. This section is then towed into a floating dock, lifted out of the water and cut into pieces.

ACCORDING TO BLANKESTIJN, approximately 95 per cent of a vessel can typically be recycled or reused. In some cases, this number may be as high as 98 per cent.

"We start with the furniture that can be re-sold, as well as the generators and other machinery that can be re-used. Scrap steel is mixed with iron ore to guarantee sufficient strength for new steel products, while

"95 PER CENT OF A VESSEL CAN TYPICALLY BE RECYCLED OR REUSED"

Zero incidents, zero accidents and zero pollution is the target for Sea2Cradle's recycling process.

Tom Peter Blankestijn

other materials such as copper and aluminium are carefully sorted and selected, in order be used as a natural resource again," he says.

HOWEVER, some parts are not suitable for recycling: "Hazardous wastes, which include asbestos, ozone-depleting substances, batteries, mercury and various types of fuel, are treated by specialist companies, while other unsuitable items are burnt in incinerators or brought to controlled landfills."

According to Sea2Cradle, TRISTAN's parts are likely to become new steel materials in the maritime industry, while machinery such as generators and other equipment will be used as spare parts on board similar vessel types, in their next life.

"WE ALL UNDERSTAND the importance of collecting our waste, separating it and disposing of it in a safe, sustainable manner. Most of us do this every day in our homes," concludes Blankestijn. "At Sea2Cradle, we do the same thing for ships and offshore platforms. Essentially, we are experts in ensuring the correct disposal of anything that floats on the sea and may contain hazardous waste."

SEA2CRADLE

Has specialised in ship recycling since 1997, initially as part of the Maersk Group and, since 2011, as an independent company. Its objective is to find safer, healthier and more environmentally sound ways of recycling ships and offshore platforms. Over the years, the team at Sea2Cradle has managed and overseen the recycling of approximately 110 vessels, ten of which have been Wallenius-owned. It has also provided extensive training to shipyard crews around the world.