

Ship or Vessel in Service Name: LIVERPOOL

Where lying: PORTSMOUTH UK



Picture for illustration only

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Inventory of Potential Hazardous Material on Board
(not included - under revision)

General particulars

Date and Place of Build	1978 Cammell Laird, Birkenhead UK (launched 1980, commissioned 1982)																																												
IMO No.	4907062																																												
Date ceased service	24 May 2012																																												
Type of Vessel:	Formerly a Warship – Type 42 (“batch 2”) Destroyer																																												
Ex Pennant No.	D92																																												
Summary of condition	Considered sound for Towing, not in running condition, certain equipments, having been removed by MoD for further use.																																												
Displacements and tonnages (from Platform Duty Holder MoD Ship Authority)	<p>Current displacement estimate: 3744 tonnes Lightship: estimate 3126 tonnes.</p> <p>Note 1: Build weight for T42 Destroyers were as follows.</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Weight (Long Tons)</th> <th colspan="2">Weight (Metric Tonnes)</th> </tr> <tr> <th>T42 Batch II</th> <th>T42 Batch III</th> <th>T42 Batch II</th> <th>T42 Batch III</th> </tr> </thead> <tbody> <tr> <td>Hull</td> <td>2202</td> <td>2507</td> <td>2237.34</td> <td>2547.24</td> </tr> <tr> <td>Equipment</td> <td>359</td> <td>370</td> <td>364.76</td> <td>375.94</td> </tr> <tr> <td>Armament</td> <td>311</td> <td>327</td> <td>315.99</td> <td>332.25</td> </tr> <tr> <td>Machinery</td> <td>631</td> <td>635</td> <td>641.13</td> <td>645.19</td> </tr> <tr> <td>Aircraft Equipment</td> <td>33</td> <td>37</td> <td>33.53</td> <td>37.59</td> </tr> <tr> <td>Protection</td> <td>4</td> <td>2</td> <td>4.06</td> <td>2.03</td> </tr> <tr> <td>Total</td> <td>3540</td> <td>3878</td> <td>3596.82</td> <td>3940.24</td> </tr> </tbody> </table> <p>Note 2: ship has solid ballast consisting of pig iron and lead billets.</p>		Weight (Long Tons)		Weight (Metric Tonnes)		T42 Batch II	T42 Batch III	T42 Batch II	T42 Batch III	Hull	2202	2507	2237.34	2547.24	Equipment	359	370	364.76	375.94	Armament	311	327	315.99	332.25	Machinery	631	635	641.13	645.19	Aircraft Equipment	33	37	33.53	37.59	Protection	4	2	4.06	2.03	Total	3540	3878	3596.82	3940.24
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Draughts in feet (meters)	Current: Fwd 12ft. Mid 13ft Aft 14ft Prop Sweep 18ft																																												
Lengths in feet (meters)	Overall 412ft 6ins (125.7m) Waterline 392ft (119.5m)																																												
Breadth in feet (meters)	Extreme:47ft (14.3m) waterline 46ft (14m)																																												
OA height Mast-head to keel	103ft (31.4m)																																												
Last Docking	2009 Portsmouth																																												
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Hull and Structure

Propellers	Twin Controllable Pitch (CPP) 5 bladed skewed propellers, 12ft 9 ins (3.89m) diameter with approx 8ft (2.5m) long boss/hub. Manganese bronze. Nil bow thrusters.
Shafts & Glands	Twin shafts, turning gear in, brakes on. Glands hard up and dry.
Rudders	Twin. Mechanically and hydraulically locked amidships.
Stabilisers	4, two each side, projecting approximately 12 ft (3m) at a downward angle and within the hull form with ship upright. Hydraulically and mechanically locked.
Logs	1, electromagnetic type. Projecting approximately 1ft 6ins (0.5m) from outer bottom.
Sonar	1 hull mounted sonar bulge projecting 6ft 6ins (1.98m) from the keel and 118 ft (36m) from bow forward perpendicular.
Keels	2 bilge keels projecting approx 3ft (0.9m) from outer bottom round-down.
Hull valves	Shut and wire locked.
Hull condition	Sound at last docking (2009).
Paint coatings condition	Non TBT
UW hull:	Appears sound, weed growth evident.
Upper hull:	Appears in good condition.
Superstructure:	Appears in fair condition – corrosion evident and spreading.
Accommodation	Bulk of soft furnishings have been removed, carpets remain.

Deck Gear

Anchors	1 AC14 stockless anchor made up for letting go starboard side of focsle.
Chain Cable	Currently on board: 9.5 shackles are board disbursed as follows: 3 on quarterdeck, 4 on forecastle (rigged for mooring at present) 2.5 remaining in cable locker – anchor attached.
Towing	Ship can readily be prepared for commercial tow by purchaser.
Cordage	None held fit for use.
Bollards/Bits	Appear sound
Davits/Cranes	Davits and Boat launching cranes stowed and inoperative.
Boats	Removed, nil remain
SOLAS	None

Machinery and Systems (not functional or maintained)

Boilers	1 Stones Vapours auxiliary boiler remains, 1 removed.
Main Engines	1 gas turbine removed, 1 Olympus and two Tyne remain.
Generators	2 Paxman VENTURA V16 450v 60 Hz 1000kw each remain.
Auxiliaries and Pumps	Various, electrically driven.
Electrical	440v 60Hz and 115v 60Hz. Not safe for use, system is cut.
Steering Gear	Hydraulically and mechanically locked amidships.
Electronic & Sensors	Partially removed, none working
GMDSS	Removed
Batteries	Removed.
Fire-Fighting	Not working or maintained.
Sanitary	Sewage Treatment Plants. Empty and cleaned.

Documentation

Certification	Anchors and cable: not in date.
Drawings – Main	SOME
Operating Manuals	None
Historical	None

Stability, Ballasting and Tank Contents

Ballasting Summary Tanks State (See DLS Form1 Encl. 13).	609.4 tons fresh water ballast in main fuel tanks which were emptied and cleaned prior to ballasting. Remainder of tanks empty and cleaned apart from residual in smaller tanks, CPP and Steering Gear remain charged with hydraulic oil.
Stability Summary	Stable. To be reviewed before any tow.