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Ship Name: The former HMS ENDURANCE A171

Where lying: PORTSMOUTH UK



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General particulars

Note: In December 2008 the ship suffered catastrophic flooding from bilge to C deck across midships watertight section. Associated machinery, systems and accommodation were destroyed or badly damaged. No repair work has taken place.

Date and Place of Build	1990 Norway (Ulstein Hatlo). Commissioned RN 1991 MV POLAR Circle and 1992 as HMS ENDURANCE.
Date ceased operational service	April 2012 (Note: the ship suffered severe flood damage in 2008 and has not operated since).
Type of Vessel	Antarctic Patrol Ship. Built as Passenger Ship – Icebreaker ICE05. Modified by UK MoD.
Summary of condition	Systems and machinery poor, hull sound.
Displacements & Weights in Tonnes	Current displacement: 4349 (will change following reballasting for tow) Lightship: 4050 tonnes
Estimated metal weight	3200 tonnes
Current Draughts	5.6m Fwd. 5.8m Mid. 6.6 Aft. Ship upright.
Length	OA 91m. W/L 82.5m
Beam (moulded)	17.9m Bridge wings overhang 20.9m
Mainmast-head height	31m
Last programmed Docking	November 2007 Portsmouth
Repair and refit periods	Support Repair Period June 2008

Hull and Structure

Propeller	Single shrouded 4 bladed CPP, approximately 3.5m diameter.
Shaft & Gland	Single shaft. Not locked Glands dry. Intend to mechanically constrain in due course.
Rudder	Single. Hydraulically locked. Intend to mechanically constrain in due course.
Stabilisers	Nil fitted.
Logs	Not in use.
Sonar	No projections. Not in use
Keels and Hull	Nil Bilge Keels. Ice hull (skeg) projects from moulded lower hull 0.103m forward increasing in taper to 1.2214 aft (0.519 midships)
Underwater hull valves and openings.	Internally wired shut where possible, cartridge driven butterfly valves cannot be wired. Outer hull inlets are mechanically blanked with j bolt attached metal backed wooden blanks with rubber seals.
Hull condition	Good condition – Antarctic/Arctic ice capable.
Paint coatings condition UW hull:	Non TBT coating. Jotun whole ship paint specification available.
Upper hull & superstructure:	Fair, some corrosion evident.
Accommodation	Not fit for use – upper A Deck cabins intact, lower C Deck cabins destroyed and removed. Nil furniture remains.

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Deck Gear

Anchors	Two rigged port and starboard respectively; SPEK NG 3060 manufactured 1990. 3.115 tonnes each
Chain Cable	Currently 9 shackles each side port and starboard. 52mm diameter.
Towing	Rig design required.
Bollards/Bits	Appear sound.
Cordage	Nil remaining
Davits	James Caird 'Schatt' Davit: SWL 5.5t – Port side aft. Eddie Shackleton 'Vest' Davit: SWL 4.7t – Port side aft Houlder Boat Davit: SWL 3.5t – Port fwd. None certified fit for use.
Cranes	Fwd Deck Crane: SWL 27t. Aftcastle Deck Crane: SWL 2.5t. None certified fit for use.
Boats	None
SOLAS	None

Machinery and Systems

Boilers	One Parat combo waste heat and fired. (Main), One Clayton(Aux)
Main Engines	Two Bergen diesel engines (3000kw). Severely flood damaged likely to be seized not working.
Generators	Two Mitsubishi 565kw generators and two shaft generators (Leroy Somer). Severely flood damaged not working. One Mitsubishi 172hp emergency generator, not maintained
Engine Control systems	Completely destroyed by flooding
Auxiliaries and Pumps	Electrically, diesel and hydraulically driven. Not working.
Electrical	440v 240v and 120v. Systems cut in places and there is considerable salt water flood damage. Not fit for use.
Steering Gear	Tenfjord 18M 300. Hydraulic locked with actuator valves shut.
Electronic & Sensors	Many items remain on bridge and in radar and gyro compass rooms. Not certified or working.
GMDSS	Removed
Batteries	Removed.
Fire-Fighting System.	Marioff Hi-Fog water mist fog system; plant in near new condition. N2 bottles charged but disconnected. Not working or maintained.
Sanitary	Seawater flush to sea or Sewage Treatment Plant. Cleaned but not working.

Documentation

Certification	Limited; some anchor and cable certification is held.
Drawings - Main	Mostly limited to GA and equipment and systems needed for dead ship management and towing
Operating Manuals	Many remain in ship's technical office.
Historical	None

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Stability, Ballasting and Tank Contents

Ballasting Summary	<u>Liquid</u> : 690 tonnes mainly fresh water ballast on board. MoD will ballast further in due course.
Stability Summary	Ship is stable and upright.