

Ship or Vessel in Service Name: MANCHESTER

Dated: 5 February 2014. 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 Vickers Ship building Barrow in Furness UK (launched 1980, commissioned 1982)																																												
IMO No.	N/A																																												
Date ceased service	11 April 2011																																												
Type of Vessel:	Formerly a Warship – Type 42 (“stretched, batch 3”) Destroyer																																												
Ex Pennant No.	D95																																												
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: 4181 tonnes Lightship: estimate 3616 tonnes Note 1: Build weights 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	Current: Fwd 12ft. Mid 13ft Aft 13.5 ft Prop Sweep 18ft																																												
Lengths in feet (meters)	Overall 463ft (141.1m) Mean light-waterline 434ft (132.2m)																																												
Breadth in feet (meters)	Extreme:49ft 1in (15m) waterline (frame 34) 48ft (14.6m)																																												
OA height Mast-head to keel	114ft (35m)																																												
Last Docking	2006 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 149 ft (45.4m) from waterline bow .
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 (2006). A hull plate defect is reported 24 August 2009 (BVT dive survey on inboard face, inboard arm Stbd A bracket – pitting and wastage; a report is held).
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: 11 shackles are board disbursed as follows: 3 on quarterdeck, 4 on forecastle (rigged for mooring at present) 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	2 Stones Vapours auxiliary boilers.
Main Engines	1 gas turbine removed, 1 Tyne and two Olympus remain.
Generators	4 Paxman VENTURA V16 450v 60 Hz 1000kw each.
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).	687.8 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.