

**Ship or Vessel in Service Name: YORK**

Where lying: PORTSMOUTH UK



Picture for illustration only

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(not included - under revision)

## Disposal Ship: The former HMS YORK Sales Summary

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### General particulars

Date and Place of Build	1980 Swan Hunters Wallsend-on Tyne UK Launched 1982, commissioned 1985																
IMO No.	N/A																
Date ceased service	8 November 2012																
Type of Vessel:	Formerly a Warship – Type 42 (“stretched, batch 3”) Destroyer																
Ex Pennant No.	D98																
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: 4300 tonnes Lightship: estimate 3800 tonnes Note 1: Build weights for a B3 T42 Destroyer were as follows</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">T42 Batch III</th> </tr> </thead> <tbody> <tr> <td>Hull</td> <td style="text-align: center;">2507</td> </tr> <tr> <td>Equipment</td> <td style="text-align: center;">370</td> </tr> <tr> <td>Armament</td> <td style="text-align: center;">327</td> </tr> <tr> <td>Machinery</td> <td style="text-align: center;">635</td> </tr> <tr> <td>Aircraft Equipment</td> <td style="text-align: center;">37</td> </tr> <tr> <td>Protection</td> <td style="text-align: center;">2</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>3878</b></td> </tr> </tbody> </table> <p>Note: the hull item includes 140 tonnes of solid ballast which may include lead block.</p>	T42 Batch III		Hull	2507	Equipment	370	Armament	327	Machinery	635	Aircraft Equipment	37	Protection	2	<b>Total</b>	<b>3878</b>
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Draughts in feet	Current: Fwd 12ft.(3.7m) Mid 13ft (3.9) Aft 13 ft (3.9m) Prop Sweep 18ft (5.5m)																
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	2010 Portsmouth																
Last Refit	2009 Portsmouth																

### 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.

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Sonar	1 hull mounted sonar bulge projecting 7ft 3ins (2.210..m) 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	Generally sound at last docking (2009) light plate wastage noted at the water line.
Paint coatings condition UW hull: Upper hull: Superstructure:	Non TBT Appears sound, weed growth evident. Appears in good condition. Appears in fair condition though cosmetically poor following surface material removal. Surface corrosion evident and spreading.
Accommodation	Bulk of soft furnishings have been removed, carpets remain.

### Deck Gear

Anchors	1 AC14 stockless anchor only is fitted. 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) 4 remaining in cable locker – anchor attached. DRSO will reconfigure in due course. All out of date for survey.
Towing	Ship can readily be prepared for commercial tow by purchaser.
Cordage	None held fit for use.
Bollards/Bits	Appear sound – not certified
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.
Main Engines	2 Tyne and 2 Olympus gas turbines remain.
Generators	4 originally fitted. 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

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### Stability, Ballasting and Tank Contents

Ballasting Summary Tanks State (See DLS Form1 Encl. 13).	584 tonnes fresh water ballast in main fuel tanks which were emptied and cleaned prior to ballasting. Approximately 500 litres of aviation fuel remains in 4Q Avcat service tank. Remainder of tanks empty and cleaned apart from residual in smaller tanks, Controlled Pitch Propeller shafts and Steering Gear remain charged with hydraulic oil.
Stability Summary	Stable. To be reviewed before any tow.
Authors name and position in MoD	R M LANE - Disposal and Reserve Ships Officer
Signed	Signed on original
Representing	UK MoD Disposal and Reserve Ships Organisation
Date	9 June 2014