

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

Where lying: PORTSMOUTH UK



Picture for illustration only

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(not included - under revision)

## Disposal Ship: The former HMS GLOUCESTER Sales Summary

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### General particulars

| Date and Place of Build  | 1979 Vosper Thornycroft, Woolston, Southampton UK<br>(launched 1982, commissioned 1985)  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
|--|--|---------------|--|------|------|-----------|-----|----------|-----|-----------|-----|--------------------|----|------------|---|--------------|-------------|
| IMO No.  | N/A  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Date ceased service  | 5 August 2011  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Type of Vessel:  | Formerly a Warship – Type 42 (“stretched, batch 3”) Destroyer  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Ex Pennant No.   | D96  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Summary of condition   | Considered sound for Towing, not in running condition, certain equipments, having been removed by MoD for further use.   |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Displacements and tonnages<br>(from Platform Duty Holder MoD Ship Authority) | <p>Current displacement: 4300 tonnes<br/>                     Lightship: estimate 3800 tonnes<br/>                     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> |
| T42 Batch III  |  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Hull   | 2507   |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Equipment  | 370  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Armament   | 327  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Machinery  | 635  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Aircraft Equipment   | 37   |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Protection   | 2  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| <b>Total</b>   | <b>3878</b>  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Draughts in feet   | Current: Fwd 12ft.(3.7m) Mid 13ft (3.9) Aft 13 ft (3.9m)<br>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   | 2007 Rosyth  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |
| Last Refit   | 2007 Rosyth  |               |  |      |      |           |     |          |     |           |     |                    |    |            |   |              |             |

### 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 (2.21m) 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 (2007).   |
| Paint coatings condition<br>UW hull:<br>Upper hull:<br>Superstructure: | Non TBT<br>Appears sound, weed growth evident.<br>Appears in good condition.<br>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: 4 on quarterdeck, 4 on forecastle (rigged for mooring at present) 3 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 1 Olympus turbine removed, 1 Olympus GT remains.                                   |
| Generators            | 4 originally fitted. 2 Paxman VENTURA V16 450v 60 Hz 1000kw each remain; 2 have been removed. |
| 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<br>Tanks State<br>(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.  |