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<https://www.gov.uk/government/groups/disposal-services-authority>

Disposal Ship: Former HMS ILLUSTRIOUS Sales Summary

Ship or Vessel in Service Name: ILLUSTRIOUS R06

Dated: 08 Feb 2016. Where lying: PORTSMOUTH UK



Picture for illustration only

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General particulars

Date and Place of Build	Launched 01 Dec 1977:, Swan Hunters Wallsend UK Completed: 1982
Date ceased operational service	November 2014.
Type of Vessel	CVS - Carrier Vertical Strike (Light aircraft carrier)
Summary of condition	Non-operational hulk in sound condition.
Displacement in Tonnes	Current Displacement: c17000
Estimated metal weight	9000 tonnes including machinery

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Estimated metal %	95% steel
Draughts	Anticipate 5.2m fwd. 6.0m Mid. 6.2m aft. Prop 7.6m. Ship is upright.
Length	OA 211m. W/L 193m
Beam	Extreme 36m. Ex walkways 32m. W/L 27.53m
OA height Mast-head to W/L	46m (estimated, at current draught)
Last programmed Docking	Mar -Nov 2010 Rosyth
Repair and refit periods	RP2-Full Refit 2002- 2005. Defect Repair and Docking period 2010

Hull and Structure

Propellers	Twin, 5 blade 5.2m diameter, manganese bronze construction. Approx 27 tonnes each as below:
Shaft & Gland	Twin Shafts, locked with turning gear. Glands hard up and dry.
Rudder	Twin, hydraulically and mechanically locked amidships.
Stabilisers	Two protruding each side max protrusion from W/L beam = 0.93m.
Logs	Not in use.
Sonar	Dome protrudes 2.2m on keel C/L 46.6m aft of stem W/L.
Keels	2 Bilge Keels. Protrude 0.075m from side at W/L.
Hull valves	Underwater valves are wired shut.
Hull condition	Good condition at last survey (2010)
Paint coatings condition UW hull:	Non TBT coating Hempel's Hemptasil X3 87500 applied. Coating good at 2010 application.
Upper hull & superstructure:	Fair condition. Note: MoD intends to carry out material coating removals that will adversely affect cosmetic appearance and potentially leave unprotected structure.
Accommodation	Soft furnishings largely removed

Deck Gear

Anchors	Two remain housed for ready use. (note: cable will not "run" under gravity from housed position).
Chain Cable	13 shackles remain in each locker. Not in date for certification
Towing	The ship has an enclosed foc's'le cable deck and cannot be plumbed by crane. There will be no power available for deck machinery. Towing could take place utilising a single chain cable connected to the starboard cable locker bitter end and stopped on the deck by two cable slips and the cable holder. See also comments on bollards below. Alternative engineering solutions including welding new fittings to the deck (subject to appropriate deck strength calculations) could be considered.
Bollards/Bits	Not considered fit for seagoing towing purposes.
Cordage	Intention is to remove all.
Davits	Weatherdeck boat davits. 1 gravity, 2 radial hydraulic arm. None in use
Boats	None
SOLAS	None

Machinery and System –Will not be in working condition at sales transfer

Boilers	2 Stones Vapour type for auxiliary steam. Not serviceable.
Main Engines	Nil Olympus gas turbine remains. All 4 power turbines remain

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Generators	6 in number Paxman Valenta 1.75MW Diesel Generators remain onboard - stripped of some components.
Auxiliaries and Pumps	Electrically, diesel and hydraulically driven. Not working.
Electrical	Not functional - system is cut in places.
Steering Gear	Twin Hydraulic rams driving crossheads. Hydraulically and mechanically locked at midships
Hydraulically operated lifts	Remain oiled to preserve systems but not be maintained in working order.
Electronic & Sensors	Majority removed
GMDSS	Removed
Batteries	Removed.
Fire-Fighting	Not be working or maintained.
Sanitary	Seawater flush to sea or Sewage Treatment Plant. Cleaned but not working.

Documentation

Certification	Archived anchor and cable certification is held.
Drawings - Main	Limited paper and electronic GA drawings available
Operating Manuals	Limited subject to negotiation
Historical	Limited subject to negotiation

Stability, Ballasting and Tank Contents

Tanks, oils and Ballasting Summary	<p>Fuel systems are drained to a residual only condition. Main fuel storage tanks cleaned and, where necessary ballasted as described below.</p> <p>Liquid Ballast: Ballasted to achieve stable towing condition with a trim of 1.5 – 1.7m by the stern and a total liquid ballast load of 1941 tonnes, primarily, fresh water ballast. <i>Note: Ballast water is in the previously emptied and cleaned fuel tanks and may contain residual fuel run down.</i></p> <p>Solid Ballast Approx 167 tonnes as indicated below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Position</th> <th>Weight (Tonnes)</th> <th>Material</th> <th>Comment</th> </tr> </thead> <tbody> <tr> <td>LIFT BILGE 10G PORT FR.95-105 (P)</td> <td style="text-align: center;">29</td> <td>Lead</td> <td></td> </tr> <tr> <td>BILGE KEEL (PORT)</td> <td style="text-align: center;">41</td> <td>Mixed Pig Iron & Lead</td> <td>500 bars pig iron c7t, remainder not confirmed.</td> </tr> <tr> <td>SHAFT PASSAGE FR.239-254 (P)</td> <td style="text-align: center;">26</td> <td>Lead</td> <td></td> </tr> <tr> <td>WTC 10P PORT FR.223.239 (P)</td> <td style="text-align: center;">71</td> <td>Mixed Pig Iron & Lead</td> <td>Unable to validate mix</td> </tr> </tbody> </table>	Position	Weight (Tonnes)	Material	Comment	LIFT BILGE 10G PORT FR.95-105 (P)	29	Lead		BILGE KEEL (PORT)	41	Mixed Pig Iron & Lead	500 bars pig iron c7t, remainder not confirmed.	SHAFT PASSAGE FR.239-254 (P)	26	Lead		WTC 10P PORT FR.223.239 (P)	71	Mixed Pig Iron & Lead	Unable to validate mix
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Stability Summary	Will be made stable for tow, subject to purchaser's agreement.																				