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

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

Where lying: PORTSMOUTH UK



Picture for illustration only

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**General particulars**

Date and Place of Build	1991 Woolston Yard, Isle of Wight UK
IMO No.	4906733
Date ceased service	5 November 2010
Type of Vessel: Official No. Ex Pennant No.	Formerly a Warship – Single Role Minehunter M104
Summary of condition	Sound for Towing, not in running condition, certain equipments, having been removed by MoD for further use.
Displacements and tonnage in Tonnes	Current: 407te Deep: 484te Standard 422te Gross tonnage: 752te Net tonnage 226te <u>Designed</u> Lightship weights: Hull and structure (Glass Reinforced Plastic – GRP) 167te Wooden fittings 2te Non ferrous Metal, Machinery and systems 172 te* Miscellaneous fittings 39te * Note: An estimated 38te of equipments has been removed by MoD for re-use including all diesel prime movers.  <b>These figures are approximations</b>
Draughts	Current: Fwd 2.1m Mid 2.2m Aft 2.2m (Normal 2.4m)
Length OA and Waterline	Extreme: 52.7m. At Water Line: 50m
Breadth	Extreme: 10.5m
Height Mainmast top to keel	21.25m
Last Docking	February 2005 Rosyth
Last Refit	November 2006 Faslane (conversion)

**Hull and Structure**

Propeller	Twin Voith Schneider Cycloidal propulsors each at a power rating of 475KW. Units project 1.75m from hull and do not project beyond the keel. Centre of rotating assemblies is 2.5m from stern transom. Mechanically locked.
Shaft & Gland	NA
Rudders	NA
Stabilisers	Not fitted.
Logs	2, integral to ship. Not functional
Sonar	Main sonar transducer removed. Result is an open “moonpool” in the ships hull, 1.25m diameter at the outer bottom narrowing to a 30cm square hole at 1 deck.  An Echo sounder is fitted, not functional.
Keels	2 tapering bilge keels projecting approx 1m from outer bottom round-down at an angle of 45 degrees.
Hull valves	Shut. Wire locked where possible.

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Hull condition	GRP construction over aluminium strength members. Generally appears sound. Last refit inspection was 2007. Rubbing strake has been snapped off for length of 1.5m portside amidships, strake in poor condition with some rot evident, hull integrity appears to remain sound.
Paint coatings condition UW hull: Upper hull: Upper deck: Superstructure:	Non TBT – “Sea Guardian” coating. Appears structurally sound. Weed growth evident. Appears structurally sound though cosmetically poor. Appears structurally sound though cosmetically poor. Appears in good condition though paint coating is breaking down in places and appears cosmetically poor.
Accommodation	Bulk of soft furnishings have been removed, carpets remain.

#### Deck Gear

Anchors	2 Admiralty AC 14 anchors stowed for sea. Last survey 2010. Weight 430 Kg each, aluminium bronze material
Chain Cable	5 shackles port, 10 shackles starboard, housed and secured ready for use. 25.4mm forged aluminium bronze chain. Out of date for certification, original certificates held.
Towing	Vessel is suitable for towing.
Cordage	Some remains, none is certified for use.
Bollards/Bits	Appear sound
Davits/Cranes	“Wellin Lambie” hydraulic boat davit removed. 1 Hiab sea crane (890kg SWL) last tested July 2010. 1 light hand operated davit. All are currently inoperative.
Boats	Removed, nil remain
SOLAS	None

#### Machinery and Systems

Boilers	None
Main Engines	Removed (they were two Perkins engines (600KW)). The two Slow speed belt drive electrical (3ph 44V 100KW) motors remain & are disconnected from main propulsion shafting drive
Generators	Removed (they were three Perkins 250 KW each).
Auxiliaries and Pumps	Electrically driven. Not working.
Electrical	440v 60Hz, 240v and 115v 60Hz. Not safe for use, system is cut.
Steering Gear	Voith Schneider propulsors, mechanically locked.
Electronic & Sensors	None working.
GMDSS	None
Batteries	Removed.
Fire-Fighting	Removed.
Sanitary	Sewage Treatment Plants. Flushed through and left empty.

#### Documentation

Certification	Anchors and cable: not in date. Legacy stability and fire certification.
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).	24 tons Fresh water as ballast in two FW tanks. All other tanks empty and cleaned apart from residual in smaller tanks.
Stability Summary	Stable. Vessel will be handed over as stable for tow. New owner will be responsible for final condition and declaration to maritime authorities.