

Disposal Ship: Former RFA DILIGENCE Sales Summary

Document issued without commitment or prejudice

Ship or Vessel in Service Name: FORMER RFA DILIGENCE

Dated: January 2017



Picture for illustration only

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General particulars

Date and Place of Build	Keel Laid – 28 JANUARY 1980, at Oresundsvartet Completed: 31 JANUARY 1981 IMO Number 7814448	
Date ceased operational service	May 2015	
Type of Vessel	Forward Repair Ship (FRS) Official Number 399182	
Summary of condition	Sound for towing, not in running condition	
Displacements & Weights in Tonnes	Gross Register – 8048 Net Register – 2414 Light Ship (Inclining Exp. 2014) – 6267	
Estimated metal weight	5000Te ¹	¹ Based on ex-RFA FORT GEORGE Light Disp Vs DSA Reported Metal Recovery- Provided without prejudice
Estimated metal %	80% ¹	
Draughts	Max/Min – Fwd 6.964/4.5m, Aft 6.964/4.5m (Currently Fwd 6.7m, Aft 6.2m)	
Length	Overall – 111.49m	
Beam	Extreme – 20.99m	
OA height Mast-head to keel	43.2m	
Last programmed Docking	Special Survey Assigned 09 DECEMBER 2014	
Repair and refit periods	Last Refit Completed 10 MARCH 2015	

Hull and Structure

Propellers	NiAL Bronze, dia 4.0 mtrs. Weight of Boss 6120 Kg, Weight of Blade 1070 Kg (4 bladed KaMeWa)	
Shaft & Gland	Shafting : Length 14.9 mtrs, dia 0.436 mtrs, Weight 14600Kg Stern Tube Liners: White Metal Stern gland : Simplex	
Rudder	Rudder : Half Spade Rudder, Weight 9400Kg, Area 12.3 sq Mtrs Rudder Pintle : Length 1.1 mtrs, dia 0.36 mtrs, weight 800 Kg Rudder Stock : Length 2.943 mtrs, dia 0.36 mtrs, weight 2100Kg Liner : SIS5204-15	
Stabilisers	Passive Flume tank	
Logs	NAVIKNOT 600SD Combined Satellite, EM & Doppler Log System	
Sonar	Echosounder – Skipper GDS101	
Keels	Port & Starboard bilge keels	
Hull valves	Closed	
Hull condition	Materially sound	
Paint coatings condition UW hull:	Hempels Hempaguard X7 Applied NOVEMBER 2014 – Good at last docking	
Upper hull & superstructure:	Good Good	
Accommodation	Intact and partially furnished; humidity control in place	

Deck Gear

Anchors	4 in number – Stockless Flipper Delta, Fabricated Steel of rolled steel St. 52-3. Weight 5000Kg
Chain Cable	Anchor wires – 4 in number (6x36, 32mm dia) 2 x 1500m, 2 x 1125m
Towing	Emergency towing arrangement:

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	2 in number 200Te Smit brackets fwd 1 in number 100Te Smit bracket aft
Bollards/Bits	30 sets double bollards 11 in number Panama chocks 5 sets mooring rollers
Cordage	Nil beyond mooring ropes
Davits	2 in number Noreq NPD-11300
Boats	2 in number NOREQ-LBT850C – 80 person capacity each
SOLAS	2 in number Scania diesel engines Type DS140.2A Variant AO4MV 8 cylinder, 4 stroke, turbo charged. Generator Manufacturer:- NEBB (BBC) Type MC 546 C Serial No. Port F 3127-2, Stbd F 3127-1 Each 340A 260 kVA 220kw 3ph

Machinery and System

Boilers	N/A
Main Engines	Diesel Electric Propulsion. 5 in number NOHAB 16 cyl F216V-C900, 2650kw, 900 rpm 1 in number Caterpillar C32, 994kW, 1800 rpm, 1 in number Caterpillar 3512, 1628kW, 1800 rpm 4 in number NEBB QGW560 HB8 1100 kw, 885 rpm, 6000V. Propulsion motors.
Generators	N/A
Auxiliaries and Pumps	Electrically driven. Fully maintained prior to laid-up status now essential equipment turned by hand on weekly basis.
Electrical	Laid up in “Dead” condition. Compartments de-humidified or individual cabinets etc protected with desiccant.
Steering Gear	Port and starboard hydraulic rotary vane units. Manufacturer: Allweiler AG Type : 2ESA210 Screw Spindle, Rotary, Positive Displacement
Hydraulically operated lifts	Passenger/ store lift. Manufacturer: Dansk Siemens Aktieselskab, Blegdamsvej 124, København 0, Tria 64 64. (Malmo Sweden)
Electronic & Sensors	DP System – Kongsberg Simrad with Tautwire, DPS700 (twin GPS) & DGNSS. Systems laid-up and not maintained.
GMDSS	Provided under contract – likely to be removed. Primary system: Sailor RT-4722 MF/HF: Sailor HC-4500
Batteries	Removed
Fire-Fighting	Main systems isolated and disarmed. PPE destored.
Sanitary	Model / Type: Hamworthy Super Trident ST-10 Serial No.: 47647-05 (US Coast Guard Cert No. 159.015/23 /0) Tank flushed and pumped empty

Documentation

Certification	LRS Classed: Laid Up
Drawings - Main	Onboard
Operating Manuals	Onboard
Historical	Removed

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Stability, Ballasting and Tank Contents

Tanks, oils and Ballasting Summary	Ballasted in normal sea-going condition. Ship will be ballasted by DRSO to achieve towing condition on advice from CSS Naval Architect.
Stability Summary	Stable. Adjustment to ballast as required for towing will be made by DRSO.