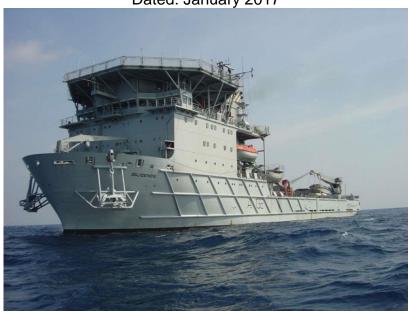
Document issued without commitment or prejudice

Ship or Vessel in Service Name: FORMER RFA DILIGENCE

Dated: January 2017



Picture for illustration only

Contents

Section 1 General particulars Hull and Structure Deck Gear Machinery and Systems Documentation Stability and Ballasting

General particulars

Keel Laid – 28 JANUARY 1980, at Oresundsvartet Completed: 31 JANUARY 1981
IMO Number 7814448
May 2015
Forward Repair Ship (FRS) Official Number 399182
Sound for towing, not in running condition
Gross Register – 8048
Net Register – 2414
Light Ship (Inclining Exp. 2014) – 6267
5000Te ¹ Based on ex-RFA FORT GEORGE Light Disp Vs DSA
Reported Metal Recovery- Provided without prejudice
Max/Min – Fwd 6.964/4.5m, Aft 6.964/4.5m
(Currently Fwd 6.7m, Aft 6.2m)
Overall – 111.49m
Extreme – 20.99m
43.2m
Special Survey Assigned 09 DECEMBER 2014
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
Rudder	Stern gland: Simplex 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	Hempels Hempaguard X7 Applied NOVEMBER 2014 – Good at last
condition	docking
UW hull:	
Upper hull &	Good
superstructure:	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:

	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	Passenger/ store lift.
lifts	Manufacturer: Dansk Siemens Aktieselskab, Blegdamsvej 124,
	Kebenhavn 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

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.