

**Royal Navy
Disposal & Reserve Ships Organisation
Disposal Ship: ATHERSTONE Interim Sales Summary**

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Document issued without prejudice

Ship or Vessel in Service Name: ATHERSTONE
Dated: 29 APRIL 2019 Where lying: PORTSMOUTH UK



Picture for illustration only

Contents

Section 1

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

Section 2

*Inventory of Potential Hazardous Material on Board
(to be included)*

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General particulars

Date and Place of Build	Vosper Thornycroft Woolston Yard, Isle of Wight UK Launched 1 March 1986
IMO No.	4906666
Date ceased service	31 December 2017 (non-sea 13 October 2016)
Type of Vessel: Official No. Ex Pennant No.	Formerly a Warship –Minesweeper/Minehunter M38
Summary of condition	Sound for Towing, not in running condition, certain equipment, having been removed by MoD for further use.
Displacements and tonnage in Tonnes	Current: 619.5 te Deep: 730te Light: 635te Fully Laden: 625te? Gross 800 Net: 200te Designed Lightship weights: 597.4 te GRP 250te Metal (all non-ferrous at build) 200te Much equipment has been removed - These figures are approximations
Draughts	Current:1.8m fwd 2.6m aft Operating: Mean 2.24m trimmed 1.1m by the stern. Prop sweep: 3.31m <i>propellers removed</i>
Length OA and Waterline	Extreme: 60.3
Breadth	Extreme: 10.4m
Height Mainmast top to keel	20.2m (conductor raised)
Last Docking	October 2016.
Last Refit	2010 Portsmouth

Hull and Structure

Propeller	Twin Skewed type 5 bladed. Projection is 0.3m beneath keel. <i>They are removed and stowed on upper deck - Dia. 2.44m</i> Prop and hub, Aluminium Bronze. Bow thruster 1 water-jet type.
Shaft & Gland	Shafts removed, glands sealed and foam filled..
Rudders	Twin stern rudders – Amidships, not locked.
Stabilisers	Not fitted.
Logs	Not functional
Sonar	Main sonar transducer removed. Transit dome fitted.
Keels	NA
Hull valves	Shut. Wire locked.

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Hull condition	GRP construction (single skin hull stiffened by GRP transverse frames). Hull integrity appears to remain sound.
Paint coatings condition UW hull: Upper hull: Upper deck: Superstructure:	Non TBT coating. Appears structurally sound. Light barnacle encrustation evident. Appears structurally sound. Appears structurally sound. Appears in good condition.
Accommodation	Bulk of soft furnishings have been removed, carpets remain.

Deck Gear

Anchors	1 Admiralty AC 14 (510kg) anchors stowed for sea. Last survey February 2016. Aluminium silicone-bronze forged material Port anchor windlass inoperable – band brake removed.
Chain Cable	6 shackles starboard, housed and secured ready for use. 26mm forged aluminium bronze chain. Out of date for certification. Some original certificates held.
Towing	Vessel would require further work before towing.
Ropes/Cordage	Nil remains
Bollards/Bits	Appear sound
Davits/Cranes	Two, Hydraulic, 1 tonne lift. Port davit removed. Stbd not working, gearbox removed.
Boats	Removed, nil remain
SOLAS	None

Machinery and Systems

Boilers	None
Main Engines	2x Paxman Deltic 9 – 59K (950 shp). Engines, appear intact – Obsolete and lifed.
Generators	Removed. (were Paxman Deltic 9 – 55B (750 shp).
Auxiliaries and Pumps	Several removed. Electrically driven. Not working.
Electrical	440v 60Hz, 240v and 115v 60Hz. Cut in places, not safe for use without survey.
Steering Gear	Twin electro-hydraulically operated rudders. Amidships. Not locked.
Electronic & Sensors	None working.
GMDSS	None
Batteries	Removed.
Fire-Fighting	Removed.
Sanitary	Sewage Treatment Plants. Flushed through and left empty.

Documentation

Certification	Anchor and cable: not in date. Limited certification remains.
Drawings – Main	Some
Operating Manuals	None
Historical	None

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Stability, Ballasting and Tank Contents

Ballasting Summary Tanks State (See DRSM Form1 Encl. 13 attached).	30.4 tonnes Fresh water as ballast in FW and ballast tanks. All other tanks empty and cleaned apart from residual in smaller tanks.
Stability Summary	Ship is in very light condition but remains stable for tow, subject to final survey.
Name & Rank	R M LANE, Disposal and Reserve Ships Officer
Representing	DES SHIPS NSS-MCM
Date	29 April 2020

INTERIM