

Ship or Vessel in Service Name: CHATHAM

Dated: 6 December 2012. 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 (not included - under revision)

General particulars

Date and Place of Build	1989 Swan Hunters Shipbuilders, Wallsend UK
IMO No.	4907141
Date ceased service	13 May 2011
Type of Vessel : Ex Pennant No.	Formerly a Warship - Frigate: F87
Summary of condition	Sound for Towing, not in running condition, certain equipments, having been removed by MoD for further use.
Displacements, tonnage and other weights in Tonnes (te).	Current: 4167 te Normal: 5077 te <u>Designed</u> Lightship weights: Hull and General fittings including hull structure (1166 te) and electrical (185 te) = <u>2131 te</u> Not including Other equipments 232 te* Machinery 682 te* Armaments 273 te* * Note: MoD has removed some items for re-use Additional Lead solid ballast Approx. 50 tonnes§ § Note – reported in datum pack - this figure is not guaranteed
Draughts in metres.	Current: Fwd: 3.4m. Mid: 4.4. Aft: 4.8m
Length OA and Waterline	Extreme: 148.1m. WL: 136.32m

Breadth	Extreme: 14.75m
OA height Mast-head to keel	30.2m
Last Docking	2009 Plymouth.
Last Refit	2009 Plymouth.

#### Hull and Structure

Propeller	Twin Controllable Pitch (CPP) 5 bladed skewed propellers, 2.5m diameter with approx 3.2m length bosses. Manganese bronze. Nil bow thrusters. Props project (prop sweep) 1.3m below line of keel giving a total 6m UW draught.
Shaft & Gland	Twin shafts, turning gear in, brakes on. Glands hard up and dry.
Rudders	Twin. Mechanically and hydraulically locked amidships.
Stabilisers	4, two each side, projecting 3.2m at a downward angle (1.55m perpendicular). Hydraulically and mechanically locked.
Logs	1, electromagnetic type. Projecting 0.47m from outer bottom.
Sonar	2 separate hull mounted sonars projecting 2.26m and 0.8m from outer bottom respectively.
Keels	2 bilge keels projecting approx 1m from outer bottom round-down.
Hull valves	Shut and wire locked.
Hull condition	Sound at last docking (2009).
Paint coatings condition	Non TBT
UW hull:	Good. Not cathodically protected. Weed growth evident.
Upper hull:	Appears in good condition.
Superstructure:	Appears in good condition though paint coating has been heavily disrupted and light corrosion is now evident.
Accommodation	Bulk of soft furnishings have been removed.

#### Deck Gear

Anchors	Foc'sle. 1 Bow anchor – removed to facilitate towing cable. 1 Sheet anchor made up for letting go - Admiralty pattern AC14. Weight is 1960 kg. Housed and stowed.
Chain Cable	Bow is 9 shackles (247.5m), in use for mooring and towing purposes. Sheet is 7 shackles (192.5m) made up for letting go. Both are 38mm dia chain link. Both are out of date for certification.
Towing	Partially rigged from recent tow. Further preparation and final approvals are required.
Cordage	Some remains, none is certified for use.
Bollards/Bits	Appear sound
Davits/Cranes	Davits and Boat launching cranes inoperative.
Boats	Removed, nil remain
SOLAS	None

#### Machinery and Systems (Not certified as working)

Boilers	2 Auxiliary Stones Vapour.
Main Engines	Of the 4 gas turbines only one remains - not in running condition.
Generators	4 Paxman Valenta 12 RPA200 450v 60 Hz 1000kw. Not maintained.
Auxiliaries and Pumps	Electrically driven. Not working.
Electrical	440v 60Hz and 115v 60Hz. Not safe for use, system is cut.
Steering Gear	Hydraulically and Mechanically Locked.
Electronic & Sensors	None working.
GMDSS	None
Batteries	Removed.
Fire-Fighting	Not working or maintained.
Sanitary	Sewage Treatment Plants. Empty and cleaned.

#### Documentation

Certification	Anchors and cable: not in date.
Drawings - Main	Limited hard copy remains
Operating Manuals	None
Historical	None

Stability, Ballasting and Tank Contents

Ballasting Summary Tanks State (See DLS Form1 Encl. 13).	969.9 tonnes fresh water ballast in main fuel tanks which were emptied and cleaned prior to ballasting. Remainder of tanks empty and cleaned apart from residual in small tanks, CPP and Steering Gear remain charged with hydraulic oil.
Stability Summary	Stable. Stability for tow is subject to confirmation by new owner.
Signed	Signed on Original
Representing	Disposal & Reserve Ships Organisation
Date	6 December 2012