

-9 JAN 1963

Ship's Name ~~SS~~/MS "OSBORNE CASTLE" Gross tons 736.  
Is there a rpt. 8? No. Port Southampton. Rpt. No. 27986  
No. of visits 2 First date and Last date 5/1/63.  
Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) Sou. 27893  
Date of completing rpt. 7/1/63. Surveyed at, if different from Port above -  
Is a rpt. 9A attached? No. MN - Nature of survey Repairs.  
Survey fees £3..0..0. Damage fee - Expenses 6/9d.  
S.A. fee £4..4..0.

DOCKING  
Propellers Good. Sea connections - Oil glands Good.  
Fastenings Good. Wear down of stern bush Not taken.  
Has screw/tube shaft been drawn? No. Date of examn. -  
Has shaft been changed? - Has shaft now fitted been previously used? -  
Has shaft now examined/fitted a continuous liner? - Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)  
AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters  
Superheaters  
Safety valves  
Mountings, doors and fastenings  
Safety valves { Sat adjusted to { Spt  
Boiler securing arrangements  
Main economisers Exhaust gas heated economisers  
Steam heated steam generators Steam generator safety valves adjusted to  
Forced circulating pumps Funnel  
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee FRIDAY 25 JAN 1963

Minute

as now.

J.F. James  
Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

012694-012698-0068

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The ship was docked to examine and deal with the Starboard Propeller which was stated to have been damaged by striking some object at Cowes.

The tips of 3 of the blades were found set over to a max. depth of approx. 6" from the tip.

Now Done. The starboard propeller removed.

Shaft tested for truth by a clock gauge and found good.

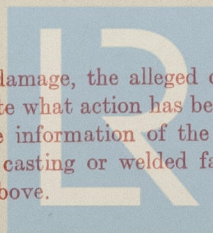
The original 5 bladed propeller which was removed last August (1-8-62) has been repaired, and was now satisfactorily refitted.

Oil Glands tight. Wear down not taken.

The ship was docked for this repair only.

The bottom and rudders were generally examined and found good, but were not cleaned or recoated, and it is not proposed to recommend a fresh docking date.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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