

DISCLOSED
SECTION
No. 997

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No. 997 No. 27563
14 MAY 1962

Rpt. 1

Port Southampton

Date of completing report 23.3.62. When handed in at Local Office 23.3.62. Received London

Survey held at Southampton First Visit 23/3/61. Last Visit 30/3/62. No. of Visits 41

FIRST ENTRY SHIP REPORT

ON THE SS/MS "OSBORNE CASTLE"

F. E. FROM ACCTS.	17 MAY 1962
F. E. FROM ADMIN/F	21/5
PLANS REC'D.	} 14/5
CERIS. REC'D.	
TO RPIS. DEPT.	30/5

Has Report been sent on (1) Freeboard of Ship? **C11 only** *with Fed. bag* (2) Machinery? **Yes**
(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship **T.S. vehicle and passenger ferry** Is machinery fitted aft? **No**

Length (D 201 of Rules)* **172' - 8"**
 Breadth (D 202 of Rules) **40' - 0"**
 Depth (D 203 of Rules) **11' - 7"**
 Draught (summer moulded) (D 204 of Rules) **7' - 0"**
 Deck Factor "F" excluding d_t **-**
 " " "F" including d_t **-**
 Gross tonnage **736.05**
 Net tonnage **251.65**
 Official number **303396**
 Signal letters

Built at **Southampton**
 Launched **22.11.61.** Yard No. **4196**
 Builders **J.I.Thornycroft**
 Owners **Southampton I.o.W. & S. of E. R.M. S.Pk. Co. Ltd.,**
 Address **Southampton**
 Managers **-**
 Address **-**
 Port of Registry **Southampton**
 Date of last survey in drydock **8.2.62.**

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? **Yes**
 Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? **Yes**
 Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? **None**
 If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? **Yes** *NO*
 Are the materials and workmanship satisfactory? **Yes**
 Have the freeboards been satisfactorily marked on the ship's sides and verified? **Assigned By M.O.T.**

BUILDER'S DECLARATION : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

For JOHN I. THORNYCROFT & Co. LIMITED

J. I. Thornycroft

Builder's Signature

NAVAL ARCHITECT
SOUTHAMPTON

FEES, etc.

Special Survey fee **£320..0..0.**
 Travelling expenses **£3.16..0.**
Telephone. **£2..0..0.**
 Late attendance fees **-**

Fees applied for **11/5/62** Received

Classification Certificate to be sent to **Builders.**

Date of issue **15 JUN 1962** *Hull & Iron mech to mech*

Has an Interim Certificate been issued? **Yes.**

This Ship in my opinion is eligible to be classed:—
(Special notations where part of class to be stated)

A1 "for service between Southampton & Cowes". "Ferry".

Signature

J. L. Beasley
Surveyor(s) to Lloyd's Register of Shipping
J. L. BEASLEY

Committee's Minute

FRIDAY - 8 JUN 1962

Character Assigned **+ A1 Southampton - Cowes Service**

DS 2-62

LACP.

Bow Doors

+ LMC ES

TS (09) pod

} 362

Write down (H) 26

River

NOTED FOR POSTAGE 63

Noted for Header



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Foundation

012694-012698-00711/2

In the case of Trawlers see Trawler Rules

The Surveyors are requested not to write on or below the Committee's Minutes

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— **Appleby Frodingham**

Sections:— **Lilleshall Co. Ltd.**

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? **Yes**

Process of manufacture (e.g. Open hearth, electric furnace, etc.) **Open hearth.**

Particulars of Special Quality Steel used **None**
(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded **Seams and butts of bottom and decks.**
side shell butts. Bulkheads

Parts examined by radiography **None**

Were the electrodes used of types approved by the Committee? **Yes**

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Rolled M.S.	
Shaft brackets <input checked="" type="checkbox"/>	Fabricated Forged	J.I. Thornycroft
After keel bar. <input checked="" type="checkbox"/> <small>Stembrace</small>	Forged steel.	J.I. Thornycroft & Co. Ltd.
Rudder mainpiece or post <input checked="" type="checkbox"/>	Fabricated Forged	J.I. Thornycroft
Rudder head <input checked="" type="checkbox"/>		
Quadrant Crosshead <input checked="" type="checkbox"/>	Cast steel.	Vickers-Armstrong (Engineers) Ltd.
Tiller <input checked="" type="checkbox"/>	Forged	-do-

GENERAL PARTICULARS

Steering gear (Type & Maker) **Electro-hydraulic. Vickers-Armstrong.** Auxiliary steering gear **Hand operated pump.**
Steering chains (Size & test) **None** **Capstan** **Windlass** (Type & Maker) **Hydraulic: Vickers-Armstrong.**

Ceiling in holds (Material & thickness) **no cargo spaces.** Are cargo battens fitted in holds? **-** in 'tween decks? **-**

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— **None**

Particulars of composition (if any):— **-**

Insulated cargo compartments (if any):— **None**

Parts of structure of material other than steel (if any):— **None**

If mechanical ventilation is fitted, state in which cargo spaces:—

If cathodic protection is fitted, state in which tanks:— **None**



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CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

26
49
75

Double bottom tanks:— No. 1 None No. 2 No. 3 No. 4 No. 5 No. 6
 No. 7 No. 8 No. 9 No. 10 No. 11 No. 12

Fore peak tank After peak tank (WB) 25.6 ✓ Midship deep tank
 FW Deep tank aft 16. FW YLDT Deep tank fwd. (WB) 49. ✓ Topside tanks

Tanks at sides of tunnel - Tanks in way of tunnel - Deck tanks
 Side tanks - Wing tanks in mch. space Centre tank O.F. ford. 37. ✓
 Other tanks O.F. in ER. 11.3 p. & s.

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Generally similar to "Carisbrooke Castle". J.I.Thornycroft No. 4183.

Midship Section

Profile and Decks.

WT. & OT. Bulkheads.

Framing Plans.

Shell Expansion.

Main Deck Plating & Girder.

Lower Deck Plating & Girder.

Boat Deck Plating & Girder.

Details of Rudders.

Rudder Bearings

Shaft Brackets (approved)

Shaft Brackets (as fitted)

Main Engine Seating.

Stern framing and steering gear seats.

Forward framing and machinery houses.

Ramp construction plan.

Arrangement of Ramp.

Pillar Plan

Topside and Bridge Front.

Engine Casing.

Deckhouses on Prom. Deck.

General Arrangement.

Capacity Plan.

Certificates:

Rudders.

Rudder Stocks.

Shaft Brackets.

Shaft Bracket boss.

Steering Gear.

Rudder Bearings.

After keel bar.

Equipment letter for fees.

$L(B+d) + .85L(D-d) = 171.25(40+7) + 145(11.58-7)$	=	8715
$P\&B .85(l \times h) = .85(102 \times 8.5)$	=	737
$2^{nd} \text{ Tier Super. } .85(l \times h) = .85(84 \times 7.5)$	=	535
$\text{Whullhouse } .75(27 \times 8)$	=	162
		<u>10149</u>

SPECIAL FEATURES

The ship is fitted with a hinged bow ramp to facilitate loading and discharging of road vehicles.



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