

BRITISH RAILWAYS

# Southern News

WATERLOO STATION · LONDON S.E.1

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## FIRST NEW CHANNEL ISLANDS SHIP SAILS

First of the British Railways new one-class-only ships built for the new-style steamer services to the Channel Islands, was making her inaugural voyage from Weymouth today.

The 4,174 tons (gross) "Caesarea", which will be one of the three one-class ships on the new pattern of services, was on the first leg of a "showing the flag" trip to Jersey and Guernsey. There she will be on show to the Channel Islanders.

The new "Caesarea" will actually be in public service from the beginning of December -- as a replacement ship on the present services. For the new services next May she will be joined by her sister ship "Sarnia" and "St. Patrick", a post-war vessel now to be extensively refitted and brought up to the same standard of one-class comfort.

Sailing on "Caesarea" as far as Southampton today were a party of travel agents and civic chiefs headed by the Mayor of Weymouth, which is likely to become a far busier port when the Channel Islands services are concentrated there.

The "Caesarea" is the biggest ship ever built for the Channel Islands routes -- and the largest which can be handled

at St. Helier, Jersey. She has been designed to carry 1400 passengers with seats under cover for all.

There are up-to-the-minute catering facilities -- a restaurant, cafeteria and a bar with the latest equipment. They have modern easy-to-maintain decor and furnishings.

Fire-proof materials are being used for interior linings as well as for bulkheads.

The "Caesarea" has a modern look -- raked stem, rounded stern, tripod masts, and a single funnel which is specially designed to sweep fumes clear of the vessel in all weathers.

She is fitted with a bow rudder so that she can enter ports stern first.

Important on the route which she will be running are the Denny-Brown stabilisers of the latest type which reduce rolling greatly in rough seas.

The South Eastern Area Transport Users' Consultative Committee have now agreed that the Channel Islands passenger services be based entirely on Weymouth (instead of Weymouth and Southampton) from next spring. By using these three modern and economical ships on this shorter route the Southern Region of British Railways expects to save over £200,000 a year on the Channel Islands passenger services -- at the same time as raising the standard of comfort.

Full details of the timetables and one-class fares to be introduced next May will be announced in a few week's time.

TECHNICAL DETAILS: "CAESAREA"

KEY DATA

Builders: Messrs. J. Samuel White & Company Ltd., Cowes, I.O.W.

Twin-screw turbine driven passenger steamship, built in accordance with the requirements of Lloyds Register of Shipping Class 100A1, and the latest requirements of Ministry of Transport for a Class 2 ship.

Carrying capacity	:	1400 passengers and 78 crew
Length overall	:	322' 0"
Length on waterline	:	312' 0"
Breadth, moulded	:	51' 0"
Depth, moulded to main deck	:	18' 9"
Draft, mean loaded	:	13' 6"
Gross tonnage	:	4,174
SHP	:	8,500
Corresponding R.P.M.	:	275
Designed speed	:	20 knots

GENERAL DESCRIPTION

Two continuous decks, main and upper, with a promenade deck, boat deck and navigating bridge deck above the upper deck. The lower deck extends forward and aft of the machinery spaces.

Modern silhouette -- raked stem, rounded stern, two tripod masts and single funnel designed specially to ensure that the products of combustion are swept clear of the decks in all weather conditions.

HULL, ETC.

All exposed weather decks sheathed with teak: the hull below the main deck (bulkhead deck) is subdivided into watertight compartments by means of 11 watertight bulkheads.

A cellular double bottom is fitted throughout except in way of the fore and aft peaks and aft shaft tunnel. All double bottom tanks are arranged for the carriage of water ballast or fresh water. Furnace fuel oil, diesel oil and distilled water, are carried in deep tanks above double bottom, fresh water in wing tanks at the aft end of engine room.

The hull form was decided after a series of model resistance and self propulsion tests, carried out at the National Physical Laboratory.

## STEERING

Balanced rudder aft and a bow rudder (to enable the vessel to navigate stern first when entering port) are operated by rotary vane type steering gears of A.E.G. manufacture, the power being supplied by hydraulic pumps driven by electric motors. Control from the bridge in each case is electric.

## ELECTRICAL

Direct current electricity supply at 225 volts is provided by three main 225 kW and one emergency 50 kW diesel driven generators; two motor alternators supply fluorescent lighting.

Denny-Brown type stabilisers are installed to minimise rolling.

## PROPULSION

Two single-casing steam turbines, of Pametrada latest design (impulse type with ahead and astern elements incorporated on a single rotor shaft), each driving a 3-bladed "Novoston" alloy propeller through articulated locked train double reduction gearing.

Steam for the main machinery at a pressure of 350 lbs per square inch and a temperature of 650°F is supplied by two Foster Wheeler oil-fired watertube boilers fitted with superheaters. The boilers work under an open stokehold forced draught system, air being supplied by turbo driven fans.

Steam for domestic services, bunker heating, etc. and supply to the distiller, the latter providing make-up feed for the main boilers, is supplied by two oil-fired Spanner boilers working at a pressure of 60 lbs. per square inch.

## ACCOMMODATION AND CARGO

One class accommodation for 1400 passengers. Passengers are carried on all decks except navigating bridge deck. Private cabins for 62 passengers in one and two berth cabins on the lower deck forward, and two cabine-de-luxe on the promenade deck. Seating accommodation for all passengers.

The public rooms on main, upper and promenade decks; two 22-berth sleeping lounges aft on lower deck.

Captain's day cabin and bedroom on the navigating bridge deck; deck and engineer officers' cabins, messroom and toilets in the deckhouse on the boat deck; accommodation on main deck for stewards, catering staff and deck and engine room ratings.

General cargo carried in fore hold, general cargo and motor cars in forward and after 'tween decks. Stewards' and bonded stores below the lower deck forward, and on lower deck aft. Cold room, preparing room and refrigerating machinery room also on the lower deck aft.

#### DECOR AND FURNISHING

The public rooms have been specially planned to provide modern decor and ease of maintenance. The internal decorations and furnishing was carried out for the builders by Trollope & Son (London) Ltd., to designs prepared by the Commission's Architect, Dr. F.F.C. Curtis, A.R.I.B.A.

Decor points: widespread use of teak -- for some of the wall veneers and for much of the furnishings. Combined with plastics in both cases. Generous proportions of arm chairs: restful colours used in lounges, brighter colours in most other public rooms. Extensive use of black and white for signing, and of grey to provide neutral backgrounds under-foot and on the ceilings.

#### HEATING

A thermotank system of heating and ventilation is provided for all passenger and crew accommodation.

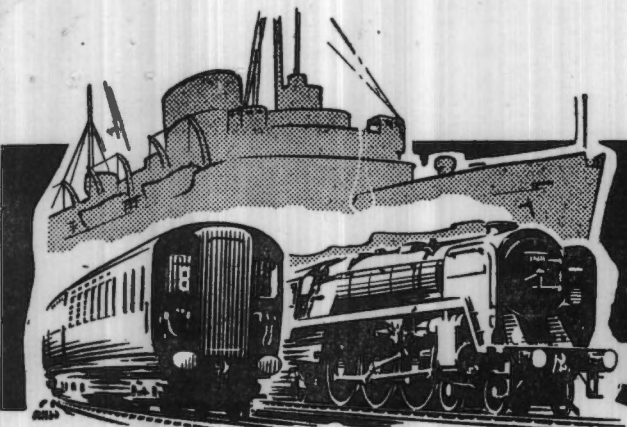
#### SAFETY

Maximum precautions against fire hazard (in excess of the present statutory requirements of the International Convention for Safety of Life at Sea) include : -- Grinnell sprinkler system; linings, divisional bulkheads etc. of incombustible material; and a complete fire detection and alarm system.

Life-saving apparatus includes six fibreglass lifeboats with built-in buoyancy, designed and constructed by

the shipbuilders. Two of the boats are propelled by diesel engines and four by hand mechanical propelling gear. In addition to the boats 45 inflatable liferafts are installed on special launching ways.

END.



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## "CAESAREA": MAIDEN VOYAGE, NOVEMBER 16, 1960

In this folder are a general news story on today's trip, a technical summary of the ship and a selection of pictures.

There is, however, available a full range of copious notes dealing with the following:

- A. Accommodation
- B. Catering Departments
- C. Fresh water and sanitary services
- D. Ventilation and heating
- E. Lifesaving appliances
- F. Emergency equipment
- G. Fire fighting arrangements
- H. Steering gears
- J. Stabilisers
- K. General outfit and equipment
- L. Electrical installation
- M. List of principal subcontractors
- N. Machinery installation

If any of these are likely to be at all useful to you please ask for them.

END