

STEEL STEAMER OR MOTORSHIP.

Received at London Office

15 DEC 1954

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 18TH NOVEMBER 1954 Port of GREENOCK No. 25268Survey held at PORT-GLASGOW Date First Survey 1ST MAY, 1953 Last Survey 18TH NOVEMBER, 1954On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SREW HOPPER BARGE "J.P. WEBB" MACHINERY FIT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections FORECASTLE.TONNAGE under Tonnage Deck 853.99

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 967.49Register Tonnage 299.80

REGISTERED DIMENSIONS.

FEET

Length 199.0'Breadth 36.15'Depth 15.6'CLASS 7100 H.T. HOPPER BARGE State if with freeboard as condition of Class NOLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 195.0Breadth (greatest moulded) 36.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 17.01st Longitudinal Number (L x D) -2nd Numeral L x (B + D) 10335Framing Depth "d," at middle of length. See Sec. 3 (1d) -Proportions—Depth to Length—Uppermost continuous deck to top of keel -Do. Long Bridge to top of keel -Draught Moulded 14'-9"Built at PORT-GLASGOWLaunched 16TH SEPT, 1954 Yard No. 408Builders FERGUSON BROS (P.G.) LTD.Owners MELBOURNE HARBOUR TRUST (COMMISSIONERS)Managers -

(Where necessary to be entered in Reg. Book)

Residence MELBOURNEPort of Registry MELBOURNE

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & SLIPWAY, UNCLIPPED 6-11-54

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	22	✓	Bracket Floors, Frame		
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	22	✓	" " Reversed Frame.....		
" " in peaks	22	✓	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, <u>E or F</u>	6 3 .40	✓	" " top Angles		
" " Extends up to	DECK.	✓	" " bottom Angles.....		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness.....		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	6"	✓	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>			Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, <u>E or F</u>			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
FRAMES from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	8 x 3 x .35 FANS 91-95 ✓ 7 x 3 x .33 " 80-90 ✓		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....		
" " in Peaks, Angle <u>E or F</u>	5 3 .32	✓	Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{3}{4}$ " 7 DIA.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled.....	YES	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS APPROVED	✓	Breadth and thickness of Middle Line Strake.....		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS APPROVED	✓	Thickness of remainder in Holds		
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
Floors, Depth and thickness at mid line in FORE Hold. <u>2. HOPPER</u>	23 x .35	✓	BEAMS.		
Height of Brackets at side above base line at toe of frame.....	.46"	✓	Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	5 3 .40	IN HOLD
Middle Line Keelson, on Floors, Angles, FORE HOLD. <u>E or F</u>	4 3 .40 DOUBLE	✓	" " in way of Bridge, Angle, <u>E or F</u>	4 3 .40	AS APPROVED
" " Through Plate or Intercoastal Plate	27 1/2 x .39	✓	Spacing	EVERY FRAME	
" " Foundation Plate on Floors	13 x .39 (AS)	✓	BENT Second Deck, amidships, Angle, <u>E or F</u>	4 3 .30/.36	
" " Flat Plate Keel Angles	3 3 .38 DOUBLE	✓	Spacing	30"	
Side Keelsons, No. each side... FORE HOLD	ONE	✓	Third Deck, amidships, Angle, <u>E or F</u>		
" " thickness of Intercoastal Plate...	.31	✓	Spacing		
" " Angles ON FLOORS	5 3 .32	✓	Fourth Deck, amidships, Angle, <u>E or F</u>		
" " ON SHELL	3 3 .31	✓	Spacing		
DOUBLE BOTTOM.			Deep Deck, Angle, <u>E or F</u>		
Solid Floors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, <u>E or F</u>		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, <u>E or F</u>	5 3 .30/.35	
			Spacing	EVERY FRAME	

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	3 IN HEAD 1 IN HOPPER			Stringer Plate, breadth and thickness in way of Bridge			
„ in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells			
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holes HOPPER „ „	4" DIA. @ 11'-0"			Thickness of Plating within line of openings...	26 - 34		
„ „ FORD „ „	3 1/2 DIA @ 7'-4" (33) - 2 4'-2" AT CR.			If Sheathed, material and thickness	NO SHEATHING		
HOPPER SIDES Centre Line Bulkhead.				Third Deck			
Stiffeners and Spacing	6 3 40 EVERY FATHOM			Stringer Plate, breadth and thickness			
Plating, thickness of	38			If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells	70 x 42/31	30 AT HOPPER CORNERS		If Plated, state thickness			
„ „ „ „ in way of Bridge				Fifth Deck			
„ Angle in Wells	3 1/2 x 3 1/2 44/37			Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells	31			Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge				Sixth Deck			
Thickness of Plating within line of openings...	31 - 28			Stringer Plate, breadth and thickness			
If Sheathed, material and thickness	NO SHEATHING.			Plating, Sheathing, material and thickness			
First Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	24			Stringer Plate, breadth and thickness	28		
				Plating, Sheathing, material and thickness...	NO SHEATHING. 30 UNDER WINDLASS.		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	TOP EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.			
Flat Plate Keel.....	40 1/2	.54	.54	.54	✓ .49	DOUBLE	3/4	3 1/7	✓ WELDED.				
„ Dblg. (if any)													
Bottom Plating, No. of Strakes	50 1/4 49 1/2	.42	.37	.37	.38 - .34 728 STRAKES - 46 - 44 1/2 .37 FORD. OF HOPPER.	DOUBLE	3/4	3 1/7	DOUBLE	3/4	3 LAPPED		
Bilge Plating, No. of Strakes	76 1/2 64 1/2	.42	.37	.37	.38 - .34	"	"	"	"	"	"		
Side Plating, No. of Strakes	63	.42	.37	.37	.38 - .34	"	"	"	"	"	"		
Upper Deck, Sheer- strake in Well.....	48 1/2	.48	.37	.37	.44 - .34	✓			TREBLE	"	STRAPPED		
Upper Deck, Sheer- strake in Bridge ...													
Strake below Sheer- strake in Well.....	64	.42	.37	.37	.38 - .34	DOUBLE	3/4	3 1/7	DOUBLE	3/4	3 LAPPED		
Strake below Sheer- strake in Bridge ...													
Poop Side Plating.....													
Bridge Side Plating.....													
Forecastle Side Plating			.30		.28	SINGLE	3/4	3 1/7	DOUBLE	3/4	3 LAPPED.		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 5
Extending to Upper Deck (Sec. 3 c) — 5
" Deck next below — 1
As per Rule — 4

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Department from Approved Plans to be Noted
KEEL, Bar		FLAT PLATE		✓
STEM	RALLED	6" x 1 7/8" x .46 PLATE		✓
STERN FRAME	Propeller Post	FORGING 5 1/2" x 9 1/2"	FORESTER & SON	✓
	Rudder	5 1/2" x 4 1/2"		✓
Speed of Vessel		10 KNOTS		
RUDDER—Type		FORGING DENNERY	FORESTER & SON	
" A x D		195 65		
" Diam. of head		FORGING 7 3/8"	FORESTER & SON	
" Mainpiece at top pintle		9 1/2" x 4 1/2"		✓
" " heel		7 1/4" x 3 1/2"		✓
" how constructed		BUILT		
" double or single plate		.52"		
" coupling, vertical or				
" horizontal		HORIZONTAL		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH
DORMAN LONG & CO. LTD, CONSETT IRON WORKS, THE STEEL COMPANY OF SCOTLAND & COLVILLE LTD.

Has the Steel been tested as required by the Rules? YES

EQUIPMENT No. 10715

LETTER "M"

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
74231	1st Bower	23	2	14	23	2	14	23	11	3	14	23 1/4	CHALLENGE PATTERN (CAST STEEL HEAD)	HINGLEY & SONS	CRADLEY HEATH 28-2-53 H. PHILLIPS
74232	2nd "	23	1	0	"	"	"	23	6	1	0	23 1/4	"	"	"
74233	3rd "	20	1	21	"	"	"	21	3	3	0	20 1/4	"	"	"
	Collective weight	67	1	7								66 3/4			
73114	Stream	6	3	7	1	3	0	9	2	2	0	6	ORDINARY PATTERN ELECTRICALLY WELDED	-	CRADLEY HEATH 9-7-53 H. STONE

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
			Statu- tory.	Break- ing.	Supplied.			Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Fathoms.
	Tons.	Tons.			Cwts.	qrs.	lbs.												
18616	15	1 1/16	37 3/8	55 3/8	16	0	20	222 1/2.	210	1 7/16	STUD LINK	HINGLEY & SONS	NETHERTON 9-6-52 H. MURPHY	TOWLINE	Fathoms	Ins.	Tons.	Fathoms	Ins.
18615	16	"	"	"	16	0	20		"	"	"	"	"		90	3 1/4	21.7	90	3 1/4
18614	15	"	"	"	16	0	0		"	"	"	"	"		"	"	"	"	"
18613	15	"	"	"	16	0	16		"	"	"	"	"	HAWSERS & WARPS	90	6	-	90	6
24711	105 3/4	"	"	"	110	3	12		"	"	—	—	"		18-2-53				
29116	48	"	"	"	48	3	20		"	"	—	—	CADLEY HEATH 23-2-53 H. MURPHY		90	5	-	90	5
24883	SHACKLES	9 1/16	"	"	—	2	24		Cir.	"	END SHK	HINGLEY & SONS	NETHERTON 18-8-53 H. MURPHY	"					
Iron Stream Chain or Steel Wire	60	3 1/2												"					
	60	3 1/2			25-7					60	3 1/2								

Steering Gear, Type (Power or hand) STEAM BY DONKIN & CO. LTD.

Alternative Means of Steering

BLOCK & TACKLE LED TO CAPTAIN

Steering Chains (Size and Test) TELEMOTOR CONTROL

Windlass STEAM BY EMERSON WALKER LTD. Boats 2 @ 19-0" LIREDOARS.

Ceiling in Hold, thickness and material 5'2" WHITE PINE

Cargo Battens, thickness, material and spacing NONE

Hatchways.—(Upper Deck) FORMED BY STEEL PLATES & SECTIONS.

Thickness of Hatches 2 1/2" PINE.

Hatchways No. 1 (Fwd.) 5-6" x 4-0" No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —

of Shifting Beams } NONE.
Fore and Afters }

JERGUSON BROTHERS (PORT GLASGOW) LTD.

Builder's Signature

Peter J. Williamson DIRECTOR

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. YES

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Ship has been built under special survey in conformity with the Society's Rules and Regulations and the Secretary's Letter. The scantlings and arrangements of the ship are as shown in the report and as shown and amended on the approved plans now forwarded. Modifications or additions to the original arrangements made during construction have been indicated on the plans and have been approved as being in accordance with the standards equivalent to rule requirements. The plans of midship section, profile and side showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials and workmanship are of good quality. The fore and aft peak tanks, fuel water and boiler pocket ballast tanks also oil fuel bunkers and cofferdams have been tested to rule requirements and found satisfactory. The weather decks & D.T. bulkheads have been tested and found satisfactory. Deck fixtures, hand pumps, windlass, steering gear and Cap.

The amount of Entry Fee..... £266-0-0
Special Survey Fee..... £ 18-0-0
Travelling Expenses, if any £ : :
Fees applied for, 19
Received by me, 19

(Special notations, where part of class, to be stated.)

"HOPPER BARGE"

I am of opinion the Vessel should be Classed + 100 H.S. ✓

State whether the Vessel has been built under Special Survey. YES.

Signature

Alfred P. Moore
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK OFFICE.

Date of issue

18/1/55.

Committee's Minute

GLASGOW

14 DEC 1954

Character assigned

+ 100 H.S.

Hopper Barge.
11.54. 1st Cl.

Lloyd's A.R.P.

+ LMC. 11.54

1.513. - 180 lb. F.D.

Fitted for oil fuel 11.54. F.D. above 150°F.

Lloyd's Register
Foundation

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Auxiliary steering gear has been tried and found efficient. Oil Fuel above 150°F is carried in side tanks at forward end of boiler room and the requirements of section 20 of the rules, when applicable, have been complied with. Freeboard verified and marks cut in on ship's sides.

Plans of Machinery Section & Profile and Deck (as built), approved plans also forming reports are forwarded herewith.

All accountings given include Census return & as approved.

THIS VESSEL IS A REPEAT OF YARD NO 397 BY FERGUSON BROS (P.G.) LTD. WHICH WAS LOST ON VOYAGE TO AUSTRALIA.

APPROVED PLANS FOR NO 397 USED FOR THIS VESSEL — SEE GLASGOW LETTER OF 23RD DEC. 1952 — COPY ATTACHED HEREWITH.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL BUTTS, WT. BULKHEADS, DECK BUTTS AFOREAST HOPPER, OIL FUEL BUNKERS & FEED TANK BULKHEADS ALSO MINOR ITEMS THROUGHOUT.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

100 H.P. HOPPER BARGE. LLOYDS A.C.C. CRUISER STEER MACHINERY APT. FITTED FOR OIL FUEL 11-54 F.P. ABOVE 150°F

RADAR Equipment (State if fitted) NOT FITTED

State Type or Pattern No. State Name and/or of Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 13-2-4 INCLUDING PINS & BLOCKS. A.E.G. 7081 13-11-52 ✓
2nd „ 15-1-12 A.E.G. 7016 6-11-52 ✓
3rd „ 13-3-0 A.E.G. 6996 28-10-52 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 25.7 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters Extreme Breadth over Belting 37.6' Over-all Length 207.0' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL)

Parts of Bottom of Vessel coated with cement or approved composition BITUMASTIC SOLUTION & ENAMEL, CLEAR OF DE BUNKERS. HEAT PROOF CEMENT OVER SOLUTION IN STOKESHOLD. O.F. BUNKERS:— MINERAL OIL

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		65 ✓
Double bottom, under Engines and Boilers,			After peak tank,		26 ✓
Double bottom, if under Engines only,			Deep tank, aft, FEED TANK	11	70 ✓
Double bottom, if under Boilers only,			Deep tank, forward, HOPPER POCKETS	66	496 ✓
Double bottom, forward,			Other tanks, if fitted, O.F. TANKS.	18.3	130 ✓
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 364

Date 4TH APRIL 1952

Dates of Surveys held while building

(1953) MAY 1.5.14. AUG. 13.19. OCT. 14.21.23.29. NOV. 4.10.19.25.26. DEC. 4.9.14.23.
(1954) JAN. 7.11.18.21.27. FEB. 1.10.15.27.26. MAR. 12.15.17.23.24.26.30. APRIL 6.7.9.13.15.19.22.
26.27.29. MAY 3.4.6.10.12.14.17.19.24.25. JUNE 3.7.10.21.25.29. JULY 19.30.
AUG. 3.5.6.12.13.16.18.20.24.26.30. SEPT. 3.7.9.10.14.15.16.23.28.30. OCT. 6.7.21.29. NOV. 12.19.10.
16.18. Total No. of Visits 96.