

Rpt. 1

Port IPSWICH. No. 140777.

Date of completing report 27-8-59 When handed in at Local Office 3/9/59. Received London (initials)

Survey held at 10/9 WIVENHOE. ESSEX. First Visit 21-11-58 Last Visit 26-8-59 No. of Visits 15

FIRST ENTRY SHIP REPORT

ON THE  MS "BLACKBIRD C."

Has Report been sent on (1) Freeboard of Ship? C.11 ONLY ATTACHED ✓ (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 SELF PROPELLED OIL BARGE. Is machinery fitted aft? YES. ✓

Length (D 201 of Rules)* 125'-0" ✓ Built at WIVENHOE.

Breadth (D 202 of Rules) 17'-6" ✓ Launched 9-7-59 Yard No. 1185

Depth (D 203 of Rules) 7'-6" ✓ Builders JAMES W. COOK & CO (WIVENHOE) LTD

Draught (summer moulded) (D 204 of Rules) 6'-6" 130/B THE MINORIES. LONDON E.C.3.

Deck Factor "F" excluding d_t Owners JAMES W. COOK & CO LTD.

" " "F" including d_t Address 130-B THE MINORIES LONDON. E.C.3.

Gross tonnage 140.99 Managers _____

Net tonnage 75.7 Address _____

Official number 301613 Port of Registry HULL.

Signal letters _____ Date of last survey in drydock NOT DRY DOCKED SINCE LAUNCH 9-7-59.

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? YES. ✓

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. ✓

Are the materials and workmanship satisfactory? YES. ✓

Have the freeboards been satisfactorily marked on the ship's sides and verified? NO FREEBOARD ASSIGNED.

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 and on behalf of
JAMES W. COOK & Co. (Wivenhoe) LTD.

(Signature)
GENERAL MANAGER
Builder's Signature

FEES, etc.

Special Survey fee £91-0-0

Travelling expenses £9-5-0.

Late attendance fees _____

Fees applied for - 9 SEP 1959 Received _____

Classification Certificate to be sent to BUILDERS. Ipswich

Date of issue 24. 11. 59

Has an Interim Certificate been issued? No

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

A.I. OIL BARGE "CARRYING OIL IN BULK HAVING A FLASH POINT ABOVE 150°F FOR SERVICE IN HUMBER RIVER AND ESTUARY." See letter dated 16/9/59

ELECTRICALLY WELDED.

(Signature)
Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute TUESDAY - 6 OCT 1959

Character Assigned Deferred for G.E.

White L.S.

Noted for Header



© 2020

Lloyd's Register Foundation

STEEL

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

Plates:— **DORMAN LONG & CO L^{TD}** **APPLEBY FRODINGHAM STEEL CO L^{TD}**
CONSETT IRON CO L^{TD}

Sections:— **APPLEBY FRODINGHAM STEEL CO L^{TD}**
DORMAN LONG & CO L^{TD} **ROUND OAK STEELWORKS L^{TD}**

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 **COMPLETELY WELDED.**

Parts examined by radiography **NONE.**

Were the electrodes used of types approved by the Committee? **YES.** ✓

FORGINGS, CASTINGS AND FABRICATED PARTS

For special order from BLACKMARTIN C

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	ROLLED BAR.	DORMAN LONG & CO L^{TD}
Shaft brackets	NONE.	
Sternframe	FABRICATED FROM ROLLED SECTIONS.	DORMAN LONG & CO L^{TD}. ROUND OAK STEELWORKS L^{TD}
Rudder mainpiece or post	ROLLED BAR.	ROUND OAK STEELWORKS L^{TD}
Rudder head	ROLLED BAR.	ROUND OAK STEELWORKS L^{TD}
Quadrant	FABRICATED PLATE & ROLLED SECTIONS.	DORMAN LONG & CO L^{TD}. ROUND OAK STEELWORKS L^{TD}
Tiller	HAND TILLER. ROLLED SECTIONS.	— ditto —

GENERAL PARTICULARS

Steering gear (Type & Maker) **HAND GEAR BY GEMMEL & FROW.** ✓ Auxiliary steering gear **HAND TILLER.** ✓
 Steering chains (Size & test) **9/16" STUD LINK. 5.12.2.0. LPHCH. 66014** ✓ Windlass (Type & Maker) **HAND WINDLASS BY GEMMEL & FROW.** ✓
 Ceiling in holds (Material & thickness) **NONE.** ✓ Are cargo battens fitted in holds? **No** ✓ in 'tween decks? **NONE.** ✓
 Parts of bottom plating on which cement or an approved composition is laid (if fitted):— **NONE - EXCEPT AFTER PEAK TANK CEMENTS.**
 Particulars of composition (if any):— **NONE.**
 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:— **No.**

If cathodic protection is fitted, state in which tanks:— **No.**



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)

Double bottom tanks:— No. 1 2.3 TONS O.F. STRES ONLY. No. 2 3.1 TONS O.F. STRES No. 3 3.1 TONS O.F. STRES No. 4 No. 5 No. 6
 In E.R. ONLY. No. 7 No. 8 No. 9 No. 10 No. 11 No. 12
 Fore peak tank DRY PEAK. After peak tank BALLAST 8 TONS. Midship deep tank —
 F.W. COOLING tank aft of TRANSOM. 2 TONS. Deep tank fwd. — Topside tanks —
 Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks —
Nº 1 CARGO TANK. 100 TONS. Nº 2 CARGO TANK. 100 TONS. Nº 3 CARGO TANK 100 TONS.

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

TANK BARGE. NO CARGO TANKS FITTED FOR WATER BALLAST. (NO SEA SUCTION TO CARGO TANKS)

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.)

THIS MOTOR TANK BARGE AS NOW COMPLETED IS IN GOOD AND EFFICIENT CONDITION. THE WORKMANSHIP IS GOOD THROUGHOUT AND THE MATERIALS AS REQUIRED BY THE RULES.

THE FORE PEAK DRY TANK, FORWARD COFFERDAM, Nº 1, 2 & 3 CARGO TANKS, ENGINE ROOM DOUBLE BOTTOM FUEL OIL TANKS, AFTER PEAK TANK, AND AFTER FRESH WATER COOLING TANK HAVE ALL BEEN TESTED TO RULE REQUIREMENTS AND FOUND TIGHT.

BILGE, OIL FUEL, AND CARGO PUMPING ARRANGEMENTS ARE IN ACCORDANCE WITH PLANS APPROVED AND THE REQUIREMENTS OF THE RULES. AND HAVE ALL BEEN OPERATED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. THE ROD AND CHAIN HAND STEERING GEAR AND AUXILIARY STEERING HAND TILLER TOGETHER WITH HAND OPERATED WINDLASS HAVE ALL BEEN TRIED AND OPERATED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

ESTUARY TRIALS CARRIED OUT ON 6-8-59 WHEN ALL OPERATING GEAR WAS TRIED AND FOUND IN ORDER.

- | <u>APPROVED PLANS ATTACHED.</u> | <u>AS FITTED PLANS ATTACHED.</u> |
|--------------------------------------|----------------------------------|
| 1. MIDSHIP SECTION. | 1.A. MIDSHIP SECTION. |
| 2. CONSTRUCTIONAL PLAN. | 2.A. CONSTRUCTIONAL PLANS. |
| 3. RUDDER AND STEERING ARRANGEMENTS. | |

RUDDER AND STERNFRAME FABRICATED BY SHIPBUILDERS FROM TESTED MATERIALS:—
STEM BAR AND STERNFRAME 6x2 ROLLED SECTION BY DORMAN LONG & CO L^{TD} FROM STOCK. TENSILE AND BEND CHECK TESTS CARRIED OUT. U.T.S. 28.8 TONS/IN. ELONGATION 39% REDUCTION OF AREA 62% BEND 180°
STEMFRAME AND RUDDER BOSSES MARK. M.6476 TEST Nº G.5854 28/32 T.A. GUYTON GLASGOW. 24.5.58.
M. 8419. M.7843. M.8592. E5513. E5880. E5972. M.B. BUCK. BHM. 3-6-58
RUDDER HEAD AND MAINPIECE. 28/32 ROLLED BAR. 4" DIA. MARK M. 8419. E5897 M.B. BUCK. BHM. 16-4-58.

SPECIAL FEATURES

TANK BARGE
"MOTOR BARGE" CHECKING OIL IN BARGE WITH FRESH AIR ABOVE HEAD