

Rpt. 1

Port IPSWICH. No. 140777.  
 Date of completing report 27-8-59 When handed in at Local Office 3/9/59. Received London 15/9/59  
 Survey held at 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)* <u>125'-0" ✓</u>	Built at <u>WIVENHOE.</u>
Breadth (D 202 of Rules) <u>17'-6" ✓</u>	Launched <u>9-7-59</u> Yard No. <u>1185</u>
Depth (D 203 of Rules) <u>7'-6" ✓</u>	Builders <u>JAMES W. COOK &amp; CO (WIVENHOE) LTD</u>
Draught (summer moulded) (D 204 of Rules) <u>6'-6"</u>	<u>130/B THE MINORIES. LONDON E.C.3.</u>
Deck Factor "F" excluding d <sub>t</sub>	Owners <u>JAMES W. COOK &amp; CO LTD.</u>
" " "F" including d <sub>t</sub>	Address <u>130-B THE MINORIES LONDON. E.C.3.</u>
Gross tonnage <u>140.99</u>	Managers
Net tonnage <u>75.7</u>	Address
Official number <u>301613</u>	Port of Registry <u>HULL.</u>
Signal letters	Date of last survey in drydock <u>NOT DRY DOCKED SINCE LAUNCH 9-7-59.</u>

### 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.

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

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.1. 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

Character Assigned

TUESDAY - 6 OCT 1959

Deferred for G.E.

Noted  
for  
Header



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STEEL

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

Plates:— DORMAN LONG & CO LTD APPLEBY FRODINGHAM STEEL CO LTD  
CONSETT IRON CO LTD

Sections:— APPLEBY FRODINGHAM STEEL CO LTD  
DORMAN LONG & CO LTD ROUND OAK STEELWORKS 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 COMPLETELY WELDED.

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 BAR.	DORMAN LONG & CO LTD
Shaft brackets	NONE.	
Sternframe	FABRICATED FROM ROLLED SECTIONS.	DORMAN LONG & CO LTD. ROUND OAK STEELWORKS LTD
Rudder mainpiece or post	ROLLED BAR.	ROUND OAK STEELWORKS LTD
Rudder head	ROLLED BAR.	ROUND OAK STEELWORKS LTD
Quadrant	FABRICATED PLATE & ROLLED SECTIONS.	DORMAN LONG & CO LTD. ROUND OAK STEELWORKS LTD
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.

For special order from BLACKMARTIN & CO



Letter

## CHAIN CABLES

Are joining shackles of the lugless type fitted? **No.**

## TOWLINE AND MOORING ROPES

## CAST STEEL ANCHOR HEAD DROP TEST

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 125'-0" ✓ Moulded breadth 17'-6" ✓ Moulded depth 7'-6" ✓

Number and material of decks **ONE - STEEL.**

Length of Poop NONE. R.O.D. NONE. Bridge NONE. Fo'cle NONE. Trunk 68'-3" ✓

Overall length 130'-6" ✓ Extreme breadth 17'-8 1/4" ✓ Rise of floor 5" ✓

Is ship of O.S.D. Type? **No** ✓ Is ship of C.S.D. Type? **No** ✓ Is duct keel fitted? **No** ✓

Is longitudinal framing fitted? (state where) No ✓

Is strengthening for navigation in ice fitted? (state class) ☒ No ☐ Yes

Is additional strengthening for heavy cargoes fitted? ☒ No ☐ Yes

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? MOTORSHIP CARRYING HEAVY OIL IN BULK. ✓

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? TANK BARGE. and if so state where, together with the flash point where required

to be inserted in the notation:— MOTOR BARGE CARRYING OIL IN BULK WITH FLASH POINT ABOVE 150°F.

Watertight and/or Oiltight Bulkheads (state number required by Rules) 3

Bulkheads in ship extending to Upper deck on frame numbers:— 0. 4. 19. 32. 45. 58. 59. 66. Total = (8) *for K.1*

Bulkheads in ship extending to deck below upper deck on frame numbers:— **None** Total = **-**

Is E.S.D. fitted? **No.** Is Radar fitted? **No.** Is Position Fixing Device fitted? **No.**

Is D.F. fitted? **No.** Is Gyro Compass fitted? **No.** Is Submarine Signalling apparatus fitted? **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. Sides ONLY. No. 2 3.1 Tons O.F. Sides ONLY. No. 3 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.

## APPROVED PLANS ATTACHED.

1. MIDSHIP SECTION.
2. CONSTRUCTIONAL PLAN.
3. RUDDER AND STEERING ARRANGEMENTS.

## AS FITTED PLANS ATTACHED.

- 1.A. MIDSHIP SECTION.
- 2.A. CONSTRUCTIONAL PLANS.

RUDDER AND STERNFRAME FABRICATED BY SHIPBUILDERS FROM TESTED MATERIALS.—  
STEM BAR AND STERNFRAME 6x2 ROLLED SECTION BY DORMAN LONG & CO LTD FROM STOCK. TENSILE AND BEND CHECK TESTS CARRIED OUT. U.T.S. 28.8 TONS/IN. ELONGATION 39% REDUCTION OF AREA 62% BEND 180°  
STERNFRAME AND RUDDER BOESSES MARK. M.6476 TEST Nº G.5854 28/32 T.A. GUYDON GLASGOW. 24.5.52.

M. 8419. M. 7843. M. 8592. E. 5513. E. 5880. E. 5972. M.B. BUCK. BHM. 3-6-52

RUDDER HEAD AND MAINPIECE. 28/32 ROLLED BAR. 4" DIA. MARK M. 8419. E. 5897 M.B. BUCK. BHM. 16-4-52.

## SPECIAL FEATURES



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