

DISCLOSED

20. MAR. 1961

SECTION Rpt. 1  
No. 894

Port Sydney, N.S.W.

No. 33 589 1

Date of completing report 14.9.1960

When handed in at Local Office 14.9.1960

Received London

Survey held at Sydney, N.S.W.

First Visit 4.5.1959

Last Visit 14.9.1960

No. of Visits 18

F.E. FROM ACCTS.	27/1
F.E. FROM ADMIN/F	3/2
PLANS RECD.	1/2
CERTS. RECD.	
TO RPIS. DEPT.	14/3

# FIRST ENTRY SHIP REPORT

DISCLOSED  
SECTION  
No.

ON THE ~~SS/MIS~~ Non - Propelled Oil Barge "B.P. SYDNEY"

Has Report been sent on (1) Freeboard of Ship? C11 only  
Auxiliary (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 Non Propelled Oil Barge

Is machinery fitted aft? -

Length (D 201 of Rules)\* 115.2 ft (96% of Extreme Length)

Built at Sydney, N.S.W.

Breadth (D 202 of Rules) 30.0 ft

Launched 30th December, 1959 Yard No. 2

Depth (D 203 of Rules) 15.0 ft

Builders Chadwick Engineering Pty. Ltd.

Design Draught (summer load) (D 204 of Rules) 11.5'

Orchardleigh Road, Guildford, N.S.W.

Deck Factor "F" excluding d<sub>t</sub> -

Owners British Petroleum Australia Limited

" " "F" including d<sub>t</sub> -

Address 105-153 Miller Street, North Sydney, N.S.W.

Estimated /Gross tonnage 450

Managers -

Net tonnage -

Address -

Official number -

Port of Registry Not to be registered but stationed at Sydney

Signal letters -

Date of last survey in drydock 9th August, 1960

## 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? -

Are the materials and workmanship satisfactory? Yes

Have the freeboards been satisfactorily marked on the ship's sides and verified? Freeboard not 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.

CHADWICK ENGINEERING PTY LTD

Builder's Signature

## FEES, etc.

Special Survey fee £389. 0. 0.

Travelling expenses 18. 0.

Late attendance fees Nil

Fees applied for Received

Classification Certificate to be sent to Sydney, N.S.W.

Date of issue 110 APR 1961

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)

A1

oil tanker - F.P. above 150°F

Sydney Harbour Service

Signature F.B. Last  
Surveyor to Lloyd's Register of Shipping  
(F.B. Last)

Committee's Minute FRIDAY 24 MAR 1961

Character Assigned +A1  
Oil Tanker F.P. above 150°F  
Sydney Harbour Service

LACP DS 8.60 Rmt.

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



© 2021

Lloyd's Register Foundation

**STEEL**

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

Plates:— Messrs Broken Hill Pty. Co. Ltd.

Messrs Australian Iron & Steel Co. Ltd.

Sections:— Messrs. Broken Hill Pty. Co. Ltd.

Messrs. Australian Iron & Steel 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 **Structure 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 <del>Swim End</del> <b>Swim End</b>	Fabricated	Shipbuilder
Shaft brackets	None	-
Stern <del>Swim End</del> <b>Swim End</b>	Fabricated	Shipbuilder
Rudder mainpiece or post	None	-
Rudder head	None	-
Quadrant	None	-
Tiller	None	-

**GENERAL PARTICULARS**

Steering gear (Type & Maker) **None** Auxiliary steering gear **None**

Steering chains (Size & test) **None** Windlass (Type & Maker) **Hand, made by Shipbuilder**

Ceiling in holds (Material & thickness) **None** Are cargo battens fitted in holds? **-** in 'tween decks? **-**

Parts of bottom plating on which cement or an approved composition is laid (if fitted): **(Bottom plating in Auxiliary Machy. Rm, 3 Primir Coats plus 2 coats oil-resisting paint to BSS (Remainder of bottom, clear of cargo tanks ceme ((as per Owners specification)**

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:— **none**

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



© 2021

Lloyd's Register Foundation



**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)

Cargo Oil tanks:— No. 1 (P) 20' No. 2 (S) 20' No. 3 (P) 20' No. 4 (S) 20' No. 5 (P) 20' No. 6 (S) 20' O.F.  
 Double bottom tanks:—  
 Topside Cargo Oil Tanks  
 Abreast Boiler House No. 7 (P) 15' No. 8 (S) 15' No. 9 - No. 10 - No. 11 - No. 12 -  
 Fore peak tank ~~xxx~~ Dry Compt. After peak tank Part F.W. Part Dry Compt. Midship deep tank -  
 Deep tank aft - Deep tank fwd. - Topside tanks Abreast Boiler House (p.s.)  
 Tanks at sides of tunnel - Tanks in way of tunnel - Deck tanks -  
 Side tanks - Wing tanks - Other tanks -  
 If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— none

**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.)

Sister Ships None

**List of Plans now forwarded:-**

1. Midship Section
2. Structural Plan - Shell Plating, Profile and Decks
3. Bottom Panel
4. Keel Plan
5. Longitudinal Bulkhead
6. Transverse Tank Bulkheads
7. Bottom Panels in Run-up (forward)
8. Bottom Panels at forward end of Engine Room and Tanks
9. Keel Run-up (aft)
10. Access Hatches
11. Side Panels over Tank Length
12. Deck Panels over Tanks
13. Side Panels at forward end
14. Side Panels at after end
15. Forward centreline girder and forepeak bulkhead
16. After Peak Bulkhead
17. Forward and After Ends
18. Wing Tanks abreast Boiler House
19. Deck Panels from Bulkhead 13 to Bulkhead 17.
20. Bow and Stern End Deck Panels
21. Deck Panels over F.E. of Motor Room
22. Boiler Foundation and Flat
23. Deckhouse
24. Derrick Posts
25. Arrangement of tanks (with capacities)

**SPECIAL FEATURES**



© 2021

Lloyd's Register  
Foundation