

DISCLOSED

SECTION

Rpt. 1

No. 970

Date of completing report 10/7/62.

Survey held at Hessle &amp; Hull.

Port HULL.

When handed in at Local Office 13 JUL 1962

DISCLOSED

SECTION

No. 970

No. 67905

Received London

First Visit 2 8 61 Last Visit 7 6 62 No. of Visits 45

## FIRST ENTRY SHIP REPORT

ON THE SS/MS

"THEO. H. SWANTON"

DISCLOSED

SECTION

No. 970

Yes.

F.E. FROM ACCTS.	16 JUL 1962
F.E. FROM ADMIN/F	18/7
PLANS RECD.	17/7
CERIS. RECD.	
TO RPT. DEPT.	18/7

Has Report been sent on (1) Freeboard of Ship? Yes. (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 Hopper barge.

Is machinery fitted aft? Yes.

Length (D 201 of Rules)\* 169'-7"

Breadth (D 202 of Rules) 36'-0"

Depth (D 203 of Rules) 17'-0"

Draught (summer moulded) (D 204 of Rules) 14'-8 3/8"

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

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

Gross tonnage 799.32

Net tonnage 257.31

Official number

Signal letters

Built at Hessle.

Launched 22nd March, 1962. Yard No. 781.

Builders Richard Dunston (Hessle) Ltd.

Owners Melbourne Harbor Trust Commissioners.

Address 27, Market Street, Melbourne.

Managers -

Address -

Port of Registry Melbourne.

Date of last survey in drydock 1/6/62.

## 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? Yes.

**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.

per pro RICHARD DUNSTON (HESSLE) LTD.

R. J. Shaw.

Builder's Signature

## FEES, etc.

Special Survey fee £291 Fbd. Assgt. £31

Travelling expenses DELIVERY VOYAGE Fbd. Assgt. £55 (Lond. 240) (Hull 215)

Late attendance fees £7-17-0d

Fees applied for 193 JUL 1962

Classification Certificate to be sent to 1-444 (H. sent Hull) 25/5/63

Date of issue

Has an Interim Certificate been issued? YES

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

\*100A1 "Hopper barge" "For Service within Port of Melbourne and Port Phillip Bay".

Signature

Surveyor(s) to Lloyd's Register of Shipping

FRIDAY 17 MAY 1963

Committee's Minute

Character Assigned

MONDAY 13 AUG 1962

Deferred for General Examination

+100A1

Port Phillip Bay Service

DS 6.62 + LMC MS 6.62

LACH 09

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



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

South Durham Steel & Iron Co.

Appleby-Frodingham Steel Co.

Dorman Long (Steel) 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)

Parts of main structural importance electrically welded All welded construction except main frames to shell.

Parts examined by radiography	None.
1. Crankshaft	OK
2. Connecting rod	OK
3. Piston	OK
4. Main bearings	OK
5. Crankpin bearings	OK
6. Piston pin bearings	OK
7. Piston rings	OK
8. Valves	OK
9. Valve train	OK
10. Timing belt	OK
11. Timing chain	OK
12. Timing gears	OK
13. Timing sprockets	OK
14. Timing tensioners	OK
15. Timing guides	OK
16. Timing rollers	OK
17. Timing chain/belt	OK
18. Timing sprocket/belt	OK
19. Timing chain/belt	OK
20. Timing sprocket/belt	OK
21. Timing chain/belt	OK
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95. Timing chain/belt	OK
96. Timing sprocket/belt	OK
97. Timing chain/belt	OK
98. Timing sprocket/belt	OK
99. Timing chain/belt	OK
100. Timing sprocket/belt	OK

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

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	M.S. Rolled bar to Load Water Line. (Plate stem above L.W.L.).	
Shaft brackets	-	-
Sternframe	M.S. Built.	Shipbuilders.
Rudder mainpiece or post	X Forging. ✓	✓ T.S. Forster & Sons, Ltd.
Rudder head	X Forging. ✓	✓ T.S. Forster & Sons, Ltd.
Quadrant	-	-
Tiller	-	-

Steering gear (Type & Maker) Rotary hand & electric hydraulic Auxiliary steering gear Hand hydraulic from bridge.  
by Messrs. A/S Frydenbo & Slip  
Steering chains (Size & test) and Mek Verksted. Windlass (Type & Maker) Electric & Hand by Thos. Reid & S

Ceiling in holds (Material & thickness) ..... Are cargo battens fitted in holds? ..... in 'tween decks? .....

Parts of bottom plating on which cement or an approved composition is laid (if fitted):—Bitumastic solution and bitumastic enamel

Particulars of composition (if any):— bottom shell to tops of floors in forward hold and Engine room.

insulated cargo compartments (if any). Chain locker, box keel, wing ballast tanks coated with bitumastic enamel over bitumastic solution. Peaks and D.B. F.W. tanks coated with Bituros Enamel over Bit

Parts of structure of material other than steel (if any):—

If mechanical ventilation is fitted, state in which cargo spaces:—

If cathodic protection is fitted, state in which tanks:—

## ANCHORS

Number 9603

Letter..... k /

16. JUL. 1962

Certificate No.	Anchor	Weight of Anchor	Weight of Stock (if any)	Test per Certificate	Rule weight	Description of Anchor	Where and when tested
89224	Bower (1)	18 0 5 ✓	Stockless.	19 2 0 21 ✓	18 Cwts. ✓	Halls type	L.P.H. C.H.
89223	" (2)	18 0 4 ✓	-do-	19 2 0 21 ✓	-do- ✓	C.S. Head.	9/10/61.
89225	" (3)	18 0 3 ✓	-do-	19 2 0 21 ✓	-do- ✓	-do- -do-	-do- -do-
	Coll. wt.					-do- -do-	-do- -do-
	Stream						

[illegible]

Are joining shackles of the lugless type fitted? ☐ No ☐ Yes

### CAST STEEL ANCHOR HEAD DROP TEST

[illegible]

Moulded length (see Key to Register Book) 169'-7" Moulded breadth 36'-0" Moulded depth 17'-0"

Number and material of decks..... One Steel deck.

Length of Poop ..... R.Q.D. .... Bridge ..... Foyle ..... Tank .....

Overall length 181'-6"      Extreme breadth 37'-0"      Rise of floor NIL.

Is ship of O.S.D. Type? ..... Is ship of C.S.D. Type? ..... Is duct keel fitted? .....

Is longitudinal framing fitted? (state where) No.

Is strengthening for navigation in ice fitted? (state class) ..... No.

Is additional strengthening for heavy cargoes fitted?                      No.

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? Motorship.

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? ☒ No ☐ Yes and if so state where, together with the flesh point where necessary, the oil is carried.

to be inserted in the notation:—

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

Bulkheads in ship extending to Upper deck on frame numbers: 4/6; 32; 44; 56; 68; 85. Total = 6. 4 for R

Bulkheads in ship extending to deck below upper deck on frame numbers:— Partial bhd's only. Total =

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

Is D.F. fitted? ☐ No. ☐ Is Gyro Compass fitted? ☐ No. ☐ Is Submarine Signalling apparatus fitted? ☐ No. ☐

device fitted? ..... No. © 2021  
 lifting apparatus fitted? ..... No. Lloyd's F  
 Founda



# 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 (E.R.) ✓ No. 2 (E.R.) ✓ No. 3 — No. 4 — No. 5 — No. 6 —  
 O.F. only. F.W. only.  
 No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —

Fore peak tank 47 tons. ✓ After peak tank 15 tons. ✓ Midship deep tank —  
 Deep tank aft — Deep tank fwd. — Topside tanks —

Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks —  
 No. 1; 134 tons total. P.&S. ✓  
 No. 2; 155 tons total. P.&S. ✓

Side tanks — Wing tanks (Hopper) No. 3; 153 tons total. P.&S. ✓ Other tanks —  
 & Tank in way, space

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

## 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.)

Approved plans forwarded with Hul.F.E.Rpt.No.67706 on sister ship "CHARLES H. McKAY" -  
 Richard Dunston (Hessle) Ltd. No.S.780.

"As Built" plans forwarded per attached list.

Forging certificate forwarded per attached list.

## SPECIAL FEATURES



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