

Rpt. 1

Port Spawich No. 140302.

Date of completing report 5/6/59. When handed in at Local Office 6/6/59. Received London  
Wivenhoe First Visit 2/11/58. Last Visit 30/5/59. No. of Visits 14.

P.E. FROM ACCTS.	Survey held at <u>18/6</u>
P. FROM ADMIN/F	<u>22/6</u>
ANS RECD.	<u>18/6</u>
TS. RECD.	<u>18/6</u>
RPTS. DEPT.	<u>28/6</u>

# FIRST ENTRY SHIP REPORT

ON THE ~~MS~~ MS Tanker Barge "BLACKMARTIN C"

Has Report been sent on (1) Freeboard of Ship? 611. only. ✓ (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) 14'6" ✓ Launched 26<sup>th</sup> March 1959 Yard No. 1186  
 Depth (D 203 of Rules) 4'6" ✓ Builders James W Cook & Co (Wivenhoe) Ltd.  
 Draught (summer moulded) (D 204 of Rules) 6'6" ✓  
 Deck Factor "F" excluding d<sub>t</sub> \_\_\_\_\_ Owners James W. Cook & Co Ltd.  
 " " "F" including d<sub>t</sub> \_\_\_\_\_ Address 130-8 The Minories London. E.C.3.  
 Gross tonnage 141. Managers \_\_\_\_\_  
 Net tonnage 42. Address \_\_\_\_\_  
 Official number 301606. Port of Registry Null.  
 Signal letters \_\_\_\_\_ Date of last survey in drydock not dry docked since launched on 26/3/59.

## 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 £9.0.0  
 Late attendance fees \_\_\_\_\_  
 Fees applied for 15 JUN 1959 Received \_\_\_\_\_  
 Classification Certificate to be sent to Builders, Spawich  
 Date of issue 5. 8. 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)

Tanker  
A.1. Oil Barge "Carrying oil in bulk. Having a flash point above 150°F. For service in Humber River + Estuary"  
Electrically welded.

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

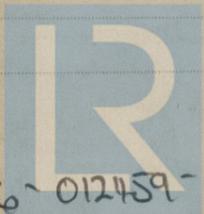
Committee's Minute ✓ FRIDAY 24 JUL 1959  
Character Assigned + A1

LACP Oil Tanker F.P. above 150°F.  
Humber River + Estuary Service  
+ LMC  
ES  
DBS  
TS OG } 5.59  
[Signature]

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The Surveyors are requested not to sign below the Committee's Minute



**STEEL**

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

Plates:— *Dorman Long & Co. Ltd. Appleby Hodgkirk Steel Co. Ltd.  
Cousens & Co. Ltd.*

Sections:— *Appleby Hodgkirk Steel Co. Ltd. Dorman Long & Co. Ltd.  
Lound Oak Steel Works 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	<i>rolled bar.</i>	<i>Dorman Long &amp; Co. Ltd. ✓</i>
Shaft brackets	<i>none.</i>	
Sternframe	<i>Fabricated from rolled sections</i>	<i>Dorman Long &amp; Co. Lound Oak Steel Works Ltd. ✓</i>
Rudder mainpiece or post	<i>rolled bar.</i>	<i>Lound Oak Steel Works Ltd. ✓</i>
Rudder head	<i>rolled bar.</i>	<i>Lound Oak Steel Works Ltd. ✓</i>
Quadrant	<i>Fabricated plate &amp; rolled sections</i>	<i>Dorman Long &amp; Co. Lound Oak Steel Works Ltd. ✓</i>
Tiller	<i>rolled sections</i>	<i>Dorman Long &amp; Co. Lound Oak Steel Works Ltd. ✓</i>

**GENERAL PARTICULARS**

Steering gear (Type & Maker) *Hand gear. - Cammell & Frost Ltd. ✓* Auxiliary steering gear *Sulzer Land tiller. ✓*

Steering chains (Size & test) *{ 9/16" Dead link 5.12.2.0. LPHCH. 66013. ✓  
9/16" Shot link 3.15.0.0 LPHCH. 65996. ✓  
65997. }* Windlass (Type & Maker) *Hand windlass. Cammell & Frost ✓*

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

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— *all peak tanks only cemented.*

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.*



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 <sup>RETAIN O.F. STARS? ONLY.</sup> 2.3 Tons No. 2 No. 3 <sup>F.F.O.F.</sup> 3.1 Tons No. 4 No. 5 No. 6  
 In. ENG. ROOM. ONLY. No. 7 No. 8 No. 9 No. 10 No. 11 No. 12

Fore peak tank Ballast. 24 tons After peak tank Ballast. 8 Tons Midship deep tank  
 F.W. COOLING Deep tank aft OF TRANSOM. 2 Tons Deep tank fwd. Topside tanks

Tanks at sides of tunnel Tanks in way of tunnel Deck tanks  
 Side tanks No. 1 Cargo Tanks. 100 tons Wing tanks No. 2 Cargo Tanks 100 tons Other tanks No. 3 Cargo Tanks 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 line.

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 & efficient condition, the workmanship is good throughout, and the materials as required by the rules.  
 The fore peak tank, forward Cofferdam, Nos. 1, 2 & 3 cargo tanks, engine room double bottom tanks, after peak tank, and after fresh water cooling tank have all been tested to rule requirements & proved tight.

Bidge, oil fuel and cargo pumping arrangements are in accordance with plans approved and the requirements of the rules, have all been operated under working conditions & found satisfactory. The rudder & chain hoist steering gear & auxiliary steering hoist & the, together with hand windlass have all been tried & operated under working conditions & found satisfactory. Sea trials carried out on 22/5/59 when all operating gear was tried & found in order.

- |                             |                            |
|-----------------------------|----------------------------|
| Approved plans attached.    | As of. the plans attached. |
| 1. Midship Section ✓        | 1A. Midship Section ✓      |
| 2. Construction Plan ✓      | 2A. Construction Plan. ✓   |
| 3. Rudder & Steering Aft. ✓ |                            |

Rudder & Stem frames fabricated by Shipbuilders, from tested materials:—  
 Stem bar & stem frames 6x2 rolled sections by Dorman Long Co. taken from stock. Tensile & bend check tests carried out. W.T. 28.8 tons Temp. 39%. Bend of Area 62%. Bend 180° satisfactory.  
 Stem frame boss & rudder boss MARK M 6476 Inv 4065854 28/32. T.F. GORDON. GLASGOW. 24/5/58  
 M 7843. M 8419. M. 8592. E 5573 E 5580. E 5972. M. B. BUCK. BHM. 5/1/58  
 Rudder head & mainpieces. 28/32 Rolled bar. MARK. M 8419. 5897. M. B. BUCK. BHM. 16/4/58.

SPECIAL FEATURES