

Rpt. 1

Port

Ipswich

No.

140302.

Date of completing report

5/6/59.

When handed in at Local Office

6/6/59.

Received London

Survey held at

Wivenhoe

First Visit

21/11/58.

Last Visit

30/5/59.

No. of Visits

14.

|                  |      |
|------------------|------|
| F.E. FROM ACCTS. | 18/6 |
| F. FROM ADMIN/F  | 22/6 |
| ANS RECD.        | 18/6 |
| TS. RECD.        | 18/6 |
| RPTS. DEPT.      | 28/6 |

## FIRST ENTRY SHIP REPORT

ON THE ~~MS~~ MS

Tank 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 &amp; Co (Wivenhoe) Ltd.

Draught (summer moulded) (D 204 of Rules)

6'6" ✓

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

Owners

James W. Cook &amp; 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

Hull.

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 &amp; 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

15 JUN 1959

Fees applied for

Received

Classification Certificate to be sent to

Bridges, Ipswich

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.I. Oil Barge "carrying oil in bulk. Having a flash point above 150°F. for service in Humber River & Estuary"  
Electrically welded.

Signature

*[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

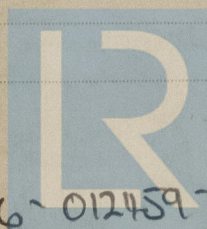
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NOTED FOR POSTING 169

Noted for Header

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

5m,6,58 T. (MADE AND PRINTED IN ENGLAND)



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012446-012459-03261/2



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*  
*Cause & Son Co Ltd.*

Sections:— *Appleby Frodingham Steel Co Ltd Dorman Long & Co Ltd*  
*Laund 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<br>(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. Laund Oak Steel Works Ltd. ✓</i> |
| Rudder mainpiece or post | <i>rolled bar.</i>   | <i>Laund Oak Steel Works Ltd. ✓</i>                       |
| Rudder head              | <i>rolled bar.</i>   | <i>Laund Oak Steel Works Ltd. ✓</i>                       |
| Quadrant                 | <i>Fabricated plate &amp; rolled sections</i>                    | <i>Dorman Long &amp; Co. Laund Oak Steel Works Ltd. ✓</i> |
| Tiller                   | <i>rolled sections</i>   | <i>Dorman Long &amp; Co. Laund Oak Steel Works Ltd. ✓</i> |

GENERAL PARTICULARS

Steering gear (Type & Maker) *Hand gear. - Cammell & Frowe Ltd. ✓* Auxiliary steering gear *Salomon's Hand tiller. ✓*  
Steering chains (Size & test) *{ 9/16" Shot link 5.12.2.0. LPHCH. 66013. ✓*  
*9/16" Shot link 3.15.0.0 LPHCH. 65996. ✓* Windlass (Type & Maker) *Hand windlass. Cammell & Frowe Ltd. ✓*

Ceiling in holds (Material & thickness) *Stunks. ✓* 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 tank only cemented.*

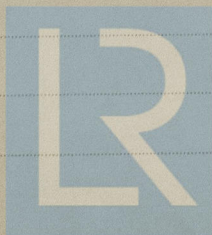
Particulars of composition (if any):— *None.*

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.*



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Letter

## CHAIN CABLES

Are joining shackles of the lugless type fitted?

## 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 14'6" ✓ Moulded depth 4'6" ✓

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 14.8 1/4" ✓ Rise of floor 5" ✓

Is ship of O.S.D. Type? 40 ✓ Is ship of C.S.D. Type? 40 ✓ Is duct keel fitted? 40 ✓

Is longitudinal framing fitted? (state where) ..... 40. ✓

Is strengthening for navigation in ice fitted? (state class) 40. ✓

Is additional strengthening for heavy cargoes fitted? 40. ✓

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? *Yes Bulk Bays.* and if so state where, together with the flash point where required to be inserted in the notation:— *Motor Bays. Carrying oil in bulk with flash point above 150°F.*

Watertight and/or Oiltight Bulkheads (state number required by Rules) 24 req.

Bulkheads in ship extending to Upper deck on frame numbers:— (0) 4. 19. 32. 45. 58. 59. 66. Total = (8) 172 R

Bulkheads in ship extending to deck below upper deck on frame numbers:— 2 ans. Total =

Is E.S.D. fitted? 40 Is Radar fitted? 40 Is Position Fixing Device fitted? 40

Is D.F. fitted? 20 Is Gyro Compass fitted? 40 Is Submarine Signalling apparatus fitted? 40.



## 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>RETAIL 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:—

Ship 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.

Bilge, 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 hauler steering gear & auxiliary steering hauler like, 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.

1. Midship Section ✓
2. Construction Plan ✓
3. Rudder & Steering Asst. ✓

As of these plans attached.

1. Midship Section ✓
2. Construction Plan. ✓

Rudder & Stem frame fabricated by Shipbuilders from tested materials:-

Stem bar & stem frame 6x2" rolled section by Dorman Long & Co. taken from stock. Tensile & bend check tests carried out. WT. 28.8 tons Temp. 39°. Red of Area 62%. Bend 180° satisfactory

Stem frame boss & rudder boss MARK M 6476 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. 3/

Rudder Head & transoms. 28/32 Rolled bar. MARK. M 8419. 5897. M.B. BUCK. BHM. 16/4/58.

## SPECIAL FEATURES



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Fee:—

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