

DREDGER- STEEL SAILING SHIP.

No. 12484
FRI. 20 JUL. 1923

Port of Rotterdam Date of completion of Report 28 June 1923 Received at London Office
Survey held at Rotterdam Date of First Survey 28/11-1922 Last Survey 24/6 1923.
On the Steel rope Dredging Dredger No 44 (Builder's Yard No) RIG V
CLASS 100-A-1 Master V

TONNAGE under Tonnage Deck } 533.64
Do. of Poop
Do. of raised Qr. }
Deck... }
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Gross Tonnage 582.13
Less Crew Space
TONNAGE FOR FEES...
Less Navigation spaces
Register Tonnage } not given
as cut on Beam... }

Breadth (greatest moulded) 34'-10"
Depth, at middle of length, from top of keel to top of }
Upper Deck Beam, at side } 12'-0"
Transverse Number L x D 2160
Length, on deck from fore part of stem to after part of }
sternpost } 180'-0"
Longitudinal Number L x (B + D) 8429
Depth "d" at middle of length. (See Secs. 2 & 13.) 10'-6"
Proportions, Depths to length, Upper Deck beam at }
side to top of keel } 15

Year of Appointment (1) As master in service of owner of present vessel: -19
(2) As master of this vessel: -19
Built at Rotterdam
When built 1923 Launched 8th May 1923
By whom built N.V. Burgerhout's machinefab.
Owners James Dredging Towing & Transport Co. Ltd.
Managers V
(Where necessary to be entered in Reg. Book.)
Residence London
Port belonging to London

Destined Voyage Southampton If Surveyed while Building, Afloat, or in Dry Dock Building

on deck rule 180 Feet. 0 Inches. BREADTH—Moulded 34 Feet. 10 Inches. DEPTH—Top of Floors to Upper Deck Beams 11 Feet. 25 Inches. No. of Decks with Flat laid one No. of Tiers of Beams 8
Dimensions of Ship per Register, Length, 200.3 breadth, 34.9 depth, 11.25 Moulded depth, ft. 12 in. 0 Round up of Beam 85 ins.

IRGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Bar, depth and thickness	<u>Flat keel plate</u>	
moulding and thickness	<u>Stem and stern plate</u>	
POST, do. do.	<u>Square</u>	
LR-A x D* Table 22	<u>none</u>	
Main Piece, diameter at head		
" " heel		

DER, how constructed
the Rudder be unshipped Afloat?

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
ME, Angles, <u>L</u> or <u>K</u> Bars, amidships	<u>120</u>	<u>80</u>	<u>40</u>	<u>120</u>	<u>80</u>	<u>40</u>
" in peaks	<u>22 1/2</u>			<u>22 1/2</u>		
ing of Frames from centre to centre, amidships	<u>22 1/2</u>			<u>22 1/2</u>		
" " " in peaks	<u>22 1/2</u>			<u>22 1/2</u>		
ERSED FRAME, Angles, amidships	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>3</u>	<u>30</u>
" " " in peaks	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>3</u>	<u>30</u>
MING, depth of girder	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>
DORS, depth and thickness of Floor Plate at mid line for 3/4 length amidships	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>
thickness at the ends of vessel	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>
depth at 1/4 the half breadth, as per Rule	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>
height extended at the Bilges	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>	<u>18</u>	<u>32</u>
AMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>140</u>	<u>75</u>	<u>10</u>	<u>140</u>	<u>75</u>	<u>10</u>
" Angles on Upper Edge	<u>from fore to aft</u>			<u>from fore to aft</u>		
" Average space	<u>22 1/2</u>			<u>22 1/2</u>		
AMS, Second or Lower Deck, Plate, Tee Bulb or Channel	<u>V</u>			<u>V</u>		
" Angles on Upper Edge						
" Average space						
EAMS, Third or Orlop Deck, Plate, Tee Bulb or Channel	<u>V</u>			<u>V</u>		
" Angles on Upper Edge						
" Average space						
EAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>V</u>			<u>V</u>		
" Angles on Upper Edge						
" Average space						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>V</u>			<u>V</u>		
" Angles on Upper Edge						
" Average space						
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>V</u>			<u>V</u>		
" Angles on Upper Edge						
" Average space						
PILLARS, in 'tween Decks, Size and spacing	<u>Brunker sides and</u>			<u>Pillars fitted in Eng</u>		
" " Hold	<u>space as required</u>			<u>space as required</u>		
" " Quarter, 'tween Dks.						
" " in Holds						
WEB-FRAMES, Number and spacing	<u>fitted at end as on plan</u>			<u>for crane support</u>		
" " Breadth and thickness						
" No. of Side Stringers, breadth and thickness						
" Size of Face Angles to Web Frames						
PARTIAL BULKHEADS, as per Sketch, page 147, No.	<u>fitted as on plan</u>					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	<u>36</u>	<u>42</u>		<u>36</u>	<u>42</u>	
" Rider Plate						
" Flat Keel Plate Angles <u>Double</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>38</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>38</u>
" Horizontal Plates above floors	<u>5 1/2</u>	<u>3</u>	<u>40</u>	<u>5 1/2</u>	<u>3</u>	<u>40</u>
" Angles or Bulb Angles	<u>5 1/2</u>	<u>3</u>	<u>32</u>	<u>5 1/2</u>	<u>3</u>	<u>32</u>
SIDE KEELSONS, Number <u>One and as on plan</u>	<u>5 1/2</u>	<u>3</u>	<u>32</u>	<u>5 1/2</u>	<u>3</u>	<u>32</u>
" " Angles or Bulb Angles	<u>5 1/2</u>	<u>3</u>	<u>32</u>	<u>5 1/2</u>	<u>3</u>	<u>32</u>
" " Plate above floors for lng.						
" " Intercostal Plate for 1/4 lng.	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>3</u>	<u>30</u>
" Attached to outside Plating with Angle	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>3</u>	<u>30</u>
BILGE KEELSON, Angles or Bulb Angles						
" " Plate above floors for lng.						
" " Intercostal Plates for lng.						
" Attached to outside Plating with Angle						
SIDE STRINGERS, Number <u>One</u>	<u>4</u>	<u>3</u>	<u>30</u>	<u>4</u>	<u>3</u>	<u>30</u>
" " Angle	<u>4</u>	<u>3</u>	<u>30</u>	<u>4</u>	<u>3</u>	<u>30</u>
" " Intercostal Plates for 1/4 lng.			<u>34</u>			<u>34</u>
" Attached to outside Plating with Angle	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>3</u>	<u>30</u>
Upper Deck Stringer Plate, breadth and thickness	<u>44</u>	<u>40</u>	<u>32</u>	<u>43</u>	<u>40</u>	<u>32</u>
" Angle on ditto	<u>3 1/2 x 3 1/2</u>	<u>40</u>	<u>3 1/2 x 3 1/2</u>	<u>40</u>	<u>3 1/2 x 3 1/2</u>	<u>40</u>
" Tie Plates, fore and aft, outside Hatchways						
" Diagonal Tie Plates, No. of Prs.						
" Main Dk* Iron or Steel for 1/4 len.	<u>40</u>	<u>32</u>		<u>40</u>	<u>32</u>	
" Wood Deck, Material and thickness	<u>V</u>			<u>V</u>		
Second or lower Deck Stringer Plate, breadth and thickness	<u>V</u>			<u>V</u>		
Is the Stringer Plate attached to the Outside Plating?						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Diagonal Tie Plates, No. of Prs.						
" Deck, Material and thickness						
Third or Orlop Deck Stringer Plate	<u>V</u>			<u>V</u>		
Is the Stringer Plate attached to the Outside Plating?						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
Poop Deck Stringer Plate, breadth & thickness	<u>V</u>			<u>V</u>		
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Bridge Deck Stringer Plate, breadth & thickness	<u>V</u>			<u>V</u>		
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Forecastle Deck Stringer Plate, brdth & thknss	<u>V</u>			<u>V</u>		
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
	In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.
		Inches.	Inches.	Inches.	Inches.
W. T. BULKHEADS	<u>3</u>	<u>3</u>	<u>38/16</u>	<u>one deep horizontal channel at peak B.H.</u>	<u>8 1/2</u>
COLLISION	<u>None</u>	<u>4</u>	<u>38.34/16</u>	<u>6x3x38x30</u>	<u>8 1/2</u>
PARTITION	<u>None</u>	<u>4</u>	<u>38.34/16</u>	<u>6x3x38x30</u>	<u>8 1/2</u>

Are the outside Plates doubled two spaces of Frames in length? Lines

[illegible]

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

Plan passed in Adams 15/11. 22. London letter 29/12. 22. Equipment

Workmanship. Are the butts of plating planed or otherwise fitted? Overlapped

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

to plate, &c., conform well to each other? Yes

from the faying surfaces? Yes

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes

Have all upper and weather decks been tested as required by Rules (Sec. 26, par 20)? Yes

Have all gutterways been tested as required by Rules (Sec. 26, par. 20)? None

General Remarks (State quality of workmanship, &c.)

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? In a few

State results of test Good

State results of test V

The workmanship is good and the vessel has been built in accordance with the approved plan and in general conformity with the Vociub's rules.

The total length of 1" Short Link chain is about 18 fathoms short by that given on the letter about the equipment, but the 4 1/2" steel wire fashers are 60 fms more in length than first required; as all the equipment has been supplied by the Owners same is respectfully submitted for the Committee approval.

The tanks on each side of ladder well see plan have a capacity of 39 1/2 Tons each. The tank at end of ladder well see plan has a capacity of 30 Tons. The tank at closed end of vessel see plan has a " " 91 Tons. The above tanks have been duly tested and found sound and tight.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., F'castle ft.

(in feet and tenths). No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) One Steel Deck

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Paint also at Bottom Outside Paint

Order for Special Survey No. 642

Date 30/11. 1922

Order for Ordinary Survey No.

Date

No. 74 in builder's yard

DATES of Survey held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the decks were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

1922. 28/11 - 11/12 -

1923 - 4/1 - 23/1 - 31/1 - 5/2 - 10/2 - 28/2 -

2/3 - 14/3 - 12/4 - 4/5 - 8/5 - 6/6 - 20/6

24/6

Total No. of Visits 16

The amount of Entry Fee 48.00

Special Survey Fee 698.40

Travelling Expenses, if any 40.00

Fees applied for, 15/7 1923

Received by me, 20.7. 1923

Certificate to be sent to

Adams Surveyors

27/7/23

I am of opinion this Vessel should be Classed 100 H1. Dredger

With, or without Freeboard, as condition of Class Without

FRI JUL 27 1923

By J. H. H. Surveyor to Lloyd's Register of Shipping.

TUES. 13 JAN 1925

Committee's Minute

Character assigned

+ 100 A 1

Dredger

Lloyd's arcl

Write R

+ N.B. 6, 23 2. 190 H

f H.



© 2020

Lloyd's Register Foundation

02962