

Steel Screw Bucket Dredger "LADY COMBE", built by Messrs. Lobnitz & Co.Ld., for the Crown Agents for the Colonies, for Service at Lagos.

Moulded dimensions 150' x 34' x 12'6".

This vessel was built under survey and was classed 100A1 Dredger, on 13th December 1927. The class was never posted in the Register Book. A freeboard of 1'8 $\frac{1}{2}$ " from upper surface of steel deck at side, corresponding to an extreme draught of about 10'10 $\frac{1}{2}$ " was assigned on the 16th August 1927, subject to the vessel being suitably prepared for the voyage to Lagos.

On the verification of marking form received on the 28th November 1927, it was stated that the vessel was suitably prepared for the voyage to Lagos, and in accordance therewith freeboard certificates were issued on the same date. These freeboard certificates were endorsed "For voyage to Lagos only".

The vessel left the Clyde for Lagos on 9th December 1927 and has not been heard of since.

A Court of Inquiry was held at Glasgow commencing on the 4th December 1928 and the report of this enquiry has just been issued.

From evidence given at the enquiry it would appear that the draught on leaving Glasgow was 9'5" mean, so that in accordance with the freeboard assignment the dredger could have been loaded about 1'6" deeper.

It was stated that the G.M. in the seagoing condition was 2'6", giving a maximum GZ of .76' at an angle of 18°, that the deck edge was immersed at 10 $\frac{1}{2}$ ° and the maximum range was 38 $\frac{1}{2}$ °.

In the report of the finding of the Court it is stated:-

- (1) It would contribute to the safety of similar vessels if the space above the bulwarks aft were filled in with temporary boarding for the overseas voyage, and also that

no doors, leading below, should be made of wood.

(2) That in the case of bucket dredgers having high and heavy superstructures, provision should be made by all parties responsible for their design, construction and ocean-going preparations for complete investigations as to their stability, and for this information being made available to the Owners and to those responsible for the Overseas delivery.

As these findings bear upon the Society's procedure in the preparation of these ships ^{for voyage} to their intended port of service, the following remarks are submitted:-

It is the practice of the Society to issue freeboard certificates for vessels which are intended to be employed in other than general service, in order to enable the ships to make the voyage from the place of build to the area in which they are to be engaged. Such certificates are only issued after suitable preparations have been made for the intended voyage, having regard to its nature and extent. This work is required to be carried out to the satisfaction of two of the Society's Surveyors, one of whom must be the Principal or Senior Surveyor at the port. The certificates are endorsed "For the voyage to only".

The arrangements made by these officers are not ^{in general} submitted to this Office for approval, nor is any investigation made into the stability of the vessel in her sailing condition or in any condition likely to arise during the voyage.

The Court of Enquiry, as stated above, recommended that provision should be made by all parties responsible in the case of these vessels for their design, construction and ocean-going preparations, for complete investigations as to their stability to be made, and for this information to be made available to the Owners and to those responsible for the Overseas delivery.

It would appear that there are three courses open to the Committee, in dealing with cases of this kind. These are:-

(a) To make no alteration to the procedure which has previously been adopted, and which is outlined above.

(b) To issue certificates, when such are required, only for the service for which the vessel is classed, and to leave to the Board of Trade, or - in the case of foreign vessels the competent national Authority - the responsibility of the provision necessary for the voyage from port of construction to port of service.

(c) To issue a special freeboard certificate for the intended voyage only after the submission and approval of the preparations to be made for the intended voyage, and also after satisfactory evidence has been produced that the ship shall have sufficient stability under all reasonable conditions at all stages of the voyage.

It is suggested that the course defined under (c), which ~~will~~ involves a departure in two important respects from the Society's present practice, might be followed.

*Clause C. for
ships in this category
only - and all calculations in
accordance with the 2nd to 4th Office
HKT*

W.D.

JW
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