

WRECK BAY
No. 166-3

19th AUG 1938 24752

CLASS 1100 A FEET.

Breadth (greatest moulded)..... 34.

Depth, at middle of length, from top of keel to top of }
Upper Deck Beam, at side 14.

Transverse Number ✓

Length, on deck from fore part of stem to after part of }
sternpost 165.

Longitudinal Number ✓

Depth "d" at middle of length. (See Secs. 2 & 13.)... ✓

Proportions, Depths to length, Upper Deck beam at }
side to top of keel ✓

Ratio L H 2.6

height clean

Master V

Year of Appointment 1936 (1) As master in service of owner of present vessel : 1936
(2) As master of this vessel : 1936

Built at Sliecruch

When built 1936 Launched 23/4 1936

By whom built N.V. Scheepbouwaf en
Machinefabriek de Klop.

Owners James Dredging Towing and
Transport Company Ltd.

Managers " " " " "

(Where necessary to be entered in Reg. Book.)

Residence London

Port belonging to London

| | | | | | | | | |
|------------------------------|---------|------------------|-------|----------|---------------------------------------|-----------------------------|---------|-----------------------------|
| Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH— <i>as center</i> | Feet. | Inches. | No. of Decks with Flat laid |
| 165 | — | Moulded 34 | 34 | 0 | Top of Floors to Upper Deck Beams ... | 13 | 4 | No. of Tiers of Beams |
| Ship per Register, Length, ✓ | | breadth, ✓ | | depth, ✓ | | Moulded depth, ft. 14 in. 0 | | Round up of Beam 9 ins. |

| 5. AND CASTINGS. | | Inches in Ship. | Inches per Rule. Or as Approved. |
|---------------------------------------|---|-----------------|-------------------------------------|
| th and thickness..... | ✓ | | |
| and thickness..... | ✓ | | |
| do. do. | ✓ | | |
| Table 22 | ✓ | | |
| Piece , diameter at head | ✓ | | |
| do. do. heel | ✓ | | |

constructed ✓

is unshipped afloat? ✓

| FRAMING. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | Inches per Rule |
|----------|--------------------|--------------------|--------------------|-----------------------------|---------------------------------|--------------------|
|----------|--------------------|--------------------|--------------------|-----------------------------|---------------------------------|--------------------|

| | | | | |
|---|----------------|----|-----|------------|
| Corr Bars, amidships | $5\frac{1}{2}$ | 3 | .40 | further as |
| | $5\frac{1}{2}$ | 3 | .40 | approved. |
| from centre to centre, amidships. | 571 | mm | ✓ | |
| " " in peaks... | 571 | mm | ✓ | |
| NAME, Angles, amidships | ✓ | | | |
| " " in peaks..... | ✓ | | | |
| d of girder | ✓ | | | |
| and thickness of Floor Plate } | | | | |
| id line for $\frac{3}{8}$ length amidships... } | 17 x .32 | ✓ | | |
| Boiler spaces | 17 x .42 | ✓ | | |
| at the ends of vessel. | | | | |
| Engine room | | | | |
| at $\frac{1}{2}$ the half breadth, as per Rule. | 30 x 38 | ✓ | | |
| extended at the Bilges | straight | | | |

| | | | | |
|--------------------------------|---------|-----|-----|---|
| Deck, Single Angle, Bull Angle | } 5 1/2 | 3 | .40 | ✓ |
| on Tee Bull | | | | |
| on Upper Edge | ✓ | | | |
| spacing | | 571 | mm | ✓ |

[illegible][illegible][illegible][illegible][illegible]

| | | | | | |
|------------------------------|----|----|---|--|--|
| for Decks, Size and spacing. | ✓ | | | | |
| Old | 22 | 22 | ✓ | | |
| ter, 'tween Dks. | 22 | 22 | ✓ | | |
| in Holds, | 22 | 22 | ✓ | | |

Number and spacing *frames* .26 + 32 ✓
 Breadth and thickness 30" x .30" ✓
 Stringers, breadth and thickness ✓
 Angles to **Web Frames** ✓
 ✓ 3 1/2 x 3 1/2 x .35 ✓

| | | | | |
|----------------------------|---|--|--|--|
| HEADS, as per Sketch, page | ✓ | | | |
| ES to Stringers between | ✓ | | | |
| Depth and Thickness | | | | |

| KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or a | Inches per Rule. Approved | Inches per Rule. Approved |
|-------------------------|--------------------|--------------------|--------------------|----------------------------|---------------------------------|---------------------------------|
|-------------------------|--------------------|--------------------|--------------------|----------------------------|---------------------------------|---------------------------------|

| | | | |
|---|---|---------------------|-------------|
| CENTRE LINE KEELSON, Vertical Plate above | | B.5. | E.W.5. |
| floors, Through Plate, or Intercostal Plate | | 44 | 32 ✓ |
| " | Rider Plate | 12 x 40 | Eng. same ✓ |
| " | Flat Keel Plate Angles | 3 1/2 x 5 1/2 x 40" | |
| " | Horizontal Plates above floors | | |
| " | Angles or Bulb Angles In <i>barling</i> space | 5 x 3 x 50 | |

[illegible]

| | | | | | |
|--|------|---|--|--|--|
| BILGE KEELSON, Angles or Bulb Angles | ✓ | ✓ | | | |
| " " Plate above floors for | Ing. | | | | |
| " " Intercostal Plates for | Ing. | | | | |
| " Attached to outside Plating with Angle. | | | | | |

| | | | | | |
|------------------------|---|----------------|----------------|--|--|
| SIDE STRINGERS, Number | Only in section | | | | |
| " | Angle | of full length | | | |
| " | Intercostal Plates for | Ing. | 10 x 32 | | |
| " | Attached to outside Plating with Angle. | 3 x 3 x 32 | full as to 100 | | |

| | | | |
|---|---------------------|--|--|
| Upper Deck Stringer Plate, breadth and thickness..... | 1220 x .34 | | |
| " Angle on ditto | 2 1/2 x 3 1/2 x .34 | | |
| " Tie Plates, fore and aft, outside Hatchways | | | |

| | | | |
|---|--|---|---------|
| " | Diagonal Tie Plates, No. of Prs. | ✓ | |
| " | Main Dk. * Iron or Steel for $\frac{11}{16}$ len. | ✓ | 36 + 34 |
| " | Wood Deck, Material and thickness | ✓ | |

Second or lower Deck Stringer Plate, breadth }
and thickness } ✓

Is the Stringer Plate attached to the Outside Plating ?

„ Angles on ditto, No.

Tie Plates outside Hatchways

| | |
|--|---|
| „ Tie Plates, outside Hatchways | |
| „ Diagonal Tie Plates, No. of Prs. | |
| „ Deck, Material and thickness | |
| Third or Orlop Deck Stringer Plate | ✓ |
| <i>Is the Stringer Plate attached to the Outside Plating</i> | |

Is the Stringer Plate attached to the Outside Plating?

„ Angles on ditto, No.

„ Tie Plates, outside Hatchways

Poop Deck Stringer Plate, breadth & thickness ✓

| | | | | | |
|--|------------------------------------|--|--|--|--|
| " | Angle on ditto | | | | |
| " | Tie Plates | | | | |
| " | Deck, Material and thickness | | | | |
| Bridge Deck Stringer Plate, breadth & thickness ✓ | | | | | |

| | | | | |
|--|------------------------------------|---|--|--|
| „ | Angle on ditto | | | |
| „ | Tie Plates | | | |
| „ | Deck, Material and thickness | | | |
| Forecastle Deck Stringer Plate, brdth & thkns | | ✓ | | |

| | | | | |
|---|------------------------------------|--|--|--|
| " | Angle on ditto | | | |
| " | Tie Plates | | | |
| " | Deck, Material and thickness | | | |

* If Iron or Steel Deck, state if whole or part, and if

* 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 | | |
| W. T. BULKHEADS. | 5 | per rule w.t. | Inches. | Inches. | Inches. | Inches. | Single | to deck |
| | | | .36 | 10x.32 | 6x3x.32 | 27" | | |
| | | | .30 | 3x5x.30 | 26" | Single | | |
| | | | .36 | 11x.30 | 6x3x.32 | 30" | | |
| COLLISION | 5 | per rule | .30 | 12x.30 | 6x3x.32 | 30" | Single | to deck |
| | | | .30 | 15x.30 | 6x3x.30 | 30" | Single | to deck |
| PARTITION | 5 | per rule | .30 | 10x.32 | 6x3x.32 | 27" | Single | to deck |
| | | | .30 | 12x.30 | 6x3x.32 | 30" | Single | to deck |

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

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. Write "Sheerstrake" opposite its corresponding letter. KEEL (Riveting) plate... 1000 .46 ✓ .46 GANBOARD OR A Strake... 1645 .36 ✓ .32 .32 Bottom B " 1645 .36 ✓ .32 .32 C " 1645 .36 ✓ .32 .32 D " 1525 .40 ✓ .34 .34 E " 1525 .40 ✓ .34 .34 F " 1360 .45 ✓ .34 .34 G " H " J " Well K bottom steel 1575 .50 .32 per plan L " 1545 .50 .32 M hypochord 1515 .50 .32 N " POOP OR R. Q. DK. SIDES... ✓ SHORT BRIDGE SIDES... ✓ FORECASTLE SIDES... ✓

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. ? *Shenninggreen iron Co Ltd. Yorks; Tinslingham Iron & Steelworks Scunthorpe; Consett Co of Durham; Dorman Long & Co Ltd Bilstonia Works.* Upper Deck Stringer Butts, *double* riveted for *full* length amidship. Plate Straps, single, double or overlapped for *✓* length amidship. Butts of Side Stringers *✓* riveted. Butts of Tie Plates *✓* riveted. Centre Girder Butts, *✓* riveted. Keelsons Butts, *✓* riveted. Frames, riveted through Plates with *3/4* in. Rivets, about *135* in apart. Rivets, state whether of Iron or Steel *iron U. Kingdom*

FRAMES extend in one length from *as per plan* to *deck* REVERSED FRAMES on floors and frames extend from *only* middle line to *✓* and to *✓* alternately.

MASTS AND SPARS. RIGGING. MASTS, &c. MATERIAL. Total Length. DIAMETER AND THICKNESS AT. ANGLES. RIVETING. MATERIAL. SHROUDS. STAYS. Lower Masts Fore Main Mizzen Jigger BOWSPRIT Fore Main Mizzen Jigger TOPMASTS Fore Main Mizzen Jigger YARDS. Fore Main Crossjack Jigger Lower Fore Upper Main Lower Upper MIZEN Lower Upper JIGGER Lower Upper Remainder of Spars

EQUIPMENT No. LETTER ANCHORS. TONNAGE FOR TRAWLERS U. Dk. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQ. PER RULE. Description of Anchor. Makers. Where and when tested and Superintendent. 1st Bower... 2nd " 3rd " Collective weight Stream Kedge

CHAIN CABLES. HAWSERS AND WARPS. Number of Certificate. Fathoms. Size. Test per Certificate. Tons. WEIGHT OF CHAIN CABLE. Supplied Per Rule. Fathoms and Size Per Rule. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size per Rule. TOWLINE HAWSER WARP

Boats *two boats will be supplied in U. K.* Steering Gear ✓ Pumps, Number *✓* Diameter of Barrel and Tail Pipe ✓ Windlass is *none fitted* Capstan *none fitted* Number of Scuppers, and number and dimensions of Freeing Ports *open rail* Ceiling in Holds, thickness and material *3" in crew space 2" in storeroom* Ceiling 'tween Deck, thickness and material ✓ Cargo Hatchways.—How formed?— *✓* Hatches, if strong and efficient? State size No. 1 Hatch (Forward) ✓ No. 2 Hatch ✓ No. 3 Hatch ✓ Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch ✓ No. of Breasthooks ✓ No. of Crutches ✓ Bulwarks, height above deck and description *5' 0" open rail* Main Rail, material and size *galv. iron 2"* Topgallant Rail ✓ The above is a correct description. Builder's Signature (here only) *X* Surveyor's Signature *J. H. Herwerden* Lloyd's Register of Shipping Foundation

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

London letters M 24/1-1936; 7/2 1936; Rotterdam letters 23/1; 6/2; 1936

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

Is the riveted work properly closed? Yes satisfactory

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

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

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

State results of test. good

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

State results of test. ✓

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

The workmanship has been found good and the dredger has been built in accordance with the approved plans, copies of which are being retained in the London office for record in accordance with the instructions contained in Secretary's letters respecting this case and in general conformity with the Society's Rules. Trim tanks forward and aft and fuel bunker and freshwater tank have been tested with a head of water as required by the rules and found sound and tight. remaining w. & s. bulkheads have been tested and found tight.

This vessel has left in tow to Aberdeen where machinery will be placed on board and remaining parts completed.

Equipment to be approved and to be supplied and verified.

Skylight and topplating of casing top above Eng. and boiler space to be riveted.

Pumping arrangement to be completed.

Trim tanks forward P.S. and S.B. length 16.83 feet Capacity each 66 tons
Trim tank aft. length 9.35 feet Capacity 35 tons.
Oil fuel bunker. length 7.5 feet Capacity 106 tons.
Freshwater tank. at centre. 9.35 feet Capacity 25 tons.

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 and varnish in peak tanks Outside Paint

Order for Special Survey No. 653

Date 7/2-1936

Order for Ordinary Survey No.

Date

No. 520 in builder's yard.

DATES of Surveys 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

11-24/3; 9/4; 5-12-25/5; 12-25/6; 9-16-20-23-30/7; 5/8; 1936.

Total No. of Visits 14

The amount of Entry Fee £ 40.00

Special Survey Fee..... £ 780.00

Travelling Expenses, if any £ 52.50

Fees applied for,

18.8.1936

Received by me,

3.9.1936

1 Hull Certificate to be sent to

James D. T. 60.

W.B. 2

Cumms

27/10/37

I am of opinion this Vessel should be Classed +100 A1 Dredger when completed.

With, or without Freeboard, as condition of Class without freeboard.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

TUE 13 JUL 1937

Supered

FRI 22 OCT 1937

Write for

+100 A1 Dredger (on Am Rpt. 18732)

Lloyds A+C D + NB 10.36

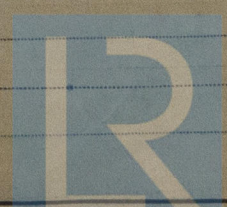
BL. Fitted for oil fuel 10.36 H. at 150° F

Rate of Build 10.36

Write for

" GS

" Sx



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Lloyd's Register

Foundation

W425-0207 (2/2)