

STEEL SCREW SUCTION HOPPER AND RECLAMATION DREDGER.

STEEL STEAMER OR MOTORSHIP.

19 NOV 1929

Rpt. 1.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel Yes

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report November 16th 1929. Port of Aberdeen. No. 15850.
Survey held at Aberdeen. Date First Survey Dec. 11th 1928. Last Survey November 13th 1929.
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) YES. SINGLE SCREW. "FOREMOST CHIEF."

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections SHADE DECK. FORECASTLE DECK.

TONNAGE under Tonnage Deck... 947.58. CLASS * 100. A.1. State if with freeboard) no. HOPPER DREDGER. as condition of Class) FEET.
Do. of space or spaces between Tonnage Deck and Upper Deck. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 190.0.
Breadth (greatest moulded) B 38.0.
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 16.5.
1st Longitudinal Number (L x D) = 3135.
2nd Numeral L x (B + D) = 10355.
Framing Depth "d," at middle of length. See Sec. 3 (1d) 14.66.
Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.52.
Do. Long Bridge to top of keel.
Draught Moulded 14.2 1/2.
Built at Aberdeen.
Launched July 10th 1929. Yard No. 614.
Builders A. Hall & Co. Ltd.
Owners James Dredging, Towing & Transport Co. Ltd.
Managers (Where necessary to be entered in Reg. Book.)
Residence 3 Little George St. S.W.1.
Port of Registry London.
If surveyed while building, afloat, or in dry dock First Entry.

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|---|--|---|---|--|
| FRAMES, Spacing amidships IN WAY HOPPER | 21" | | Bracket Floors, Frame | ✓ | ✓ |
| " " REMAINDER. | 23" | | " " Reversed Frame | ✓ | ✓ |
| " " from 1/3 length to Collision bulkhead | 23" | | " " Vertical Struts | ✓ | ✓ |
| " " in peaks | 23" | | Centre Girder, depth and thickness amidships | ✓ | ✓ |
| SIDE FRAMING. | | | " " top Angles | ✓ | ✓ |
| IN ENGINE SPACE | | | " " bottom Angles | ✓ | ✓ |
| Frame Amidships, Angle, E or F | 5 1/2" 3" 36" | | Side Girders, No. each side and thickness | ✓ | ✓ |
| " " IN BOILER SPACE. [| " " 42" | | Margin Plate depth (excl. of flange) and thickness | ✓ | ✓ |
| " " Extends up to | uppermost Deck | | " " Vertical Angle to Tank side | ✓ | ✓ |
| " " ELSEWHERE (EXCEPT PEAKS) [| 3" 3" 33" | 5' 3" x 30" FORE HOLD CLEAR OF HOPPER | " " Bracket abaft 1/2 len. from stem | ✓ | ✓ |
| Reversed Frame Amidships, Angle | BS 3" 3" 46" | ES. 5' 5" x 40" only. | " " Vertical Angle to Tank side | ✓ | ✓ |
| " " Extends up to | on top of 9th floor | | " " Bracket forward 1/2 len. from stem | ✓ | ✓ |
| " " IN WAY OF HOPPER | 3" 3" 32" | | " " Gussers, spacing and scantling | ✓ | ✓ |
| Depth of Framing Girder | 3" 3 1/2" 32" | | " " abaft 1/2 len. from stem | ✓ | ✓ |
| Frames in Uppermost Continuous tween Decks, Angle, E or F | ✓ | ✓ | " " Gussers, spacing and scantling | ✓ | ✓ |
| " " Second tween Decks, Angle, E or F | ✓ | ✓ | " " forward 1/2 len. from stem | ✓ | ✓ |
| " " Third " " CANT FRAMES. | 4" 3" 38" | | Tank Side Brackets, height above base line at toe of Frame and thickness | ✓ | ✓ |
| Framing in Peaks, Angle or F | 5 1/2" 3" 42" | AFT: 5' 3" x 30" | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 3/4" Rivets 7 diam apart 5/16" diam in peaks. Deep tank & Oil & Gas Bunker. | | Breadth and thickness of Middle Line Strake | ✓ | ✓ |
| State if Frame Joggled | Yes. | | Thickness of remainder in Holds | ✓ | ✓ |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | as approved. | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & P. space and framing in Bunkers and Boiler Room? | ✓ | ✓ |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | as approved. | | BEAMS. | | |
| SINGLE BOTTOM. | | | AFT OF HOPPER. | | |
| Floors, Depth and thickness at mid line in Holds | 25' 4" as approved x 36" B.S. 40. E.S. 40. | | Uppermost Continuous Deck, amidships in Wells, Angle, E or F | 6' 3" x 38" 6' 5" x 30" | |
| " " IN WAY OF HOPPER. | | | " " in way of Bridge, Angle, E or F | 4" 3" 30" | |
| Height of Brackets at side above base line at toe of frame | 19' x 32" on every frame. | | Spacing | on every frame. | |
| Middle Line Keelson, on Floors, Angle, E or F | 5 1/2" 3" 36" B.S. 46" | | BEAMS IN WAY OF HOPPER AT SIDES. | | |
| " " Through Plate or Intercoastal Plate | 36" B.S. 46" | | Second Deck, amidships, Angle, E or F | 18' x 36" flat + 3' 3" x 36" angle. | |
| " " VERTICAL LUGS | 3" 3" 44" 1/2" 36" | | BEAMS FROM SIDE TO SIDE OF HOPPER. [| 12' x 3 1/2" x 32" + 50" | |
| " " Foundation Plate on Floors (IN B.S.) | 3 1/2" 3 1/2" 44" Double. | | Spacing | as approved. | |
| " " Flat Plate Keel Angles | ONE IN WAY HOPPER ONE FORWARD TWO AFT (APPROVED) | | Third Deck, amidships, Angle, E or F | ✓ | ✓ |
| Side Keelsons, No. each side | 7' 3" 45" | | Spacing | ✓ | ✓ |
| " " thickness of Intercoastal Plate | 32" | | SHADE. | | |
| " " Angle LUGS TO SHELL | 3" 3" 32" | | Fourth Deck, amidships, Angle, E or F | 4' 3" x 30" at sides Eng. Casing 3' 3" x 30" Boiler Room. | |
| DOUBLE BOTTOM. | | | Spacing | about 2' 6" | |
| Solid Floors, thickness and spacing | ✓ | ✓ | Peep Deck, Angle, E or F | 4' x 2 1/2" x 28" Eng. Casing 100' Casing. | |
| " " Are Frame and Reversed Frame joggled? | ✓ | ✓ | Spacing | ✓ | ✓ |
| Bracket Floors, breadth and thickness at middle line | ✓ | ✓ | ACCOM. SOLE FORWARD. | | |
| " " breadth and thickness at margin plate | ✓ | ✓ | Bridge Deck, Angle, E or F | 6" 3" 40" in Peak 38" 5 1/2" 3" 30" 23" apart | |
| | | | Spacing | all in same frames. | |
| | | | Forecastle Deck, Angle, E or F | 7' 3" 36" 8' 5" x 3" 35" 6' 3" 38" 6' 3" 36" L | |
| | | | Spacing | 23" | |

PILLARS AND DECKS.

| INCHES IN SHIP. | | | Any Departure from Approved Plans to be Noted. | INCHES IN SHIP. | | | Any Departure from Approved Plans to be Noted. |
|--|--|--|--|--|--|--|--|
| PILLARS, No. of Rows | IN ACCOMMODATION FOR | | | Stringer Plate, breadth and thickness in way of Bridge | | | |
| | BELOW | | | Thickness of Plating abreast Deck openings in way of Wells | | | |
| " | in 'tween Decks, Size and Spacing | | | Thickness of Plating abreast Deck openings in way of Bridge | | | |
| " | in Holds | | | Thickness of Plating within line of openings | | | |
| " | WELL SIDE STRUTS. | | | If Sheathed, material and thickness | | | |
| " | " BRACKETS " TO SAME. | | | Third Deck. | | | |
| Centre Line Bulkhead. 73 TO 80. DEEP TANK. | | | | Stringer Plate, breadth and thickness | | | |
| Stiffeners and Spacing | | | | If Plated, state thickness | | | |
| Plating, thickness of | | | | Fourth Deck. | | | |
| STRINGERS AND DECKS. | | | | Stringer Plate, breadth and thickness | | | |
| Uppermost Continuous Deck AFT OF HOPPER | | | | If Plated, state thickness | | | |
| Stringer Plate, breadth and thickness in Wells | | | | SHADE | | | |
| " " " " AT HOPPER | | | | POOP Deck. | | | |
| " " " " IN WAY OF BRIDGE | | | | Stringer Plate, breadth and thickness | | | |
| " " " " IN WAY OIL BUNKER = | | | | Plating, Sheathing, material and thickness | | | |
| " Angle in Wells AFT OF HOPPER = | | | | ACCOMMODATION SOLE. | | | |
| " IN WAY OF HOPPER = | | | | Bridge Deck. | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | | Stringer Plate, breadth and thickness | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | | " ANGLE + LUGS. | | | |
| Thickness of Plating within line of openings | | | | Plating, Sheathing, material and thickness | | | |
| If Sheathed, material and thickness | | | | DEEP TANK TOP PLATING. | | | |
| Second Deck. | | | | Forecastle Deck. | | | |
| Stringer Plate, breadth and thickness in Wells | | | | Stringer Plate, breadth and thickness | | | |
| | | | | Plating, Sheathing, material and thickness | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|--|------------------------------|----------------------|------------------------------|--|-----------------------------------|---------|---------------------------|--|-----------------------|------------------------|---------------------------------|
| STRAKES. | AS IN VESSEL. CLEAR OF HOPPER. IN WAY OF HOPPER | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | UPPER EDGES. State if Joggled? | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | SINGLE OR DOUBLE. | NO. | NO. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. | |
| | Breadth. | Thickness. | READY- THICKNESS. | Thickness. | | | | | Diam. | Spacing cr. to cr. | | Diam. |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | | | |
| FLAT PLATE KEEL | 47½" | 48 TO 44" | 47½" | 50" | | DOUBLE 4½" | 3" | 2" | TREBLE. | 3" | 5" 28" | { 7½" LAPPED + 14½" STRAPPED |
| " DBLG. (if any) | 18" | 50 SHOE PLATES AT EACH END ✓ | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes 3 | A. 64 ¾" B. 64 ½" C. 57½" | 38 TO 35 " " " | 36" 57½" | 60" 45" | 42" | DOUBLE 4½" | 3" | 2" | DOUBLE. | 3" | 28" | { 5" LAPPED + 9½" STRAPPED |
| BILGE PLATING, No. of Strakes 1A | D. 58½" | 38 TO 35 | 58½" | 38" | | " " | " | " | " | " | " | 5" LAPPED |
| SIDE PLATING, No. of Strakes 1A | E. 60½" | " " | 60½" | " | | SINGLE. 2½" | " | " | " | " | " | " |
| UPPER DECK, Sheer- strake in Wells | G. 58½" | 50 TO 35 | 51½" | 50" AND 68" IN WAY OF BREAK. | | DOUBLE IN WAY BUNKER. | " | " | TREBLE TO DOUBLE. | " | " | { 14½" TO 9½" STRAPPED |
| UPPER DECK, Sheer- strake in Bridge ... IN WAY FORECASTLE | | | | | | | | | | | | |
| STRAKE BELOW SHEER- strake in Wells | H. 42½" | 47 TO 35 | | | | | | | DOUBLE. | 3" | 28" | 3" 24" STRAPPED. |
| STRAKE BELOW SHEER- strake in Bridge ... | F. 60½" | 42 TO 35 | 60½" | 42" | | SINGLE 2½" | 3" | 2" | TREBLE TO DOUBLE | " | " | 5 + 7½" LAPPED. |
| POOP SIDE PLATING | | | | | | | | | | | | |
| HOPPER SIDE PLATING. | | | 56½" | 45" | | DOUBLE 4½" | 3" | 3" | | | | |
| BRIDGE SIDE PLATING ... | | | 32" | 40" | | SINGLE 2½" | " | 3½" | | | | |
| " COAMING. | | | | | | | | | | | | |
| FORECASTLE SIDE PLATING | | | | | | | | | | | | |
| | | | | | | | | | BOTTOM STRAKE = 2 R. INSIDE STRAPS 9½". 28" PITCH. | | | |
| | | | | | | | | | REMAINDER 5" LAPS. ¾" RIVETS. 2 5/8" PITCH. | | | |
| | | | | | | | | | SINGLE. | ¾" | 3" | 3" LAPPED. |

WATERTIGHT BULKHEADS.

~~FORGINGS and CASTINGS.~~

| Total No. of W.T. BULKHEADS in Vessel— | | | | | | | | | | Coasting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--|--|-----------------------------|-------------|----------|----------------------------|------------|---------------------|--|--|----------------------|-------------|---------------|--|
| Extending to Upper Deck (Sec. 3 c) <i>Four = W.T. Two = O.T.</i> | | | | | | | | | | | | | |
| <i>also two each side in way of Hopper = W.T.</i> | | | | | | | | | | | | | |
| Deck next below <i>One = fore end of Deep Tank</i> | | | | | | | | | | | | | |
| As per Rule <i>and as approved.</i> | | | | | | | | | | | | | |
| | | Plating Thickness. | STIFFENERS. | | | | | | | | | | |
| | | | VERTICAL. | | HORIZONTAL. | | | | | | | | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. | | | | | | | |
| APPROVED | | | | | | | | | | | | | |
| MIDSHIP BULKHEAD, <i>Upper two decks</i> | | <i>OILTIGHT. No 22</i> | .30 | .35 | 6"x3"x.32 | 24" | HORIZONTAL GIRDER | | | | | | |
| | | <i>OILTIGHT. No 27.</i> | .30 | .35 | 6"x3"x.35 S + .36-32 P 24" | " | | | | | | | |
| " " | | <i>Second W.T. No 43.</i> | .45 | | 7"x8"x.42 | 30" Etc. | | | | | | | |
| | | | | | 5"x3"x.36 | | | | | | | | |
| " " | | <i>Third W.T. No 73</i> | .45 | | 8"x3"x.46 | 30" to 27" | TANK TOP. | | | | | | |
| | | | | | 10"x3"x.38 | | | | | | | | |
| " " | | <i>Holds W.T. No 80</i> | .25 | | 13"x22"x.30 | 42" | | | | | | | |
| | | | .30 | .34 | 8"x3"x.28 | 24" | | | | | | | |
| " " | | <i>(in Hold) W.T. No 94</i> | .30 | | 8"x3"x.38 | | | | | | | | |
| | | | .31 | .38 | 5"x3"x.30 | 24" | S. BOX ON AFT SIDE. | | | | | | |
| COLLISION | | | .25 | .30 | 7"x3"x.26 | 36." | | | | | | | |
| AFTER PEAK | | <i>W.T. No 8.</i> | .44 | .36 | 13"x3"x.36 | 24" | C. LOCKER BOTTOM | | | | | | |
| | | <i>W.T. No 5</i> | .30 | | 15"x3"x.33 | 24" | | | | | | | |

| | | | | | |
|----------------------------------|--|---|------------------------------|------------------------|--|
| KEEL, Bar | | | | | |
| STEM | | Mid Steel | 6 1/2" x 2" | Scottish & G. C. & Ld. | |
| STERN FRAME | | Propeller Post | Scraper Iron 6 1/4" x 4 3/8" | Carmichael & Co. | |
| | | Rudder | " 5 3/4" x 4 3/8" | | |
| RUDDER—A x D | | as approved. | | | |
| Speed of Vessel | | Under Ten Knots. | | | |
| RUDDER mainpiece at head | | Scraper Iron | 5 5/8" | Carmichael & Co. | |
| | | | 3" | | |
| | | | 4 1/4" | | |
| | | (Forged Scraper Iron. Arms shrunk on and keyed to main piece. | | | |
| how constructed | | 76 | | | |
| double or single plate | | 76 | | | |
| coupling, vertical or horizontal | | Horizontal 7 1/2" each. 17 1/2" Dia 17 1/2" Bolts. | | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Tiemens Martin*
The Steel Co. of Scotland Ltd. Wm. Beardmore & Co. Ltd. Consett Iron Co. Ltd. Pease & Partners Ltd. Lanarkshire Steel Co. Ltd.
D. Colville & Sons Ltd. Bolekew Vaughan & Co. Ltd. S. Durham S. & S. Co. Ltd. Vereinigte Stahlwerke.
 Has the Steel been tested as required by the Rules? *Yes.*

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Particulars of Drop Test of
Cast Steel Anchors, viz.
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower
2nd
3rd

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft. R.Q.D. — ft. { SNARE. Bridge 63.25 ft., Forecastle 57.37 ft. SIDE 60.75
(in feet and tenths). When the Poop is joined to the R.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

One Deck Steel.

Official No. ; Signal Letters

Is bottom of Vessel coated with cement Yes. if not give

particulars of composition. Throughout except in Oil Fuel Bunkers. Bituminous Solution + Enamel above Cement, below Platforms in E + B. Spaces and to level of top of floors in Hopper side Compartments and Fore Hold.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|---------------------------------------|--------------------------|
| Double bottom, aft, | ✓ | ✓ | Fore peak tank, | 16.1 | 130. |
| Double bottom, under Engines and Boilers, | ✓ | ✓ | After peak tank, | LENGTH = 14'0" TO A.P. 22'0" OVERALL. | |
| Double bottom, if under Engines only, | ✓ | ✓ | Deep tank, aft, | ✓ | ✓ |
| Double bottom, if under Boilers only, | ✓ | ✓ | Deep tank, forward, | 13.4 | 165 |
| Double bottom, forward, | ✓ | ✓ | Other tanks, if fitted, | ✓ | ✓ |
| Total capacity of double bottom | | ✓ | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1746

Date 6.11.28

Dates of Surveys held while building

1928. December 11. 21.

1929. January 8. 16. 21. 24. 31. February 6. 13. 21. 28. March 5. 13. 15. 25. April 2. 20. 30.

May 7. 14. 21. 30. June 4. 11. 17. 25. 27. July 3. 11. 8. 9. 10. 11. 19. 23. 31. August 13. 26.

September 4. 6. 10. 18. 27. October 4. 9. 10. 25. November 1. 6. 7. 12. 13. Total No. of Visits 52.