

STEEL STEAMER ~~OR~~ MOTORSHIP.

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*

31 JUL 1929

Date of completion of report *30th July 1929*Port of *Sunderland*No. *30086*Survey held at *Sunderland*Date First Survey *6th March, 1929*Last Survey *29th July*

1929.

On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw)

Single Screw Steamer "JOHN CHARRINGTON" (Machinery Aft).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

*Raised Quarter Deck Bridge & Forecastle.*TONNAGE under Tonnage Deck... *1230.91*CLASS *100A1.*State if with freeboard as condition of Class *Yes*Built at *Sunderland*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 249.7*Launched *10th July 1929* Yard No. *181*Total *1230.91*Breadth (greatest moulded) *B 37.25*Builders *John Brown & Sons, Ltd.*Gross Tonnage *1576.07*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 18.79*Owners *Charrington, Gardner, Lock & Co. Ltd.*Register Tonnage *891.38*1st Longitudinal Number (L x D) *= 4692*Managers *✓*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 13993*Residence *16 Mark Lane, London.*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *UPPER 15.95*Port of Registry *London*Length *250.0*Proportions—Depth to Length—Uppermost continuous deck to top of keel *UPPER 13.29*

If surveyed while building, afloat, or in dry dock

Breadth *37.50*Do. Long Bridge to top of keel *✓**Building & afloat*Depth *16.50*Draught Moulded *17.3*

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.
MES, Spacing amidships	27		Bracket Floors, Frame	✓	
" from $\frac{3}{8}$ length to Collision bulkhead	27		" " Reversed Frame	✓	
" in peaks	23 $\frac{1}{2}$		" " Vertical Struts	✓	BS.
FRAMING. IN WAY OF UPPER DECK	8 3 36		Centre Girder, depth and thickness amidships	33 $\frac{1}{2}$ 43 53	BS.
Same Amidships, Angle, \angle or \square [P.P.D.K.]	8 $\frac{1}{2}$ 3 45		" " top Angles <i>Single</i>	3 3 40 50	BS.
" Extends up to	<i>Gunnwale</i>		" " bottom Angles <i>Single</i>	3 $\frac{1}{2}$ 3 $\frac{1}{2}$ 43	BS.
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	one 32 42	BS.
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	31 39 48	BS.
Depth of Framing Girder	10 6 8		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	3 3 34 32	
Frames in Uppermost Continuous Deck	✓		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	6 6 37 34	
BRIDGE			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	6x6x37 3x3x34	<i>Tank side legs 34 in way of R.D.P. 5K in line of gussets.</i>
" Second tween Decks, Angle, \angle or \square [P.P.D.K.]	4 $\frac{1}{2}$ 3 36		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	4x4x37 3x3x34	<i>FOR ABT.</i>
" Third	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	45 $\frac{1}{2}$ 37 39	
Spacing in Peaks, Angle or \square	5 $\frac{1}{2}$ 3 34		INNER BOTTOM PLATING.		
Number and Spacing of Rivets through Frame and Shell Plating amidships	5 $\frac{1}{2}$ 48 DEEP TANK.		Breadth and thickness of Middle Line Strake	43 $\frac{1}{2}$ 38 48	BS.
Is Frame Joggled	no		Thickness of remainder in Holds	34 32 44	BS.
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Sup framing 10x3$\frac{1}{2}$x48</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes.</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Indication thickness of three strakes of plating next keel in collision bulkhead. Double frames 3x3x32 from position of collision bulkhead. 7x3x1. 1/2 side girders carried forward as far as practicable.</i>		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	7 3 42	
Frames, Depth and thickness at mid-line in Holds			" in Wells, Angle, \angle or \square	4 $\frac{1}{2}$ 3 $\frac{1}{2}$ 34	4 $\frac{1}{2}$ 3x34
Height of Brackets at side above base line at toe of frame			" " HALF BEAMS AT HATCH SIDES, in way of Bridge, Angle, \angle or \square	27	
Double Line Keelson, on Floors, Angles, \angle or \square			Spacing	27	
" " Through Plate or Intercoastal Plate			RAISED QUARTER		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, \angle or \square	7 3 40	
" " Flat Plate Keel Angles			" " HALF BEAMS AT HATCH SIDES, in way of Bridge, Angle, \angle or \square	4 $\frac{1}{2}$ 3 $\frac{1}{2}$ 34	4 $\frac{1}{2}$ 3x34
Keelsons, No. each side			Spacing	27	
" thickness of Intercoastal Plate			Third Deck, amidships, Angle, \angle or \square		
" Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, \angle or \square		
Floors, thickness and spacing	34 43 27		Spacing		
" Are Frame and Reversed Frame joggled?	no		Poop Deck, Angle, \angle or \square		
Bracket Floors, breadth and thickness at middle line	✓		Spacing		
" breadth and thickness at margin plate	✓		Bridge Deck, Angle, \angle or \square	5 3 40	
			Spacing	27	
			Forecastle Deck, Angle, \angle or \square	5 $\frac{1}{2}$ 3 34	
			Spacing	23 $\frac{1}{2}$	

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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..... <i>ONE</i>									
<i>Forecastle</i>	<i>2 1/2</i>	<i>dia</i>	<i>47</i>						
" in 'tween Decks, Size and Spacing.....									
<i>Bridge</i>	<i>2 1/2</i>	<i>dia</i>	<i>54</i>						
" " " " " "									
" in Holds " "									
" " " " " "									
<i>Large brackets at each side in lieu.</i>									
Centre Line Bulkhead.									
Stiffeners and Spacing.....									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>70</i>		<i>70</i>						
" " " " in way of Bridge			<i>60</i>						
" Angle in Wells	<i>5</i>	<i>5</i>	<i>60</i>						
Thickness of Plating abreast Deck openings in way of Wells <i>WINCH DECK</i>			<i>30</i>						
Thickness of Plating abreast Deck openings in way of Bridge			<i>34</i>	<i>dupl. plank.</i>					
Thickness of Plating within line of openings...			<i>30</i>						
If Sheathed, material and thickness			<i>Sheathed in way of accom. aft with 2 1/2" w.w.</i>						
RAISED QUARTER									
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	<i>67 1/2</i>		<i>53</i>						
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness									
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ...									
Bridge Deck.									
Stringer Plate, breadth and thickness.....	<i>24</i>		<i>30</i>						
Plating, Sheathing, material and thickness ...	<i>26</i>		<i>2 1/2" R.P.</i>						
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	<i>24</i>		<i>30</i>						
Plating, Sheathing, material and thickness ...	<i>26</i>		<i>2 1/2" R.P.</i>						

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	43	54	50	50		Double	7/8	3 3/8	Three	7/8	3 3/8	Lapped
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	67	47	42	42		Double	3/4	3	Three	3/4	2 5/8	Lapped
BILGE PLATING, No. of Strakes ONE	50 1/2	47	42	42		— — —	„	„	— — —	„	„	— — —
SIDE PLATING, No. of Strakes	22 50 1/2	47	42	42		— — —	„	„	— — —	„	„	— — —
UPPER DECK, Sheer-strake in Wells	46	60	38	✓		— — —	2 3/4	3 3/8	4 + 3	2 3/4	4 3/8	— — —
UPPER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Wells FARP ..	56 1/2	50	38	✓	54"	Double	3/4	3	Three	3/4	2 5/8	Lapped
R. GR. DECK STRAKE BELOW Sheer-strake in Bridge ...	50	52	✓	38	46"	— — —	2 3/4	3 3/8	Three	2 3/4	3 3/8	— — —
STRAKE BELOW R. GR. SHEER POOP SIDE PLATING	46	48	✓	38		— — —	3/4	3	Three	3/4	2 5/8	— — —
BRIDGE SIDE PLATING ...	✓	32	✓	✓		Single	3/4	3	One	3/4	2 5/8	— — —
FORECASTLE SIDE PLATING	✓	✓	32	✓		— — —	„	„	— — —	„	„	— — —

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c) <i>5</i>	
" Deck next below <i>✓</i>	
As per Rule <i>4</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	<i>42-30</i>	<i>8x3 1/2</i>	<i>46</i>	<i>24</i>	<i>✓</i>
(DEEP TANK).					
" " " " " "					
" " " " " "					
" " " " " "					
" " " " " "					
COLLISION (in Hold)	<i>42-30</i>	<i>8x3 1/2</i>	<i>46</i>	<i>24</i>	<i>✓</i>
AFTER PEAK	<i>50-30</i>	<i>8x3 1/2</i>	<i>46</i>	<i>24</i>	<i>✓</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Roll'd Steel</i>	<i>7 1/4 x 2</i>	<i>S. Colville & Sons</i>	
STEM	<i>Bar</i>	<i>7 1/4 x 2</i>	<i>S. Colville & Sons</i>	
STERN FRAME { Propeller Post	<i>Forging</i>	<i>7 1/4 x 5 1/4</i>		
{ Rudder "	<i>"</i>	<i>6 1/2 x 5 1/4</i>	<i>J. S. Foster</i>	
RUDDER—A x D	<i>207-88</i>		<i>+ Sons Ltd.</i>	
Speed of Vessel	<i>10 1/4 knots</i>			
RUDDER mainpiece at head	<i>Forging</i>	<i>7</i>		
" " " " " " heel ...	<i>"</i>	<i>5 1/4</i>		
" " " " " " how constructed	<i>arms shunk on mainpiece.</i>			
" " " " " " double or single plate	<i>Single</i>			
" " " " " " coupling, vertical or horizontal	<i>Horizontal</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Open Hearth Process—</i>
	<i>Comett Iron Co; South Durham Steel & Iron Co; Bolekew Vaughan & Co; Dorman Long & Co; Cargo Fleet Iron Co; Pease & Partners.</i>
	Has the Steel been tested as required by the Rules? <i>Yes</i>

EQUIPMENT No. 14958										LETTER <i>B</i>	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
32221	1st Bower ...	30	3	0	Stockless	29	3	3	0			30½	Bygone Improved Stockless	Not stated	Std, 8.7.29, Butler.
32251	2nd „ ...	30	2	21	—	—	—	29	3	3	0	30½	—	—	Std, 18.7.29, —
32257	3rd „ ...	26	0	0	—	—	—	25	12	2	0	26	—	—	Std, 20.7.29, —
	Collective weight.	87	1	21								87			
32216	Stream	7	3	14	2	0	14	10	0	1	7	7¾	Common	—	Std, 6.7.29, Butler.

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tops.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
16379	240	1 ⁵ / ₈	47 ¹ / ₂	66 ¹ / ₂	324	0	21	319 ¹ / ₂	240	1 ¹⁰ / ₁₆	Stud	Not stated	Std, 8.7.29, Butler	TOWLINE...	90	3 ¹ / ₄	22	90	3 ¹ / ₄
														HAWERS & WARPS }	2290	2 ¹ / ₄	9 ¹ / ₂	2290	2 ¹ / ₄
														"	2290	1 ³ / ₄	5 ¹ / ₂	2290	1 ³ / ₄
Iron Stream Chain or Steel Wire	75	3 ³ / ₄	✓	29	✓			✓	75	3 ³ / ₄	✓		✓	"					

Steering Gear, Steam *Donkin & Co.* Steering Gear, Hand *Donkin & Co. Rudder Head & Brake*
Boats *2 lifeboats & one dinghy* Steering Chains, Size and Test *1" - 12 tons* Windlass *Steam, Blake Chapman*
Ceiling in Holds, thickness and material *2½" White Pine* Cargo Battens, thickness, material and spacing *None*
Cargo Hatchways. (Upper Deck) *Steel plates & angles* Thickness of Hatches *nos 1, 3 & 4 = 3"; nos 2 = 3½"*
Size of No. 1 Hatchway (Forward) *29'3" x 23'2" (MEAN)* No. 2 *31'6" x 25'0"* No. 3 *24'9" x 25'0"* No. 4 *24'9" x 24'11"* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams, and/or Fore and Afters *nos 1 & 2 Hatchways = 4 webs; nos 3 & 4 = 3 webs.*
Per P15
JOHN CROWN & SONS, Ltd.
Builder's Signature *J. Crown* Secretary.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *NO* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *NO* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been constructed in accordance with the approved plans, the Rules, & the Secretary's letters. The materials & workmanship are good.
The freeboard has been verified & the marks cut in on the vessel's sides.
The double bottom tanks, deep tanks & peak tanks have been tested & found satisfactory, & the decks & bulkheads have been tested with satisfactory results.
The windlass, steering gear & hand pump have been tried under working conditions & found satisfactory.
The following approved plans are forwarded herewith. Viz: Midship Section, Profile & Decks, Raising List, Section in way of Engine Room, & Pumping Arrangement.
Plans of Midship Section & Profile & Decks as built are also enclosed, together with Forging Reports of Stern Frame, Rudder, &eller.

The amount of Entry Fee £ 5 : : : ✓ Fees applied for,
Special Survey Fee £ 153 : 16 : : 26 July 1929
Freeboard 5 : 10 : 0 Received by me,
Travelling Expenses, if any £ ✓ : ✓ : ✓ 29 July 1929 *How.*

I am of opinion the Vessel should be Classed *✱ 100A1.*

State whether the Vessel has been built under Special Survey *Yes*
H & M Certificate to be sent to *SUNDERLAND* Date of issue *2/8/29*

Signature *James Dickie*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 2 AUG 1929*
Character assigned *✱ 100A1.*

Lloyd's A & CP
Cargo Battens not fitted
My

+ L.M.C. 7.29
C.



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Lloyd's Register
Foundation

0142 242

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 19.2.21; M.B; 6511; 14.6.29.
2nd " 19.2.14; K.H; 6552; 28.6.29.
3rd " 16.3.0; K.H; 6551; 28.6.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D 134.08 ft., Bridge 13.5 ft., Forecastle 27.91 ft.
(in feet and tenths). When the Poop is joined to the B.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) 1 D.K. (STL).

Official No. 161268 : Signal Letters ✓

Is bottom of Vessel coated with cement ✓ if not g

particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.			PARTICULARS OF WATER BALLAST.		
Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	78.75	169	Fore peak tank,	21.0	10
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	9.79	31
Double bottom, if under Engines only,	22.50	34	Deep tank, aft, AMIDSHIPS.	6.75	134
Double bottom, if under Boilers only,	18.00	22	Deep tank, forward,	✓	✓
Double bottom, forward,	85.50	162	Other tanks, if fitted,	✓	✓
	Total capacity of double bottom	387	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5708

Date 20.2.29

Dates of Surveys held while building

1929. Mar. 6. 8. 13. 19. 21. 27. Apr. 4. 6. 9. 12. 16. 18. 22. 25. 30. May. 3. 7. 9. 14. 17. 24. 31.
June. 3. 5. 7. 8. 10. 12. 14. 19. 21. 25. 28. July. 1. 2. 4. 8. 9. 10. 16. 19. 22. 25. 29

Total No. of Visits 14