

Particulars relating to ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Sunderland
Date of Survey While Building
Name of Surveyor James Dickie

Ship's Name. S. JOHN CHARRINGTON	Port of Registry and Nationality. LONDON BRITISH	Official Number. 161268	Gross Tonnage. ✓	Date of Build. 1929	Particulars of Classification. +100A1 CONTEMPLATED
Number in Register Book ✓					

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
250.0	37.50	16.50	1230.91
Length on LOADLINE.	249.70	MEAN Frame Depth $8\frac{1}{2}$ Ceilings FITTED Rule $5\frac{1}{2}$ Sheer + .60	Peak Tanks } INCL. FOR RAISED TANK AFT. + 5 TONS
CORRECTED DIMENSIONS.	249.7	37.25	1235.91

Moulded Depth as measured..... **18' 9 1/2"**

Addition for Keel below base line for draught record..... **1 1/2** inches.

NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.

Co-efficient of fineness..... **.768 ✓**

Any modification necessary [Para. 4 (a) to (e)]* **CAB + OR**

Co-efficient as corrected **.748 (say .75)**

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	249.7
Length in Table	225.0
Difference	24.7
Correction for 10ft., Table A.	1.1
× Difference divided by 10	2.71 (if required.)
If 1/10ths length covered divide by 2	1.35

Sheer { Stem..... **78** } $112 \div 2 = 56$ Mean
 at { Sternpost ... **34** }

Sheer at 1/8 of the length from { Stem **44** } $62 \frac{3}{4} \div 2 = 31.37$ Mean
 { Sternpost **18 3/4** } $\div 55$

Gradual mean Sheer $\frac{56 + 31.37}{2} = 56.502 = 57.04$

Standard mean Sheer [Table, Para. 18] $\frac{34.97}{2} = 17.485$ Correction

Difference..... $57.04 - 17.485 = 39.555 \div 4 = 9.888$

§ If limited as Para. 18 (f) **- 5 1/2**

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered **✓**

Thickness of usual wood deck, less stringer **3 1/2 - 3 1/2**

Rise in Sheer { At front of bridge house..... ✓ }
 from amidships [Para. 18 (e)] { At after end of forecastle ✓ }

Fall in Sheer { ✓ } $\div 2 =$ ✓

Length uncovered Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	36' 9"
Round of Beam	9"
Normal round.....	9.18
Difference	$9.18 \div 2 = 4.59$
Proportion of Deck uncovered (Para. 19)	✓

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	1.1
Correction for Length, if required (Para. 12, 13, and 14)	✓
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) }	3.0
Difference	1.11
Percentage as below.....	55.427
	- 12.74
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	+ .88
Allowance for Deck Erections	- 11.86
	- 11 3/4

Freeboard, Table A	3.5
Correction for Sheer	- 3
Correction for Length	+ 1
Allowance for Deck Erections	- 11.7
Correction for Round of Beam.....	2.1
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required)	- 3
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	1.11
Other Corrections (if any) <u>Raised Quarter Deck</u>	✓
Winter Freeboard	2.3
Summer Freeboard (2.3)	2 3/4
Indian Summer Freeboard	✓
N. A. Winter Freeboard	2 1/2

Length.	Length allowed.	Height.
Forecastle.....	27.91	7.0
Bridge House	13.50	7.0
† Raised Qr. Dk.....	134.08	4.0
Roop.....	✓	✓
Total	175.49	= 70.28
Length of Ship	249.70	✓
Corresponding percentage (Para. 11, 12, 13, or 14) }	55.427	✓

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side.

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N. A. Winter " " " "

Raised Quarter Deck **5" 8 1/2 5"**

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—

Fresh Water Line	above centre of Disc
Indian Summer Line	" " " "
Winter Line	below " " " "
Winter North Atlantic Line	" " " "

