

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

SOUTHERN
PETER
41899

STEAMER, ~~TANKER~~, SAILER: M.S.M. SOUTHERN PAUL WITH TIMBER DECK CARGO
 Nationality BRITISH. Builders' Name and No. of Ship HUMPHREY SMITH. GRIMSBY.
 Port of Registry SOUTHAMPTON. Owners CHR. SALVESEN & CO.
 Official Number 182337 Port and Date of survey Southampton
 Gross Tonnage 172. Name of Surveyor B. McQueen.
 Date of Build Names of Sister Ships "Southern Peter."
 Particulars of Classification BS p. (HARBOR SERVICE) Type of Superstructures F.C.L.E.
 Trade of Ship
 Service Endorsement if any

ALL SEASONS.

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (2 1/2" wood.....~~steel~~) 4'-0"
 TROPICAL FRESH WATER LINE above centre of disc — Corresponding Freeboard
 FRESH WATER LINE " " " 2" " "
 TROPICAL LINE " " " " " "
 WINTER LINE below " " " " "
 WINTER NORTH ATLANTIC LINE " " " NOT ASSIGNED. " "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S. Corresponding Freeboard
 FRESH WATER " " " " " "
 TROPICAL " " " " " "
 WINTER " " below " " "
 WINTER NORTH ATLANTIC " " " " " "

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 3rd November 1948

J.Y. Asst. Chief Surveyor

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Secretary

005061-005068-0209 1/8

COMPUTATION OF FREEBOARD

Length on summer load line *108'-6"* Moulded Breadth *22'-0"* Moulded Depth *11'-3"* Depth of Keel *9'*
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .68$
 Displacement and tons per inch immersion in salt water at summer load line
 Moulded depth *11'-250* Deduction for Fresh Water $\frac{\Delta}{40 T} = 2$ inches
 Stringer Plate Round of Beam Correction
 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) \cdot 208 \cdot \frac{90.67}{108.5} = .174$ Ships Round of Beam *6.00* inches
 Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50} = 5.28$
 Depth for Freeboard (D) *11'-424* Difference *.72*
 Table Depth *7.233* Restricted to
 Depth Correction $\frac{1}{130} \times 4.191 = 3.50$ ON. Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L} \right) = .18 \times .9293 = .17$ OFF.
 If restricted by superstructures = *3.50 ON.*

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	-	-	-	-	-	-	Standard Height of Superstructure <i>6'-0"</i>
Raised Quarter Deck	-	-	-	-	-	-	" " R.Q.D. -
Bridge	-	-	-	-	-	-	Percentage covered S/L = <i>16.43%</i>
Forecastle	<i>12'-10"</i>	<i>5'-0"</i>	<i>3'-0"</i>	<i>17.83</i>	<i>15.33%</i>	<i>7.67</i>	" " E/L = <i>7.07%</i>
Trunk Aft	-	-	-	-	-	-	" " from Table line A, B, (corrected for absence of forecastle if required) <i>3.54%</i>
" Forward	-	-	-	-	-	-	Percentage from Table by interpolation for Bridge less than .2L if required =
Tonnage Opening Aft	-	-	-	-	-	-	Deduction = <i>16.85 \times .0354 = .60 OFF</i>
" Forward	-	-	-	-	-	-	Percentage from Table for Tankers (or Timber ships) =
Totals	-	-	-	<i>17.83</i>	-	<i>7.67</i>	Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	Mean Actual sheer forward
A.P.	<i>19.2</i>	<i>20.85</i>	<i>19.5</i>	1	<i>19.5</i>	LESS THAN 1.	LESS THAN 1.
$\frac{1}{2}$ L from A.P.	<i>9</i>	<i>9.28</i>	<i>9.0</i>	2	<i>36</i>		
$\frac{1}{2}$ L from A.P.	<i>3</i>	<i>2.29</i>	<i>3.0</i>	4	<i>6</i>		
Amidships	-	-	-	4	-	Length of enclosed superstructure forward of amidships	Length of Ship
$\frac{1}{2}$ L from F.P.	<i>3</i>	<i>4.59</i>	<i>3.0</i>	2	<i>6</i>	Length of enclosed superstructure aft of amidships	Length of Ship
$\frac{1}{2}$ L " "	<i>16</i>	<i>18.56</i>	<i>16.0</i>	4	<i>64</i>		
F.P.	<i>41</i>	<i>41.70</i>	<i>41.0</i>	1	<i>41</i>		
				18	<i>172.5</i>	Sheer Correction = Difference $\times \left(.75 - \frac{S}{2L} \right) = .842 \times .6678 = .56$ ON.	If limited on account of midship superstructure =
Effective Mean Sheer	=	<i>9.583</i>					to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =
Standard " "	.05L + 5	=	<i>10.425</i>				
Difference			<i>.842</i>				

TABULAR FREEBOARD corrected for flush deck if required = *10.85 + .48 = 11.33*Correction for co-efficient = *11.33* DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Seiler, Tanker, Steamer	Timber
Depth correction	<i>3.50</i>	-			
Deduction for superstructures	-	<i>.60</i>			
Sheer correction	<i>.56</i>	-			
Round of Beam correction	-	<i>.17</i>			
Correction for thickness of deck amidships	<i>.41</i>	-			
Other corrections, scantlings, etc.	<i>32.97</i>	-			
	<i>37.44</i>	<i>.77</i>	<i>+36.67</i>		
Summer Freeboard in inches	<i>4'-0"</i>	=	<i>48.00</i>	Addition for Winter North Atlantic (if required) =	ins.
Additional allowance for superstructures on				Deduction for Tropical Timber Freeboard d/4 =	ins.
Timber carrying ships	=			Addition for Winter " " $\frac{d}{3}$ =	ins.
Summer Timber Freeboard in inches	=			" " N.A. Timber Freeboard (if required) =	ins.

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENTSHIP'S NAME *SOUTHERN PAUL* OFFICIAL NUMBER *182337*
Nationality and Port of Registry *BRITISH SOUTHAMPTON*

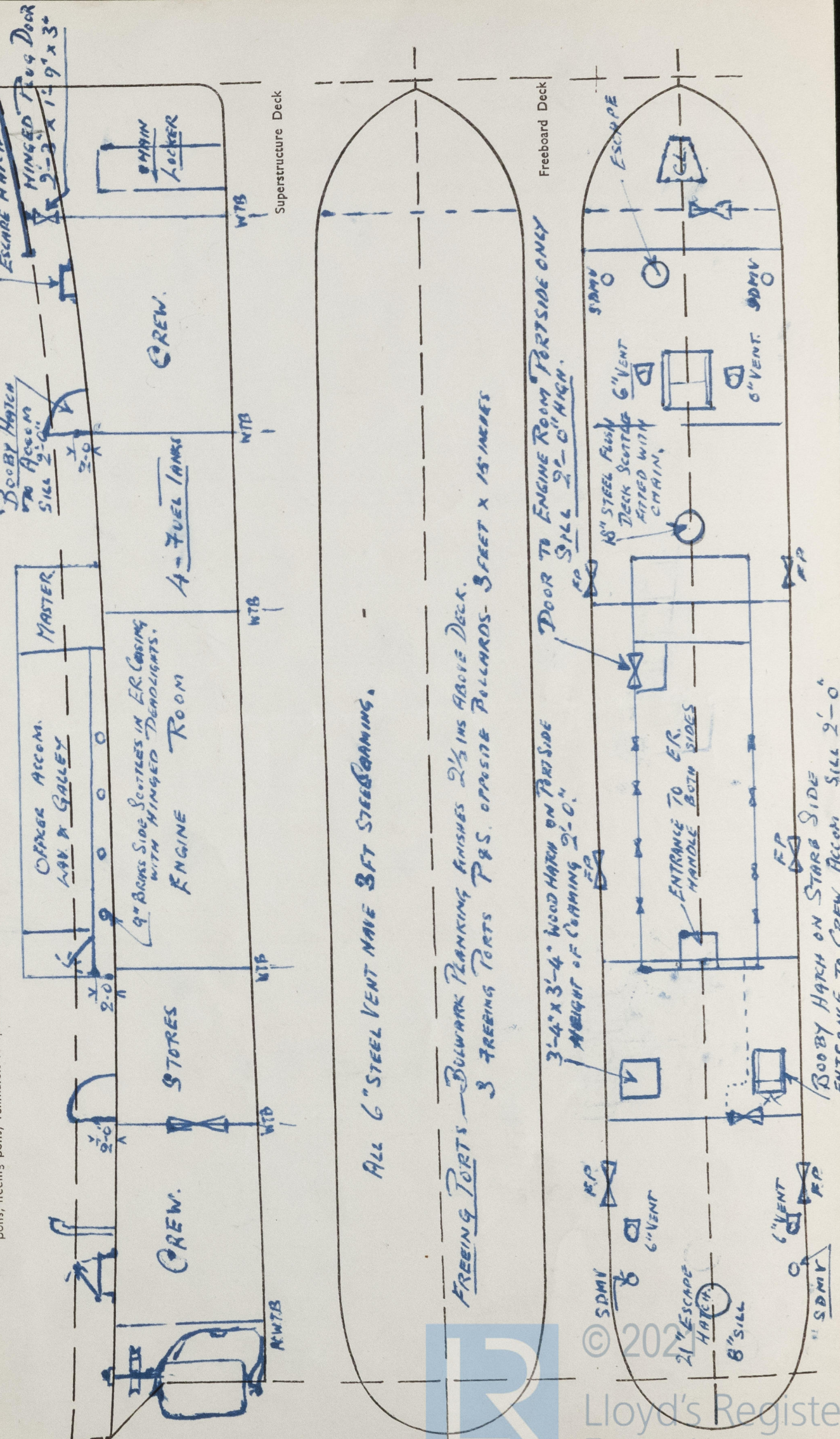
PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES							
Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead							
R.Q.D. "							
Bridge Aft Bulkhead							
" Forward "							
Forecastle Bulkhead							
Trunk, Aft							
" Forward							
Exposed Machinery Casings on Freeboard or R.Q. Decks							
Exposed Machinery Casings on superstructure decks							
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances							
Deckhouses on flush deck ships							

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or R.Q. Decks	
Exposed Machinery Casings on superstructure decks	
Machinery Casings within Superstructures not fitted with Cl. 1 Closing Appliances	
Deck houses on flush deck ships	

PARTICULARS OF FREEING ARRANGEMENTS				
	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side
After Well				
Forward Well				
State fore and aft position and height above deck to bottom of port, for each port				
State whether freeing ports are fitted with shutters, bars or rails, and give particulars				
Give particulars of freeing port area, etc., on superstructure decks				

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling hatchways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

	1	2	3	4	5	6					
Number and description of Hatchway from forward	Escape Hatch	Booby hatch	Hatch	Port side	Starb	Escape Hatch					
Dimensions of Hatchway	21" Circular	with sliding	with hinged	3'-4" x 3'-4"	Booby	Hatch					
COAMINGS	Height above { steel wood { deck	8 1/2	top	lid partly	2'-0"	Hatch					
	Thickness { sides ends	3/16"	heavy timber	protected by	3 1/2"	with sliding					
	Stiffeners	Steel Hatch	construction	deck house	nil	top					
	Brackets or Stays	rubber jointed	Sill 2 ft. in height	nil	heavy timber	Construction					
HATCH BEAMS	Number	Secured									
	Spacing	to wood									
	Scantling and Sketch	deck by 18 - 1/2" thru bolts									
	Bearing Surface and thickness of carriers or sockets										
FORE AND AFTERS	Number										
	Spacing										
	Unsupported lengths										
	Scantling and Sketch										
HATCH COVERS	Bearing Surface and thickness of carriers or sockets										
	Material				wood						
	Thickness				2 1/2"						
	How Fitted				2 1/2						
	Bearing Surface				2'-0						
	Spacing of Cleats				two						
	Number of Tarpaulins										

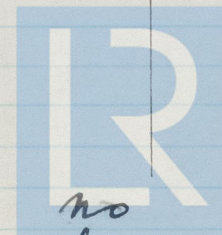
Are tarpaulins in good condition and in accordance with rule requirements?

yes

Are lashings provided in accordance with rule requirements?

Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?



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yes.

Give full particulars of the following:—

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

- 1- 16" Vent. on top of Deckhouse, leading to engine room, height 5'-0". Coaming height. Steel 18". Wood Plug & Canvas Cover.
1- 10" Vent. partially protected by deck house, secured to raised portion of engine casing, 5 feet above freeboard deck. Coaming height 15". Closed by wood plug & canvas cover.
No skylight. 4- 9" dia side scuttles on each side of the casing fitted with deadlights, 18" above the freeboard deck

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

One - Flush Bunker type scuttle forward of deck house for access to fuel tank compartment, fitted with chain. 18" dia with bayonet type locking jointed with white lead.

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

Companionways to Crew Accommodation Forward & Aft consists of a Booty hatch with sliding curved covers. Of heavy timber construction, doors and sliding covers manipulated from both sides.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

- 2- Cowl Vents forward leading to accommodation
2- Cowl Vents aft " " "

Heavy steel Coaming 3 feet high 1/4" thick secured to wood deck by means of 6-1/2 bolts.

Wood plugs and canvas covers.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

6- 2 in Goose neck Air pipes led to independent fuel tanks direct.
Opening 18" above freeboard deck, wood plugs for closing

Wood plugs and canvas covers.

Southern Paul.

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

No Scuppers.

Sanitary discharge pipes are of Galvanized steel, fitted with one screw down non return valve.

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Side Scuttles in engine casing and Cabin space above are all 9" brass fitted with permanent deadlights

No side scuttles below freeboard deck

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

Guard Rails on freeboard and superstructure decks (state type and where fitted)

On forecabin head 2-tier steel guard rails 3'-6" high

On Deckhouse top two tier wood rails 3'-3" high increased to 4 feet in way of the main bridge.

On freeboard deck wood bulwarks all around 3 feet in height

Gangways and Lifelines

Life lines fitted leading to crew accommodation

Gangway, Cargo and Coaling Ports in sides of ship

Nil

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules?

Is provision made for protection of steering gear? Hand Steering gear of the trawler type is fitted, the quadrant is below the freeboard deck.

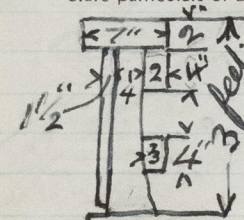
Is emergency steering gear provided? Yes. Consists of a tiller fitted to top of rudder stock thro deck & handled by two sets of rope blocks

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

Nil

State particulars of Bulwarks and Rails



wood bulwarks as per sketch showing spacing of stanchion 3'-3"

Particulars of any Special Features in the construction of the Ship

Oak frames, beams, stem & sternpost & larch planked.

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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