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THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: "SOUTHERN CHIEF" S.S. WITH TIMBER DECK CARGO
 Nationality *British* Builders' Name and No. of Ship *Smith's B. Co. Ltd.*
 Port of Registry *Stanley F.I.* N° 827
 Official Number *139445* ✓ Owners
 Gross Tonnage *295* ✓ *Southern Whaling & Sealing Co. Ltd.*
 Date of Build *9/1926* Port and Date of Survey *Middlesbrough July 1932*
 Name of Surveyor *John Outken*
 Particulars of Classification *B.S.** Names of Sister Ships *"Southern Foam"*
 Type of Superstructures *(Whaling purposes)*
Flush deck

Give full particulars of the following:—

Fiddley and Funnel Coamings (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

*2 x B casing of steel 6'6" above upper dck. Fiddle openings on top, 3" angle coaming & steel
 hinged covers* ✓

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment) *No bunker scuttles*

*After beam laid calcids bunker dck vented from manhole in dck fitted with flush bolted plate & ordinary
 manhole cover steel pipe in dck. plate cover not permanently attached joint white lead & packing.
 24 x 20 manhole plate in coaming. close bolted plate same as to aft beam dck* ✓

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) *Companion to crew space front of steel, door sill 14" above wood dck
 wood door in two halves vertically closed secured both sides*

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements) *2 x 8" Stokesdale vents on casing top*

*Vent to crew food on top of skylight coam 44" above wood dck. stove funnel same place coam 33"
 wood plugs & canvas covers.*

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided) *Air pipes aft 16" high closed gauge* ✓

Air pipe to F.W Tank food closed gauge 18" high ✓

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

*upper dck scupper iron band this shall close below dck
 Sanitary discharge cast brass with one valve & shell, iron pipes*

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

none

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

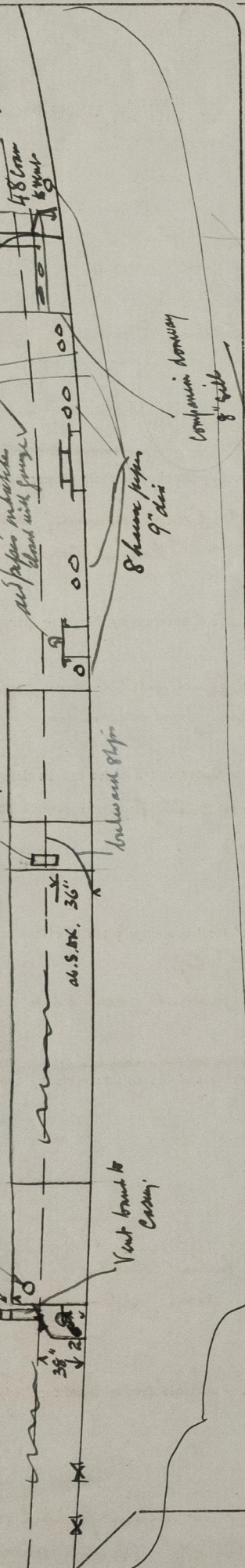
*Food bulwark & chain guard rail
 on top total height 36" above wood dck after half of vessel guard stanchions
 + 2 wire ropes 39" above steel dck, + wash board*

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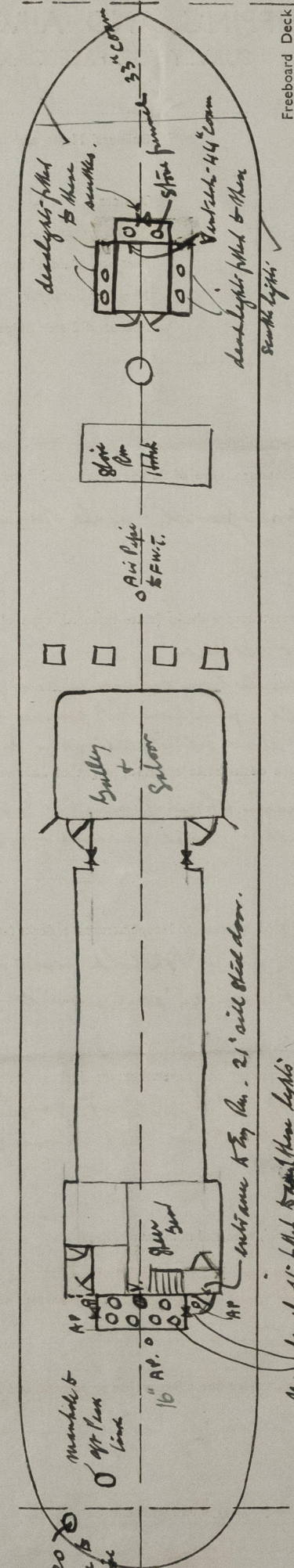
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship, are to be shown on the following sketches.

2 1/2" light to casing; no deadlight X

24x20 1/2" manhole 15 1/2" x 15 1/2" 1/4" p. plate



Superstructure Deck



No deadlight fitted to any of these lights & well plating provided.

Freeboard Deck

Statement of special features in the construction of the ship

COMPUTATION OF FREEBOARD.

Length on summer load line 121.75' Moulded Breadth 24'-6" Moulded Depth 14'-6" Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85}$
Displacement and tons per inch immersion in salt water at summer load line
Moulded depth
Stringer Plate
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$
Rise of floor (in sailers)
Depth for Freeboard (D)
Table Depth
Depth Correction
If restricted by superstructures

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) |
|---------------------|-----------------|--------------------|--------|-------------------------|-------------------|----------------------|
| Poop | | | | | | |
| Raised Quarter Deck | | F | | | | |
| Bridge | | A | | | | |
| Forecastle | | | | | | |
| Trunk Aft | | | | | | |
| Forward | | | | | | |
| Tonnage Opening Aft | | | | | | |
| Forward | | | | | | |
| Totals | | | | | | |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product |
|----------------------|--------------|----------------|-----------------|------|---------|
| A.P. | | | | 1 | |
| 1/2 L from A.P. | | | | 4 | |
| 1/2 L from A.P. | | | | 2 | |
| Amidships | | | | 4 | |
| 1/2 L from F.P. | | | | 2 | |
| 1/2 L | | | | 4 | |
| F.P. | | | | 1 | |
| | | | | 18 | |
| Effective Mean Sheer | | | | | |
| Standard | | .05L + 5 | | | |
| Difference | | | | | |

TABULAR FREEBOARD corrected for flush deck if required =
Correction for co-efficient =

| | + | - |
|--------------------------------------------|---|---|
| Depth correction | | |
| Deduction for superstructures | | |
| Sheer correction | | |
| Round of Beam correction | | |
| Correction for thickness of deck amidships | | |
| Other corrections, scantlings, etc. | | |

Summer Freeboard in inches =
Additional allowance for superstructures on
Timber carrying ships =
Summer Timber Freeboard in inches =

Deduction for Fresh Water $\frac{\Delta}{40T}$ = inches
Round of Beam Correction
Ships Round of Beam = inches
Standard Round of Beam $\frac{B \times 12}{50}$
Difference
Restricted to
Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right)$ =

Standard Height of Superstructure
Percentage covered S/L =
Percentage covered E/L =
from Table line A, B, (corrected for absence of forecastle if required)
Percentage from Table by interpolation for Bridge
less than .2L if required =
Deduction =
Percentage from Table for Tankers (or Timber ships) =
Deduction =

Mean Actual sheer aft =
Standard =
Mean Actual sheer forward =
Standard =
Length of enclosed superstructure forward of amidships
Length of Ship
Length of enclosed superstructure aft of amidships
Length of Ship
Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right)$ =
If limited on account of midship superstructure =
to maximum allowance of 1 1/2 ins. per 100 ft. =

DRAUGHTS AND SEASONAL CORRECTIONS

Sailer, Tanker, Steamer
Timber
Depth to Freeboard Deck in feet
Summer Freeboard in feet
Moulded Draught (d)
Addition for Keel
Extreme draught
Deduction for Tropical and addition for Winter freeboard d/4 = ins.
Addition for Winter North Atlantic (if required) = ins.
Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = ins.
Addition for Winter = $\frac{d}{3}$ = ins.
N.A. Timber Freeboard (if required) = ins.

All seasons

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (steel)
TROPICAL FRESH WATER LINE above centre of disc
FRESH WATER LINE
TROPICAL LINE
WINTER LINE below
WINTER NORTH ATLANTIC LINE
SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line
TROPICAL FRESH WATER Timber line above centre of disc
FRESH WATER
TROPICAL
WINTER
WINTER NORTH ATLANTIC

| | 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 Deck | | | | | | 25' plating vertically 2 1/2' x 4 1/2' bulk 5 10' x 23 2 1/2' x 2 1/2' + 3" fl. | 2 1/2' above wood deck | 6-6 5/8" |
| Exposed Machinery Casings on superstructure decks | | | | | | | | |
| Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances | | | | | | 42' x 48' bulk 5 10' x 23 2 1/2' x 2 1/2' + 3" fl. | 2 1/2' above wood deck | 6-6 5/8" |
| Deckhouses on flush deck ships | | | | | | 25' plating vertically 2 1/2' x 4 1/2' + 3" fl. | 2 1/2' above wood deck | 6-6 5/8" |

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 Deck | 1 steel door at after end of 8' Gal. House work both sides no stockhold doors in casing sides |
| Exposed Machinery Casings on superstructure decks | |
| Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances | |
| Deck houses on Flush Deck ships | Steel door 5' Galley work door 5' Galley This house has no connection with the inside of the ship |

PARTICULARS OF FREEING ARRANGEMENTS

| | Length of Bulwark | Height of Bulwark | No. and size of Freeing Ports each side | Area each side | Rule Area |
|-------------------------------------------------------------------------------------------|-------------------|-------------------|-----------------------------------------|----------------|-----------|
| 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 | | | | | |

27' bulwark in fore half of ship
no work ports - but 8' circular 9' dia house paper in side, aft 7' above deck
open rails after half of vessel.

PARTICULARS OF ALL

(Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.)

Gangway, Cargo and Coaling Ports in sides of ship

Do Superstructures and Machinery Casings comply with rules ?

Is provision made for protection of steering gear, and is emergency steering gear provided?

Are efficient uprights, sockets and lashings provided according to rules?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

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

on the 14th September 1932

Chief Surveyor.

Secretary.