

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Shelter Deck, with Tonnage opening.*Port of Survey *Newcastle-on-Tyne*

(Type of Superstructures.)

Date of Survey *11th July 1932.*Ship's Name
Dimitrios A. Kydonieff
*SOUTHGATE*Nationality and Port of Registry
British
*London.*Official Number
*149746*Gross Tonnage
*4862*Date of Build
*1926-11*Name of Surveyor *C. Stephenson*Moulded Dimensions: Length *400.00'* Breadth *54.79'* Depth *28'-3"*Moulded displacement at moulded draught = 85 per cent. of moulded depth *11683* tonsCoefficient of fineness for use with Tables *.777*Particulars of Classification *+100 A.I.**with freeboard.*
S.S. Npt. No. 1-30.

Depth for Freeboard (D)

Moulded depth *28.25'*
Stringer plate *.40* *.03*Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = *28.28'*

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R =

$$(28.28 - 26.67) 3 = 4.83$$

(b) Where D is less than Table depth (if allowed)
(Table depth-D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B) *54.97*Standard Round of Beam = $\frac{B \times 12}{50} = 13.19$ Ship's Round of Beam = *13.*Difference *.19*

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.19^2}{4} \times .0080$
nil

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poep enclosed	<i>36.25'</i>	<i>36.25'</i>	<i>8'-0"</i>		<i>36.25'</i>
" overhang	<i>2.33'</i>	<i>1.16</i>			<i>1.16</i>
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	<i>354.42'</i>	<i>354.42'</i>	<i>8'-0"</i>		<i>354.42'</i>
" overhang	<i>2.33'</i>	<i>1.75</i>			<i>1.75</i>
Trunk aft					
" forward					
Tonnage opening aft	<i>4.6'</i>	<i>3.21</i>	<i>8'-0"</i>		<i>3.21</i>
" " forward					
Total	<i>400.00</i>	<i>396.79</i>			<i>396.79</i>

Standard Height of Superstructure *7.5'*" " R.Q.D. *-*Deduction for complete superstructure *42'*Percentage covered $\frac{S}{L} = 100\%$ " " $\frac{S_1}{L} = 99.20$ " " $\frac{E}{L} = 99.20$ Percentage from Table, Line A.
(corrected for absence of forecastle (if required)) *99.01*Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = *42 + 99.01 = 41.58'*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>50.00</i>	1	<i>50.00</i>	<i>57⁺⁶</i>	<i>63</i>	1	<i>63.00</i>
$\frac{1}{2}$ L from A.P.	<i>22.25</i>	4	<i>89.00</i>	<i>24</i>	<i>98.03</i>	4	<i>112.12</i>
$\frac{3}{4}$ L "	<i>5.5</i>	2	<i>11.0</i>	<i>6</i>	<i>6.93</i>	2	<i>13.86</i>
Amidships		4				4	
$\frac{3}{4}$ L from F.P.	<i>11.0</i>	2	<i>22.00</i>	<i>11¹⁴</i>	<i>12.00</i>	2	<i>24.00</i>
$\frac{1}{2}$ L "	<i>44.50</i>	4	<i>178.00</i>	<i>47</i>	<i>52.5</i>	4	<i>210.00</i>
F.P.	<i>100.00</i>	1	<i>100.00</i>	<i>120</i>	<i>126</i>	1	<i>126.00</i>
Total			<i>450.00</i>	<i>+6</i>			<i>548.98</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{98.98}{18} (.25) = 1.37$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *28.28*Summer freeboard = *3.21*Moulded draught (d) = *25.07*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *6.27 6¹⁴*

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 12306$

Tons per inch immersion at summer load water line

T = *44.3*Deduction = $\frac{\Delta}{40T}$ inches= *6.95**7"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.777 + .68}{1.36} = 1.437$ Depth Correction *4.83*Deduction for superstructures *41.58*Sheer correction *1.37*

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

*4.83 42.95 38.12*Summer Freeboard = *38.48*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood*, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	<i>13¹⁴</i>	<i>337</i>
Fresh Water Line " " ...	<i>7</i>	<i>178</i>
Tropical Line " " ...	<i>6¹⁴</i>	<i>159</i>
Winter Line below " " ...	<i>6¹⁴</i>	<i>159</i>
Winter North Atlantic Line " " ...		

Tropical Fresh Water Freeboard ...	<i>3-2¹²</i>	<i>978 mm</i>
Fresh Water " " ...	<i>2-1¹⁴</i>	<i>641 "</i>
Tropical " " ...	<i>2-7¹²</i>	<i>800 "</i>
Winter " " ...	<i>2-8¹⁴</i>	<i>819 "</i>
Winter " " ...	<i>3-8¹⁴</i>	<i>1137 "</i>

13 JUL 1932

MARKING FORM

26 APR 1933

MARKING FORM

2 DEC 1935

MARKING FORM

RECEIVED

16 JUL 1932

Southgate

Scupperns

Particulars of Scupperns and Sanitary Discharge Pipes — From main decks, 6 pipe scupperns led overboard below foreboard deck Port and Starboard cemented up at deck, with plug & secured by steel plate.

From Tonnage space. 1 P.S. overboard below foreboard deck with flap at shell.

From Crew wash place aft. 1 P.S. overboard below foreboard deck with flap valve at shell.

Sanitary Discharges.

From bulk head accommodation 1 B.C. discharge overboard above forebd deck with flap valve at shell. P.O.S.

Engines. " " " "

Stom valves. " " S. only.

* Crew's quarters aft 3 W.C. (p. + 25)

Particulars of Side Scuttles:

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Rails 3' 3" high. Road station 3'-10" to 4'-6" apart.

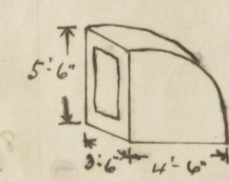
none.

One apt.

Particulars of fiddle, funnel and ventilator coamings:—
 Funnel and Ventilator in good condition
 Engine Room skylight of steel of strong construction
 Fiddle gratings fitted with hinged steel covers.

None.

In strong steel house, with opening $3'-6" \times 3'-0"$. $16\frac{1}{2}$ sill steel door in halves, hinged and operated from both sides. ✓



Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

On Shellin deck.	1 @ 9" dia 36" high.	34" to Store
1 @ 9" dia 36" high. <td>36" to Turret decks.</td> <td></td>	36" to Turret decks.	
7 @ 12" dia 36" high. <td>36" to Hold.</td> <td></td>	36" to Hold.	
4 @ 20" dia 36" high. <td>40" to Turret decks.</td> <td></td>	40" to Turret decks.	
6 @ 18" dia 36" high. <td>38" to Hold.</td> <td></td>	38" to Hold.	
1 @ 14" dia 36" high. <td>26" to Hold.</td> <td></td>	26" to Hold.	
2 @ 13" dia 35" high. <td>34" to Turret decks.</td> <td></td>	34" to Turret decks.	

4 @ 8" dia 36" high. 34" to In. deck & Bunkers.
 1 @ 8" dia 36" high. 34" to Turret.
 4 @ 9" dia 36" high. 34" to accor. aft.
 7 @ 6" dia 36" high. 34" to
 2 @ 6" dia 36" high. 34" to B'k Room air space.
 1 @ 6" dia 36" high. 34" to midships store.

All Vents have sheet iron covers and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

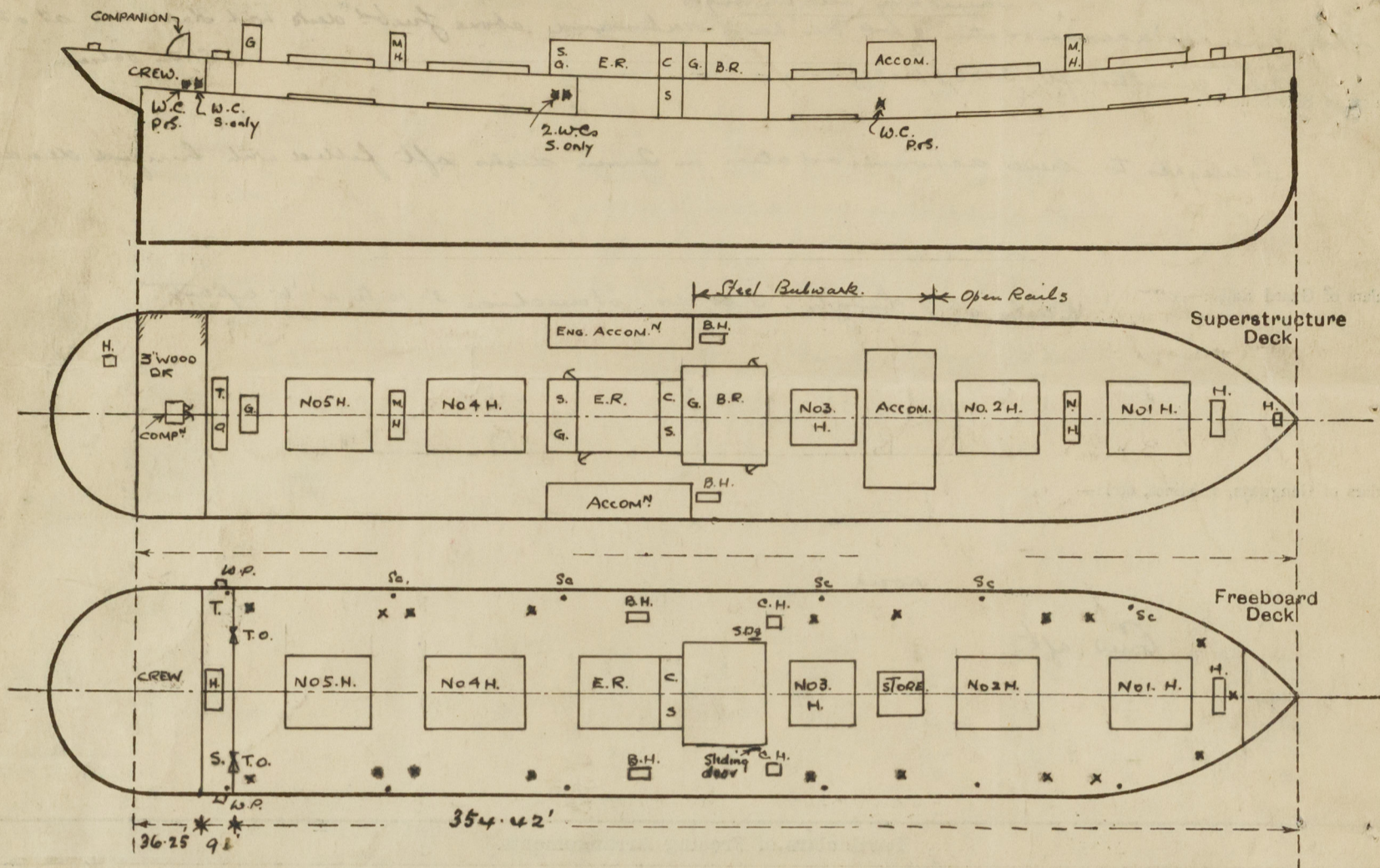
On Shellin deck.	1 @ 2 1/2" dia	13' to north to fore peak.	} fitted with canvas covers.
	1 @ 2 1/2" -	18' to C. of B.	
	7 @ 2 1/2" -	flush with deck and fitted with metal screwed plugs.	

none.

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	2 1/2' weather boards in Port channels full height. ✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Super-structure Decks	Ordinary steel hinged doors, operated from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel sliding door, horizontal: operated from inside. ✓
Deckhouses on Flush Deck Ships ...	✓

Southgate

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, 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:—



Coak Port in Tonnage Space.
19' 1/2" x 14". 6' above deck.
with Hinged steel shutter. ✓

State any special features in the construction of the ship:—

Additional Hatches.
Shelter deck. Bunker Hatches.
2 @ 9'-4" x 2'-11": 36" high. 40. ✓
2 1/2" covers. T: 2 1/2" B. surface.
26" cleats. 2 Tarpaullins. ✓

Upper Deck. in Tonnage Space.
6'-10" x 10'-0": Coaming 24" x 40. ✓
2 1/2" covers. F. & A. B. surface. 3"
Cleats 18". 2 Tarpaullins. ✓

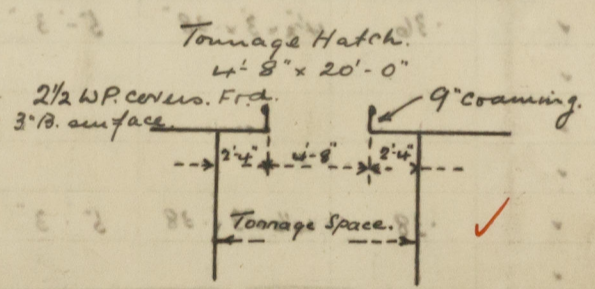
Escapes on Upper deck.
19 @ 2'-6" x 2'-1": Coaming 8" x 3" B. A. ✓
Hinged. W.P. covers. 2 1/2": B. surface 2 1/2".
Cleats 18" x 14". 2 Tarpaullins. ✓

Bunker Hatch on Upper deck.
2 @ 7'-0" x 3'-0": Coaming 9" x 3" B. A. ✓
2 1/2" covers. T: B. surface. 2 1/2".
Cleats 24". 2 Tarpaullins. ✓

Cool Hatches on Upper deck.
2 @ 4'-8" x 3'-0": Coaming 9" x 3" B. A. ✓
2 1/2" W.P. covers. T: B. surface 2 1/2".
Cleats 24". 2 Tarpaullins. ✓

Hatch to Store aft.

1 @ 2'-9" x 2'-9": Coaming 18" x 38.
W.P. covers. 2 1/2": B. surface 2 1/2".
Cleats 16". 2 Tarpaullins. ✓

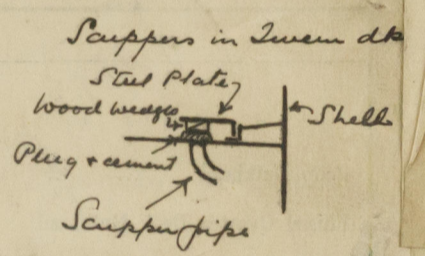


No timber assignment required.
Vessel measured afloat. ✓

From displacement scale on ship.

Draft.	Dead wt.	Tons per inch
25'-0 1/4"	8840	44.3
24'-0"	8330	44.1
23'-0"	7770	44.0

Displacement at L.W.L. draft (25'-0 1/4")
12163 tons.



Builder's name and yard number *John Redhead & Sons Ltd.*

Names of sister ships

Owners *Turnbull Scott Shipping Co. Ltd.*

Fee £ *12* : *15* : *0* / Received by me



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