

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

-17 NOV 1931

11 NOV 1937

Computation of Freeboard for Steamer, Sailing Ship, Tanker

FORECASTLE - BRIDGE & RAISED QUARTER DECK.

Port of Survey NEWCASTLE.

Date of Survey 3rd NOVEMBER, 1931.

Name of Surveyor P. H. Croudale

Particulars of Classification 100A1.

Ship's Name

(Type of Superstructures.)

HOMWOOD

Nationality and Port of Registry

BRITISH

147785

Gross Tonnage

870

Date of Build

1927-1.

Moulded Length 188' 17" Breadth 30' 00" Depth 14' 58"

Moulded draught = 85 per cent. of moulded depth 15' 17" tons

Moulded draught = 85 per cent. of moulded depth

759

Depth for Freeboard (D)

14' 58"

Depth correction

(a) Where D is greater than Table depth

(D - Table depth) R =

(14' 58" - 12' 54") 1.447 = +3' 01"

(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) 30' 00"

Standard Round of Beam = $\frac{B \times 12}{50} = 7' 20"$

Ship's Round of Beam = 7' 50"

Difference 30"

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{30}{4} \times .2025 = -0' 02"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
enclosed ...					
overhang ...					
enclosed ...	115.58	115.58	4.5'		115.58
overhang ...					
enclosed ...	11.00	11.00	7.0'		11.00
overhang aft ...					
overhang forward					
enclosed ...	23.18	23.18	7.0'		23.18
overhang ...					
aft ...					
forward ...					
opening aft ...					
forward ...					
Total ...	160.58	150.08			150.08

Standard Height of Superstructure 6.00

R.Q.D. 3.59

Deduction for complete superstructure 24.82

Percentage covered $\frac{S}{L} = 79.88\%$ $\frac{S_1}{L} = 79.75\%$ $\frac{E}{L} = 79.75\%$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B.

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 24.82 x 74.99 = -18.61

SHEER CORRECTION.

Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
28.82	1		28.82	54.5	65.92	1		65.92
12.82	4		51.28	27.0	29.34	4		117.36
3.17	2		6.34	7.0	7.25	2		14.50
-	4		-	-	-	4		-
6.34	2		12.68	8.0	8.0	2		16.0
25.65	4		102.60	31.0	32.00	4		128.0
57.63	1		57.63	71.0	71.0	1		71.0
			259.35					387.5

Mean actual sheer aft = Excess

Mean actual sheer forward = Excess.

Length of enclosed superstructure forward of amidships = 173

Note: "Sheer aft increased by virtue of intact Raised Quarter Deck having a height in excess of standard height."

Difference between sums of products $\left(\frac{75 - S}{2L} \right) = \frac{153.43}{18} \times (.75 - .3994) = -2.81$ Limited to 2.82"

on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft. = -2.82"

for Tropical Freeboard.

for Winter and Winter North Freeboard.

Freeboard Deck = 14' 62"

Freeboard = 33"

Moulded draught (d) = 14' 29"

Tropical freeboard and addition for

Freeboard = $\frac{d}{4}$ inches = 3' 57" = 3 1/2"

Winter North Atlantic Freeboard (if

= 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 1780$

Tons per inch immersion at summer load water line

T = 11.47

Deduction = $\frac{\Delta}{40T}$ inches

= 3.88

= 4"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{759 + 68}{1.36} = 1.439$

Depth Correction ... 3' 01"

Deduction for superstructures ... -18' 61"

Sheer correction ... -2' 82"

Round of Beam correction ... -0' 02"

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. ... 54.00

Summer Freeboard = 57.90

WINTER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... 6"

Fresh Water Line " " " " 4"

Tropical Line " " " " 2"

Winter Line below " " " " 3 1/2"

Winter North Atlantic Line " " " " 5 1/2"

Tropical Fresh Water Freeboard ... 4' 4"

Fresh Water " " " " 4' 4"

Tropical (limited) " " " " 4' 8"

Winter " " " " 4' 8"

Winter North Atlantic " " " " 5' 3 1/2"

MARKING FORM

MARKING FORM

MARKING FORM

MARKING FORM

22 AUG 1933

123 MAY 1933

22 MAY 1934

12 APR 1932

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED

PARTICULARS OF PROTECTION TO OPENINGS,

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway				Nº1 HATCH. UPPER DECK		Nº2 HATCH RAISED Q. DECK		Nº3 (COAL HATCH) CASING TOP.	
Dimensions of Hatchway				27'-6" X 18'-9"		36'-8" X 18'-9"		11'-0" X 22'-0"	
COAMINGS	{	Height above Deck	30"			36"		7'-4"	
		Thickness { Sides	44"			44"		36"	
			Ends	44"			44"		30"
		Stiffeners	7x3x42 BA. AT SIDES.	AT SIDES.		STIFFS.		3x8x26.	
		Brackets, Stays	NONE	NONE.		SPACED		33"	
HATCH BEAMS	{	Number	5			7		/	
		Spacing	4'-7"			4'-7"			
		Scantling and Sketch							
			ANGLES 4'x3'x44"						
		Bearing Surface	3"	3"					
FORE AND AFTERS	{	Number						ONE CENTRE WEB.	
		Spacing						18'x30"	
		Unsupported Lengths						ANGLES 3'x3'x34"	
		Scantling* and Sketch						ONE WOOD FORE & AFTER EACH SIDE	
		Bearing Surface						8'x7"	
HATCH COVERS	{	Material	WHITE	PINE.	WHITE		PINE.		/
		Thickness	3		3		2 1/2		
		How fitted	FORE & AFT.		FORE & AFT.		THwartSHIP.		
		Bearing Surface	3" 4"		3" 4"		3"		
		Spacing of Cleats	24"		24"		24"		
Number of Tarpaulins				3 TO EACH HATCH & SPARES.					
*Are wood fore and afters steel shod at all bearing surfaces? - NO.									
Are battens and wedges efficient and in good condition? YES. YES. YES.									
Are tarpaulins in good condition and in accordance with rule requirements? YES. YES.									
Are lashings provided in accordance with rule requirements? YES. YES. NO.									

Particulars of fiddley, funnel and ventilator coamings:—

FIDDLEY GRATINGS ARE FITTED WITH HINGED STEEL COVERS.

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways :—

NONE.

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

FOCLE DECK. 1 OFF - 6 1/2" DIA. COAMING 12" X 20" - 6 BOLTS THRO' DECK.
FORE WELL 1 " 11" DIA " 38 X 36 15 RIVETS " "
AFT WELL 1 " 11" " " 38 X 36 15 " " "
BRIDGE DECK. 2 OFF - 5' X 5' GOOSENECKS. WITH 4 BOLTS THRO' DECK.
2 Stakehold Ventilators 24" dia. 5'-0" high.
1 Engine Room " 12" dia. 4'-0" high.

FOR POSITIONS SEE SKETCH ON BACK

CLOSING APPLIANCES:

WOOD PLUGS & CANYA
COVERS.

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

FORE WELL DECK - 1 OFF

3 1/4" BORE

CAST IRON

Efficient means of
~~NO MEANS OF CLOSING~~

Foyle Deck - 10 FF. *Remained 11"*

WROUGHT IRON

Particulars of Gangway Cargo and Coaling Ports:—

NONE.

Homewood

Members of Scupperns and Sanitary Discharge Pipes

*SEE SKETCH ON BACK

No scupper P.P. 56

WC PIPES LEAD & IRON. WITH STORM VALVES

LIGHTS IN FOCLE SIDES. NO BEADLIGHTS FITTED.

LIGHTS IN BRIDGE FORWARD AFT BKHOS - NO DEADLIGHTS

FOUR DECK. -	2 TIER RAILS -	3'0" HIGH.	STANCHIONS SPACED 4'3"
FOR WELL	BULWARKS -	4'0" HIGH.	
RAISED Q. DK	DO.	3'0" "	
BRIDGE DK.	DO	2'11" "	

5x3x34 L

Scalars of Gangways, Lifelines, etc. :-

GANGWAY FITTED ON PORT SIDE OF FORE WELL FROM NO. 1 HATCH TO FO'LE LADDER.
SEE SKETCH ON BACK.
NO OTHER PERMANENT FITTINGS.

The diagram shows two types of stanchions. The first, labeled 'FORE WELL', is a simple A-frame structure with a horizontal beam at the top. The second, labeled 'RAISED OAK', is a more complex structure with a horizontal beam at the top and a vertical post in the center. Both structures are labeled with dimensions and material specifications.

5'3"x34'L
SP. ABOUT 60"
DOUBLE

5 1/2"x3"x42" B&P
4'x3"x40'L
SP. ABOUT 60"
DOUBLE

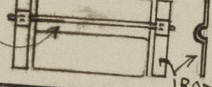
ALL STANCHIONS
DO NOT COME
ON BEAMS.

FORE WELL

RAISED OAK

ALL STANCHIONS
DO NOT COME
ON BEAMS.

Particulars of Freeing Arrangements.					
Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
115.58	3.0'	2.1' x 1.8'	3	11.3 sq ft	23.1 sq ft
36.16	4.0'	2.83' x 2.17'	2	12.3 sq ft	10.1 sq ft

State position of each freeing port (F. and A. position and height above deck edge) { After Well:— 20'-0" - 45'-0" + 68'-2" FROM AFT BRIDGE END TO FORESIDE OF OPENING.
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— " FOCLE SIDE HOUSE " " " "
 Additional area where sheer is less than standard. } ANGLE FORD FLAT BAR AFT }  3" ABOVE DECK FOR P
 4 " " AFT.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings	
Pop Bulkhead	-							
Raised Quarter Deck Bulkhead								
Bridge After Bulkhead	-	30"	3"x8"x.28"	29"	BRACKETS	3 @ 8" DIA LIGHTS 4 1/2 x 19 (1)	11" ABOVE DECK. 15"	
Bridge Forward Bulkhead	40"	30"	5 1/2 x 3 x .32" 2 x 2 x .26"	30 1/2"	DO	4 @ 9 1/2" DIA LIGHTS 2 @ 4 5/8 x 21 1 @ 4'0" x 29"	58" ABOVE DECK. 18" 18"	
Fore & Aft Bulkhead	-	30"	AND STEEL DIV. BULKHEADS.	21"-60"	NONE.	* 2 @ 15' x 10"	62"	
Fore & Aft	-							
Forward	-							
Forward Machinery Casings on Fore- ward or Raised Quarter Decks	31' x 35"	30" x 26"	3 x 3 x .28"	30"	BRACKETS AT TOP INWAY OF CASING BEAMS.	7 @ 3'8" x 21"	31"	6'6"
Forward Machinery Casings on Super- structure Decks	-							
Forward Machinery Casings within Superstructure are not fitted with Class I Closing Appliances	-							
Forward Houses on Flush Deck Ships	-							

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
1	

HINGED WOOD DOOR 13/8" THK TEAK. BOTH SIDES. 3 HINGED LIGHTS. - NO DEADLIGHTS

4 HINGED SIDE-LIGHTS - NO DEADLIGHTS

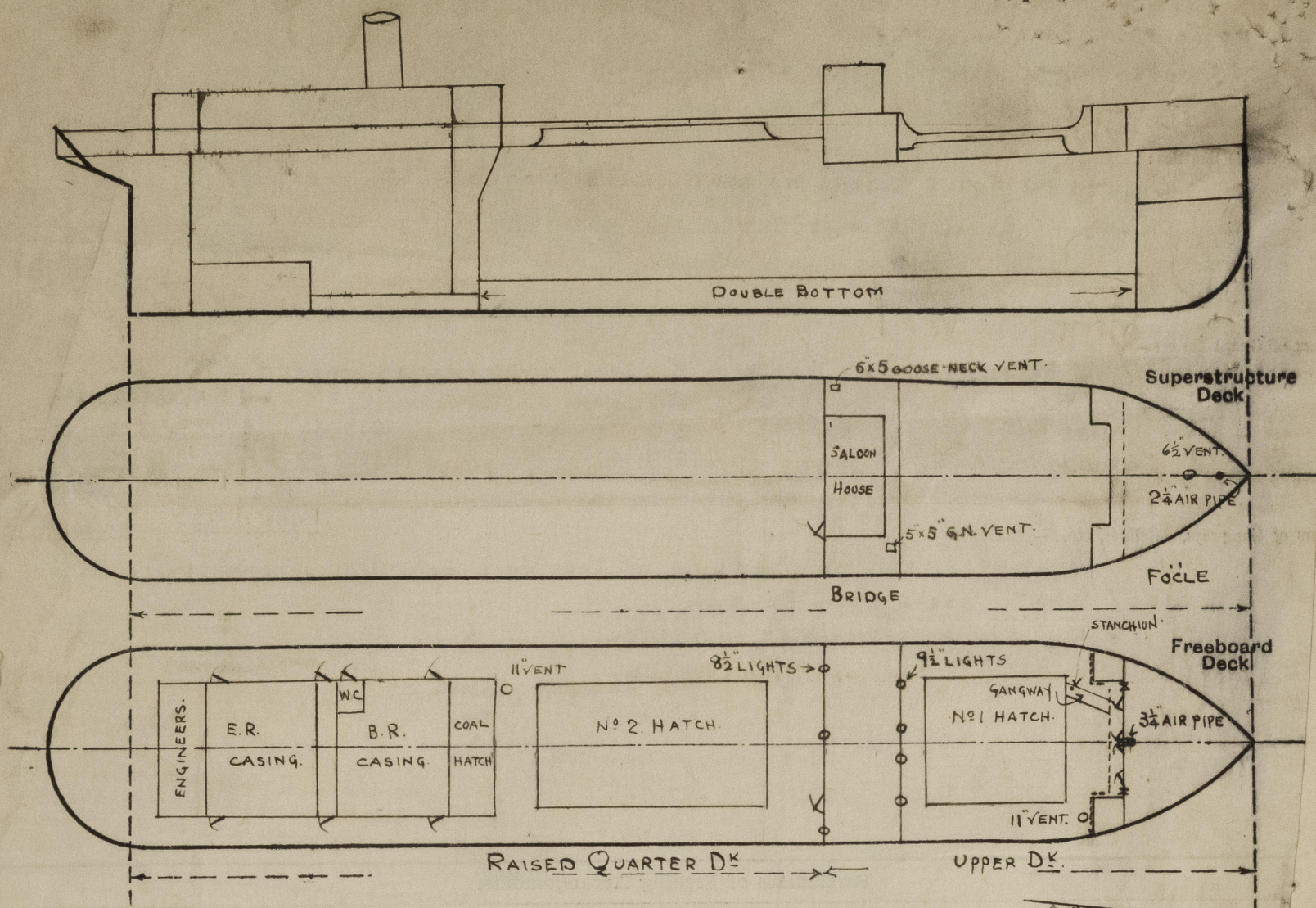
HINGED STEEL DOORS, BOTH SIDES. -X GLASS LIGHTS - NO PROTECTION.

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Homestead

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



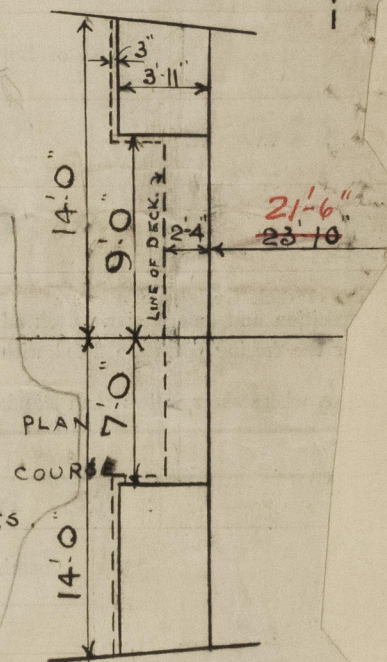
State any special features in the construction of the ship:—

RULE LXXXII : THE CENTRE GIRDER IS NOT W.T.

RULE LXXXIII : A SKETCH OF THE BULWARKS IS GIVEN.

RULES LXXXVIII & IX : NO SOCKETS FOR UPRIGHTS NOR EYE-PLATES FOR LASHINGS ARE FITTED.

RULES LXXXIV-VI & VII : THE SUPERINTENDENT STATES THAT A DETAIL PLAN IS BEING PREPARED, & WILL BE SUBMITTED IN DUE COURSE SHOWING THE ARRANGEMENTS TO COVER THESE RULES.



Forecastle
 $21.5 + \frac{3.92 \times 12}{28} = 23.18$
 Overhang = $23.83 - 23.18 = .65$

Builder's name and yard number R. WILLIAMSON & SON, L.P. Nº 240

Names of sister ships

Owners JOSEPH CONSTANTINE S.S. LINE, L.P.

Fee £ 6 : 16 : 0

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