

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

20 JUN 1932
Index. No. 27597
(For London Office only.)

Computation of Freeboard for Steamer, POOP BRIDGE & FORECASTLE

Port of Survey CALCUTTA

Date of Survey 26.5.32.

Name of Surveyor B. Peabk

Particulars of Classification +100 A.I.

Ship's Name S.S. HOMEFIELD

Nationality and Port of Registry BRITISH - GLASGOW

Official Number 141900

Gross Tonnage 5324

Date of Build 1919-5

Moulded Dimensions: Length 399.5 Breadth 52 Depth 31

Moulded displacement at moulded draught = 85 per cent. of moulded depth 12096 tons

Coefficient of fineness for use with Tables 773

Depth for Freeboard (D)

Moulded depth 31.00

Stringer plate04

Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 31.04

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R = 3
(31.04 - 26.66) 3 = 13.44

(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) 52

Standard Round of Beam = $\frac{B \times 12}{50} =$ 12.48

Ship's Round of Beam = 13

Difference .52

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) =$.064

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>49.25</u>	<u>49.25</u>	<u>8-0</u>	<u>✓</u>	<u>49.25</u>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<u>112.66</u>	<u>112.66</u>	<u>8-0</u>	<u>✓</u>	<u>112.66</u>
" overhang aft					
" overhang forward					
Fore enclosed	<u>38.75</u>	<u>38.75</u>	<u>8-0</u>		<u>38.75</u>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<u>200.66</u>	<u>200.66</u>			<u>200.66</u>

Standard Height of Superstructure 4-6

" " R.Q.D. ✓

Deduction for complete superstructure 42.41.96

Percentage covered $\frac{S}{L} =$.5025

" " $\frac{S_1}{L} =$.5025

" " $\frac{E}{L} =$.5025

Percentage from Table, Line A.
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.
(corrected for absence of forecastle (if required)) 36.25

Interpolation for bridge less than 2L (if required)

Deduction = 42.41.96 \times .3625 = 15.20

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>50.49.95</u>	<u>1</u>		<u>50.49.95</u>	<u>58.62</u>	<u>62</u>	<u>1</u>		<u>58.62</u>
$\frac{1}{4}$ L from A.P.	<u>22.25</u>	<u>4</u>		<u>89.00</u>	<u>26.26.07</u>	<u>26.07</u>	<u>4</u>		<u>104.104.28</u>
$\frac{3}{4}$ L "	<u>5.5</u>	<u>2</u>		<u>11</u>	<u>8.56.52</u>	<u>6.52</u>	<u>2</u>		<u>17.13.04</u>
Amidships	<u>0</u>	<u>4</u>		<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>		<u>0</u>
$\frac{3}{4}$ L from F.P.	<u>10.99</u>	<u>2</u>		<u>22.21.98</u>	<u>13.13.03</u>	<u>13.03</u>	<u>2</u>		<u>26.26.06</u>
$\frac{1}{4}$ L "	<u>44.55</u>	<u>4</u>		<u>178.20</u>	<u>52.5</u>	<u>52.14</u>	<u>4</u>		<u>210.208.56</u>
F.P.	<u>100</u>	<u>1</u>		<u>100.99.90</u>	<u>121.120</u>	<u>120.0</u>	<u>1</u>		<u>121.120.00</u>
Total	<u>77.90</u>			<u>450</u>					<u>536.533.94</u>

Mean actual sheer aft = 1.25 Excess

Mean standard sheer aft =

Mean actual sheer forward = 1.15 Excess

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = .237 $> .11$

" " aft of " = .26 $> .11$

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - S}{2L} \right) =$ 2.39 $\frac{84.43}{18} \left(\frac{75 - .2512}{2} \right) =$ 2.34

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 = 31.04

Summer freeboard = 5.98

Moulded draught (d) = 25.06

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.26

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ 11530

Tons per inch immersion at summer load water line

T = 41.8

Deduction = $\frac{\Delta}{40T}$ inches = 6.90

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient .773 + .68

Depth Correction 13.23

Deduction for superstructures 15.20

Sheer correction 2.34

Round of Beam correction06

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

Summer Freeboard = 71.845

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, WOOD, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... <u>13 1/4</u>	Tropical Fresh Water Freeboard ... <u>4-10 1/2</u>
Fresh Water Line " " ... <u>7</u>	Fresh Water " " ... <u>5-4 3/4</u>
Tropical Line " " ... <u>6 1/4</u>	Tropical " " ... <u>5-5 1/2</u>
Winter Line below " " ... <u>6 1/4</u>	Winter " " ... <u>6-6</u>
Winter North Atlantic Line " " ...	Winter North Atlantic " " ...

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Homefield

Particulars of fiddley, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Nil

Particulars of Companionways :—

Nil

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

18" diameter ventilators to hoods - couplings 3'-6" high - 25 plating.
wooden plugs & canvas covers for closing purposes - ✓

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

2 1/2 dia. Swan neck v.l. pipes - 1'-9" high - fitted in way of timbers -
wood plugs provided for closing

Particulars of Gangway Cargo and Coaling Ports:—

- One cargo port on each side of bridge space 3'-0" x 3'-0" secured by strongbacks.

No septic tanks - all sanitary discharges fitted with storm valves -

Particulars of Side Scuttles :

7/11

Particulars of Guard Rails :—

filled on poop, bridge & forecandle only - took for 3'-9" high -

Particulars of Gangways, Lifelines, etc.:—

Lifelines provided for the safety of crew

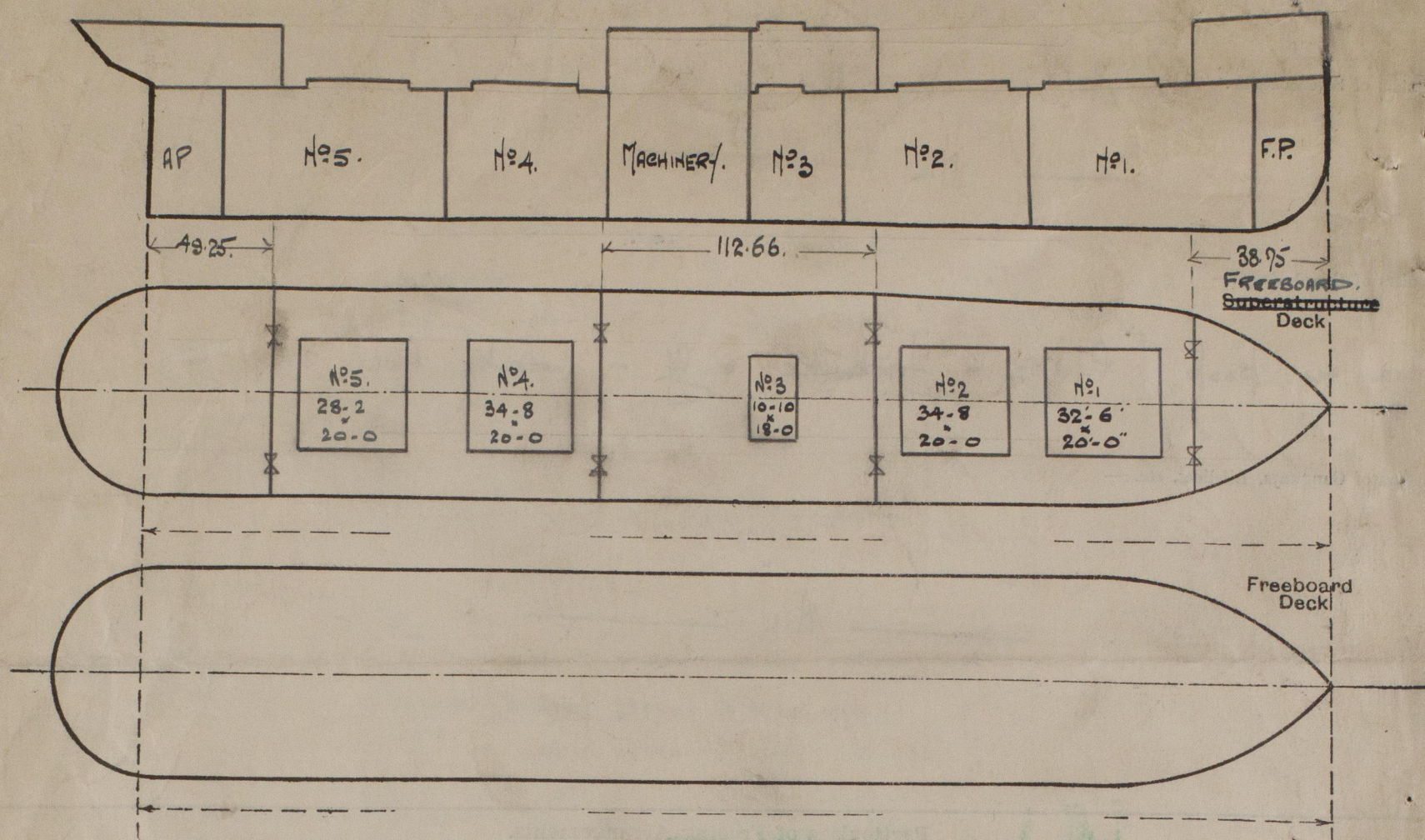
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Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	99.5'	3'-6"	3'-6" x 1'-6"	4	21.	20.
Forward Well	99.5'	3'-6"	3'-6" x 1'-6"	4.	21.	20.
<p>State position of each freeing port } After Well: ^{POOP} 18'-6" x 23'-0" 21'-0" 23'-0" 14'-0" BRIDGE</p> <p>(F. and A. position and height above deck edge) } Forward Well: ^{BAULK} 14'-0" x 23'-6" 23'-0" 23'-0" 16'-0" FOLE</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: —</p>						
<p>Additional area where sheer is less than standard.</p> <p style="text-align: right;">DOUBLE BAR — 1'-2" ABOVE DECK —</p>						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	2'-0"	3/8	6 x 3 1/2 x 3/8 ✓	2'-3"	N.L.	2'-0" x 4'-7"	18" ✓	8'-0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	1'-3"	1/4	3 x 3 x 3/8 ✓	3'-6"	N.L.	2'-9" x 3'-0"	18"	8'-0"
Bridge, Forward Bulkhead	1'-6"	1/2	9 x 3 1/2 x 1/2 ✓	2'-0"	has deck. 1'-0" x 1'-6" x 3/8	2'-3'-0" x 5'-6"	- do	- do -
Forecastle Bulkhead	2'-3"	1/4	3 x 3 x 3/8 ✓	2'-3"	N.L. ✓	4'-6" x 5'-3"	- do	- do -
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks	15"	3/8	3 x 3 x 3/8"	2 - 1	N.L.	2'-3 x 2'-3	18"	- do -
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	Loop bulkhead: Two hinged steel doors to crew quarters operated from both sides ✓
Raised Quarter Deck Bulkhead	Bridge after bulkhead: Two louvre doors - 2½ inch storm boards full height - ✓ <i>in riveted channels</i>
Bridge, After Bulkhead	Bridge forward bulkhead: Two hinged steel doors - secured by dogs operated from both sides - ✓
Bridge, Forward Bulkhead	Forecastle bulkhead: Two louvre doors - 2½ inch storm boards full height - ✓ <i>in riveted channels</i>
Forecastle Bulkhead	Exposed Machinery Casings on Fore- board or Raised Quarter Decks
Exposed Machinery Casings on Super- structure Decks	E.R. casing: - on bridge deck - two hinged steel doors at sides ✓ <i>by vertical bars</i>
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	Deckhouses on Flush Deck Ships

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 shewn on the following sketches:—



Freeboard deck unsheathed -

Bunker hatchway on freeboard deck
inside large space 8'-9" x 4'-0"
Coaming 9 1/2" + 3 1/2" BA complete with
battening arrangements

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

Bunker hatchway on B. deck 8'-9" x 4'-0"
Coam 30" complete with
battening arrangements +
3 tarpaulins

Particulars taken when vessel was in drydock for condition survey -

Full particulars not given - information available not accurate - see Journal Page 11.5.32
not in copy

Trimming hold on freeboard deck
inside large deck 2'-3" x 2'-3"
closed with 1/2" plate secured by butterfly nuts

Builder's name and yard number

Names of sister ships

Owners

British India Steam Nav Co.

Fee

Rs. 35/-

Received by me

J. Roberts



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Foundation