

Newcastle-on-Tyne

No. 88168.

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having Roop Bridge and Forecastle
Port of Survey NEWCASTLEDate of Survey 29thName of Surveyor J. H. SnowdenParticulars of Classification +100 A1
 (Type of Superstructures.)
 Ship's Name SS HOMESIDE
 Nationality and Port of Registry British Newcastle
 Official Number 148100
 Gross Tonnage 4617
 Date of Build 1924-10
 Moulded Dimensions: Length 383.5 Breadth 51.92 Depth 28.79
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 10911 tons
 Coefficient of fineness for use with Tables .784

 Depth for Freeboard (D)
 Moulded depth 28.79
 Stringer plate03
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
 Depth for Freeboard (D) = 28.82

 Depth correction
 (a) Where D is greater than Table depth
 $(D - \text{Table depth}) R = (28.82 - 25.56) 2.95$
 $= 9.62$
 (b) Where D is less than Table depth (if allowed)
 $(\text{Table depth} - D) R =$
 If restricted by superstructures

 Round of Beam correction
 Moulded Breadth (B) 51.92
 Standard Round of Beam = $\frac{B \times 12}{50} = 12.46$
 Ship's Round of Beam = 13
 Difference .54
 Restricted to
 Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.54}{4} \times .5105 = -.07$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>35.75</u>	<u>35.75</u>	<u>8'-0"</u>		<u>35.75</u>
" overhang ...	<u>✓</u>				
" R.Q.D. enclosed	<u>✓</u>				
" overhang	<u>111.23</u>	<u>111.23</u>	<u>8'-0"</u>		<u>111.23</u>
Bridge enclosed...	<u>109.6</u>	<u>3.02</u>			<u>3.02</u>
" overhang aft ...	<u>14.02</u>	<u>3.02</u>			<u>3.02</u>
" overhang forward	<u>2.25</u>	<u>1.12</u>			<u>1.12</u>
" fore enclosed ...	<u>36.61</u>	<u>36.61</u>	<u>8'-3"</u>		<u>36.61</u>
" overhang ...	<u>2.25</u>				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	<u>189.86</u>	<u>187.73</u>			<u>187.73</u>

 Standard Height of Superstructure 7.335
 " " R.Q.D. ✓
 Deduction for complete superstructure 40.90
 Percentage covered $\frac{S}{L} = 49.51\%$
 " " $\frac{S_1}{L} = 48.95\%$
 " " $\frac{E}{L} = 48.95\%$
 Percentage from Table, Line A.
 (corrected for absence of forecastle (if required)) 35.10%
 Percentage from Table, Line B.
 (corrected for absence of forecastle (if required)) 30L
 Interpolation for bridge less than .2L (if required)
 Deduction = $40.90 \times .3510 = -14.35$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>48.35</u>	<u>✓1</u>	<u>48.35</u>	<u>65</u>	<u>65.00</u>	<u>65.00</u>	<u>1</u>	<u>65.00</u>	<u>65.00</u>
$\frac{1}{8}L$ from A.P. ...	<u>21.57</u>	<u>4</u>	<u>86.04</u>	<u>26</u>	<u>26.46</u>	<u>26.46</u>	<u>4</u>	<u>105.84</u>	<u>105.84</u>
$\frac{3}{8}L$ " ...	<u>5.32</u>	<u>2</u>	<u>10.64</u>	<u>7</u>	<u>6.61</u>	<u>6.61</u>	<u>2</u>	<u>13.22</u>	<u>13.22</u>
Amidships ...	<u>-</u>	<u>4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4</u>	<u>-</u>	<u>-</u>
$\frac{3}{8}L$ from F.P. ...	<u>10.64</u>	<u>2</u>	<u>21.28</u>	<u>11</u>	<u>12.05</u>	<u>12.05</u>	<u>2</u>	<u>24.10</u>	<u>24.10</u>
$\frac{1}{8}L$ " ...	<u>43.02</u>	<u>4</u>	<u>172.08</u>	<u>45</u>	<u>45.19</u>	<u>45.19</u>	<u>4</u>	<u>192.76</u>	<u>192.76</u>
F.P. ...	<u>96.70</u>	<u>1</u>	<u>96.70</u>	<u>108</u>	<u>108</u>	<u>108</u>	<u>1</u>	<u>108.00</u>	<u>108.00</u>
Total ...			<u>435.09</u>					<u>508.92</u>	<u>508.92</u>

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{73.83}{18} \left(\frac{.75 - .2475}{2} \right) = -2.06$
 If limited on account of midship superstructure.

 Mean actual sheer aft = Excess
 Mean standard sheer aft
 Mean actual sheer forward = Excess
 Mean standard sheer forward
 Length of enclosed superstructure forward of amidships = .147
 " " aft of " = .138

 Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = 28.82
 Summer freeboard = 5.40
 Moulded draught (d) = 23.42

 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.85 = 5 $\frac{3}{4}$
 Addition for Winter North Atlantic Freeboard (if required) =

 Deduction for Fresh Water.
 Displacement in salt water at summer load water line
 $\Delta = 10475$ tons
 Tons per inch immersion at summer load water line
 $T = 39.6$
 Deduction = $\frac{\Delta}{40T}$ inches = $\frac{10475}{40 \times 39.6} = 6.61 = 6\frac{1}{2}$
 DRAUGHT ACTUAL
 Δ TPI
23'-0" 10194 39.6
24'-0" 10670 39.6
25'-0" 11146 39.6

 TABULAR FREEBOARD corrected for Flush Deck (if required)
 Correction for coefficient .684
1.36

	+	-
Depth Correction ...	<u>9.62</u>	
Deduction for superstructures ...		<u>14.35</u>
Sheer correction ...		<u>2.06</u>
Round of Beam correction ...		<u>.07</u>
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
	<u>9.62</u>	<u>16.48</u>
		<u>- 6.86</u>

Summer Freeboard = 64.67

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

Tropical Fresh Water Line above Centre of Disc ...	<u>12$\frac{1}{4}$</u>	<u>11$\frac{1}{2}$</u>	Tropical Fresh Water Freeboard ...	<u>5'-4$\frac{3}{4}$"</u>
Fresh Water Line " " ...	<u>6$\frac{1}{2}$</u>	<u>6$\frac{1}{2}$</u>	Fresh Water " " ...	<u>4'-4$\frac{1}{2}$"</u>
Tropical Line " " ...	<u>5$\frac{3}{4}$</u>	<u>5$\frac{3}{4}$</u>	Tropical " " ...	<u>4'-10$\frac{1}{4}$"</u>
Winter Line below " " ...	<u>5$\frac{3}{4}$</u>	<u>5$\frac{3}{4}$</u>	Winter " " ...	<u>4'-11$\frac{1}{2}$"</u>
Winter North Atlantic Line " " ...	<u>✓</u>	<u>✓</u>	Winter North Atlantic " " ...	<u>5'-10$\frac{1}{2}$"</u>

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Particulars of fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways :—

None

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

The ventilators are in accordance with Rule Requirements and fitted with wood plugs and canvas covers.

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

ALSO AIR PIPE FROM FP TANK ³ led through shell plating with ~~open end~~ ^{non-return valve at the shell side} see profile
Suction holes drilled in upper bend of air pipe

Particulars of Gangway Cargo and Coaling Ports:— *on File, Bridge & Loop Weeks.*

Wood plugs provided for all air pipes

NONE ✓

Particulars of Scuppers and Sanitary Discharge Pipes —

W.C. discharges lead & malleable iron fitted with storm valves.
 Scuppers in wells are led through gunwale bars.
 " in bridge deck space are open at the shell plate & closed by bolted plate on upper deck.

Particulars of Side Scuttles:

Side scuttles in Poop and Forecastle spaces fitted with inside deadlights permanently attached. Scuttles substantially constructed.
 No side scuttles in bridge space.

Particulars of Guard Rails:—

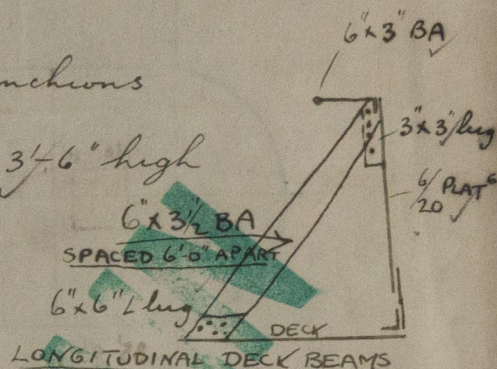
Forecastle deck } 3 Rods to Guard Rails 3'-4" high, stanchions
 Poop deck } spaced 5'-0" apart
 Steel bulwarks on freeboard deck in wells & on bridge deck 3'-6" high and efficiently supported

Particulars of Gangways, Lifelines, etc.:—

No gangways are fitted.

Lifelines:—Ganglines are led fastened from bridge deck stanchions through hatchway coaming rings to fore and poop bollards.

Efficient lifelines with portable stanchions are fitted on each side of both wells.



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 ...	97'-8 3/4"	3'-6"	1 off 23'-2" x 9" 1 off 23'-10" x 9"	Two	35.25 [#]	19.45 [#]
Forward Well ...	94'-3 1/2"	3'-6"	1 off 21'-4" x 9" 1 off 23'-10" x 9"	Two	34.1 [#]	18.85 [#]
BRIDGE DECK	117'-6"	3'-6"	3 off 5'-0" x 9" 2 off 2'-0" x 1'-0"	4	13.25 [#]	11.25 [#]
State position of each freeing port (F. and A. position and height above deck edge) State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

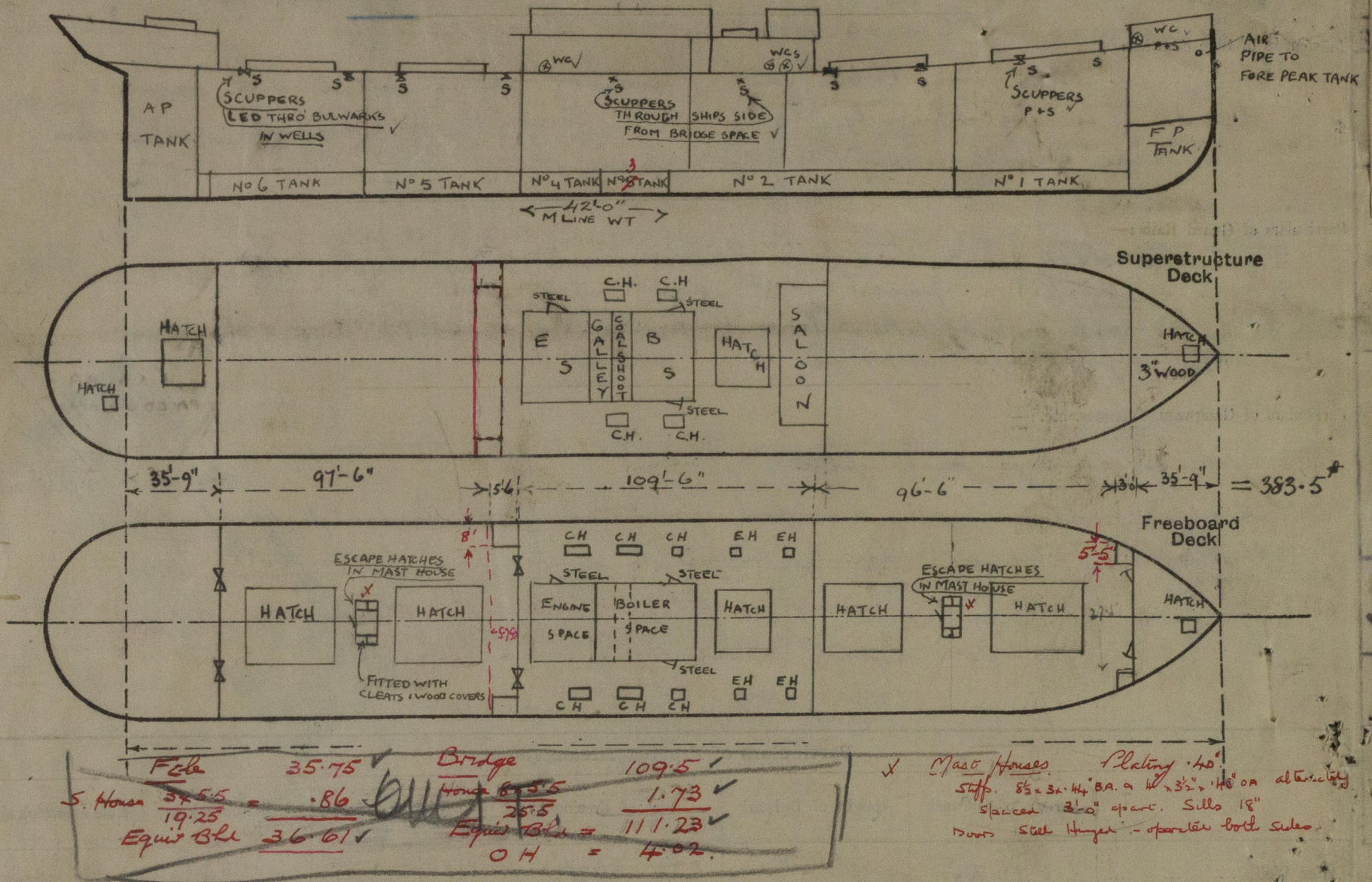
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	.46	.42	6x3x44 BA	36"	BRACKETS TOP LUGS BOTTOM	TWO 4'-8" x 3'-8"	18"	8'-0"
Raised Quarter Deck Bulkhead ...	—	—	—	—	—	—	—	—
Bridge, After Bulkhead ...	.30	.30	3 1/2 x 3 x 30	36"	LUGGED AT TOP NONE AT BOTTOM	TWO 4'-6" x 3'-0"	18"	8'-0"
Bridge, Forward Bulkhead ...	.52	.48	9x3x44 BA	36" to 44"	BRACKETS TOP LUGS BOTTOM	NONE	✓	8'-0"
Forecastle Bulkhead ...	.32	.32	3 1/2 x 3 x 38	36"	BRACKET TOP NONE BOTTOM	TWO 4'-3" x 2'-3"	20"	8'-0"
Trunk, Aft ...	—	—	—	—	—	—	—	—
Trunk, Forward ...	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Superstructure Decks ...	.36	.30	3 1/2 x 3 x 36	30" to 36"	BKTS AT TOP NONE BOTTOM	FOUR 4'-6" x 2'-3"	18"	7'-4"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	.36	.30	3 1/2 x 3 x 36	28" to 36"	NONE	FOUR 4'-6" x 2'-3"	18"	8'-0"
Deckhouses on Flush Deck Ships ...	—	—	—	—	—	—	—	—

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

Poop Bulkhead ...	Full height riveted channels and 3" weather boards
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ...	Full height riveted channels and 3" weather boards
Bridge, Forward Bulkhead ...	No openings in bridge front
Forecastle Bulkhead ...	Two solid (1 3/4") teak doors ✓ Both sides
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks ...	Three steel hinged doors ✓ - d. Both sides
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	Three steel hinged doors ✓ - d. Both sides
Deckhouses on Flush Deck Ships ...	✓

Homeside

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:—



State any special features in the construction of the ship:— The ship has longitudinal framing.
 Timber assignment desired

Rule LXXXII The centre girder in nos 3 and 4 tanks (length 42'-0" inclusive) only is

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 a plan will be prepared & submitted in due course showing arrangements to cover these rules.
 Provision is made for placing in the event of a breakdown in the main steering arrangement by releasing tackle led to propeller trunk

F.W.	S.M.D.	23.42	24.0	Δ = 10670
Keel		17	23.0	Δ = 10194
		23.59		476

Diff A = .59 x 476 = 281

Δ @ 23.59 = 10194
 281
 10475

Builder's name and yard number

Short Bros Ltd Sunderland

Names of sister ships

Owners

Charlton Steam Shipp^g Co Ltd

Fee £

12 15 0

Received by me

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