

DISCLOSED SECTION IV  
 Lloyd's Register of Shipping.  
 SURVEYS FOR FREEBOARD.

Index. No. 32140  
 (For London Office only.)

Computation of Freeboard for ~~Steamers~~, Sailing Ship, ~~Tanker~~  
 having 15 Superstructures.  
 Port of Survey LONDON.  
 Date of Survey 26<sup>th</sup> May 1933.  
 Name of Surveyor H. Kember.  
 Particulars of Classification 1009A.1.  
Sailing Barge, S.S. Lon. No 1-31.

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<b>ETHEL EVERARD.</b>	<u>British.</u> <u>London.</u>	<u>149723.</u>	<u>190</u>	<u>1926-9.</u>

Moulded Dimensions: Length 97-0' Breadth 23-0' Depth 9-5'  
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 400 tons  
 Coefficient of fineness for use with Tables .777 (.72 m.c.)

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <u>9-50</u>	(a) Where D is greater than Table depth (D-Table depth) R = $(9-61 - 8-08) 1-388$ <u>= + 2-12</u>	Moulded Breadth (B) <u>23-00</u> Standard Round of Beam = $\frac{B \times 12}{50} = 5-52"$ Ship's Round of Beam <u>12"</u> = <u>12-00"</u> Difference <u>6-48" excess</u> Restricted to Correction = $\frac{\text{Diff}^e}{4} \times (1 - \frac{S_1}{L}) = \frac{6-48}{4} = -1-62"$
Stringer plate ... .. <u>.03</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>	
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = .21 \times \frac{35-5}{97} = .08$		
Depth for Freeboard (D) = <u>9-61</u>	If restricted by superstructures <u>✓</u>	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..						Standard Height of Superstructure
" overhang ... ..						" " R.Q.D.
R.Q.D. enclosed ... ..						Deduction for complete superstructure
" overhang ... ..						Percentage covered $\frac{S}{L} =$
Bridge enclosed... ..		<u>NONE.</u>				" " $\frac{S_1}{L} =$ } <u>Flush deck.</u>
" overhang aft ... ..						" " $\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A.
F'cle enclosed ... ..						(corrected for absence of forecastle (if required))
" overhang ... ..						Percentage from Table, Line B.
Trunk aft ... ..						(corrected for absence of forecastle (if required))
" forward ... ..						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ...						Deduction = <u>NIL.</u>
" " forward						
Total ... ..						

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ... ..	<u>19-70</u>	<u>1</u>		<u>19-70</u>	<u>42</u>	<u>42-00</u>	<u>1</u>		<u>42-00</u>	Mean actual sheer aft = <u>Excess</u>
$\frac{1}{8}$ L from A.P. ...	<u>8-77</u>	<u>4</u>		<u>35-08</u>	<u>19-5</u>	<u>18-96</u>	<u>4</u>		<u>75-84</u>	Mean actual sheer forward = <u>Excess</u>
$\frac{3}{8}$ L " ... ..	<u>2-17</u>	<u>2</u>		<u>4-34</u>	<u>5</u>	<u>4-74</u>	<u>2</u>		<u>9-48</u>	Mean standard sheer forward
Amidships ... ..	<u>✓</u>	<u>4</u>		<u>✓</u>	<u>0</u>	<u>✓</u>	<u>4</u>		<u>✓</u>	Length of enclosed superstructure forward of amidships =
$\frac{3}{8}$ L from F.P. ...	<u>4-33</u>	<u>2</u>		<u>8-66</u>	<u>55</u>	<u>5-52</u>	<u>2</u>		<u>11-04</u>	" " aft of " = } <u>Flush deck.</u>
$\frac{1}{8}$ L " ... ..	<u>17-53</u>	<u>4</u>		<u>70-12</u>	<u>22</u>	<u>22-12</u>	<u>4</u>		<u>88-48</u>	
F.P. ... ..	<u>39-40</u>	<u>1</u>		<u>39-40</u>	<u>54</u>	<u>54-00</u>	<u>1</u>		<u>54-00</u>	
Total ... ..				<u>177-30</u>					<u>280-84</u>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{103-54}{18} \times .75 = -4-31"$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. 1-45"

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>Ft.</u></p> <p>Summer freeboard = <u>        </u></p> <p>Moulded draught (d) = <u>        </u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = <u>        </u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>        </u></p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p><math>\Delta =</math></p> <p>Tons per inch immersion at summer load water line</p> <p>T = <u>        </u></p> <p>Deduction = <math>\frac{\Delta}{40T}</math> inches = <u>        </u></p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient <math>\frac{.72 + .68}{1.24} = \frac{1.40}{1.24}</math></p> <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ... ..</td> <td><u>2-12</u></td> <td><u>-</u></td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td><u>-</u></td> <td><u>-</u></td> </tr> <tr> <td>Sheer correction ... ..</td> <td><u>-</u></td> <td><u>1-45</u></td> </tr> <tr> <td>Round of Beam correction... ..</td> <td><u>-</u></td> <td><u>1-62</u></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ..</td> <td><u>-</u></td> <td><u>.96</u></td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ..</td> <td><u>-</u></td> <td><u>-</u></td> </tr> <tr> <td></td> <td><u>2-12</u></td> <td><u>4-03</u></td> </tr> </table> <p>Summer Freeboard = <u>11-41</u></p>		+	-	Depth Correction ... ..	<u>2-12</u>	<u>-</u>	Deduction for superstructures ... ..	<u>-</u>	<u>-</u>	Sheer correction ... ..	<u>-</u>	<u>1-45</u>	Round of Beam correction... ..	<u>-</u>	<u>1-62</u>	Correction for Thickness of Deck amidships ... ..	<u>-</u>	<u>.96</u>	Other corrections, scantlings, etc. ... ..	<u>-</u>	<u>-</u>		<u>2-12</u>	<u>4-03</u>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... ..	Tropical Fresh Water Freeboard ... ..
Fresh Water Line " " ... ..	Fresh Water " " ... ..
Tropical Line " " ... ..	Tropical " " ... ..
Winter Line below " " ... ..	Winter " " ... ..
Winter North Atlantic Line " " ... ..	Winter North Atlantic " " ... ..



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway ... ..		No 1			No 2				
Dimensions of Hatchway ... ..		11'-9" x 14'-0			35'-0 x 14'-0.				
COAMINGS	Height above Deck ...	30"			33"				
	Thickness { Sides ...	32"			32"				
	{ Ends ...	-			-				
	Stiffeners ... ..	-			-				
HATCH BEAMS	Brackets, Stays ... ..	-			-				
	Number ... ..	NONE			8'-3"-9"				
	Spacing ... ..				One fixed two portable.				
	Scantling and Sketch ...								
FORE AND AFTERS	Bearing Surface ... ..				24"x40" 17"x36"				
	Number ... ..	3			3				
	Spacing ... ..	3'-6"			3'-6"				
	Unsupported Lengths ...	11'-9"			8'-9"				
HATCH COVERS	Scantling* and Sketch ...	7"x7"			7"x7"				
	Bearing Surface ... ..	3"			3"				
	Material ... ..	4x.			4x.				
	Thickness ... ..	2 1/4"			2 1/4"				
Spacing of Cleats	How fitted ... ..	Athwart			Athwart.				
	Bearing Surface ... ..	2"			2"				
	Number of Tarpaulins ... ..	2			2				
*Are wood fore and afters steel shod at all bearing surfaces? YES.									
Are battens and wedges efficient and in good condition? YES.									
Are tarpaulins in good condition and in accordance with rule requirements? YES.									
Are lashings provided in accordance with rule requirements? YES.									

Particulars of fiddle, funnel and ventilator coamings :— None.

Particulars of Flush Bunker Scuttles :— None.

Particulars of Companionways :— One companion forward & one aft. strongly constructed of wood with sliding roof & hinged double doors. Height of sill 9". One skylight to cabin with 9" wood coaming & glass sides protected by brass grids. Fitted with hinged wooden roof.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :— one 6" dia 12 1/2" coaming .25 plate (cowl) to fix. one 8 1/2" dia 14" coaming .25 plate (cowl) to hold. Both fitted with wooden plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :— None.

Particulars of Gangway Cargo and Coaling Ports :— None.





Particulars of Scuppers and Sanitary Discharge Pipes :— *NONE.*

Particulars of Side Scuttles :— *NONE.*

Particulars of Guard Rails :— *Steel bulwarks full length of vessel 32" thick with 5 x 2½ BA. rail, 33½" high aft. 36" fore 24" for 2/3 L amidships.*

Particulars of Gangways, Lifelines, etc. :—

*Suitable provision is made for rigging lifelines which are available in all parts of the vessel used by the crew in the regular working of the ship.*

#### 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'	2 ft for 2/3 L amidships 33½" aft 36" fore	18" x 8"	2	2 $\overline{7}$	19.40
Forward Well ... ..						

State position of each freeing port ... .. { After Well :—  
(F. and A. position and height above deck edge) { Forward Well :— *28' & 45' from aft. on deck level.*  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :— *Hinged shutters.*

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 ... ..								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..								
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..		<i>NONE.</i>						
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..								
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 ... ..	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	
Bridge, Forward Bulkhead ... ..	<i>NONE.</i>
Forecastle Bulkhead ... ..	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks ... ..	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	



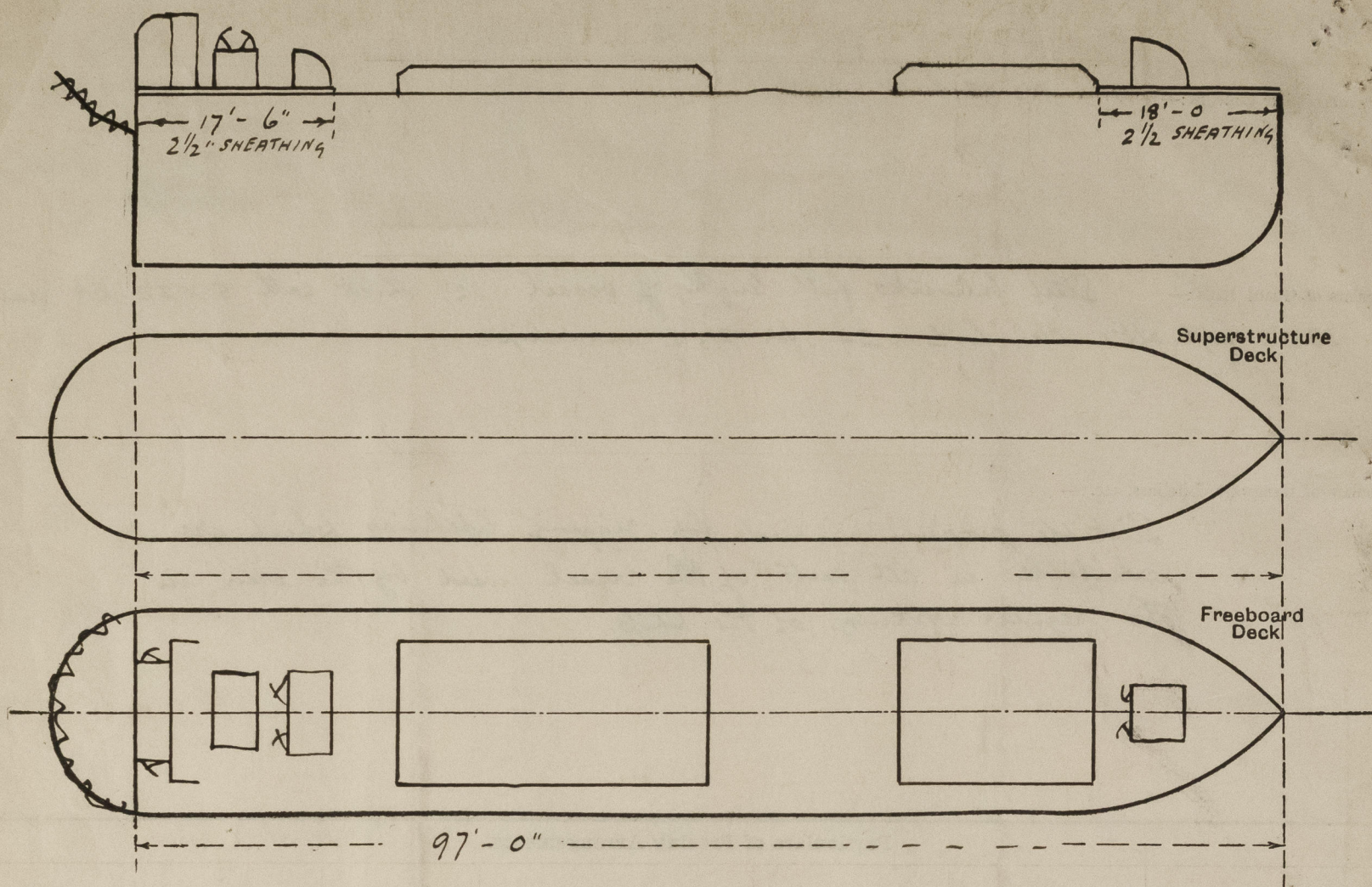
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*Elbe Everard*

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:—



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

*Vessel examined afloat.*

Builder's name and yard number

*Fellows & Co. Ltd. St. Yarmouth.*

Names of sister ships

*Red Everard, Lill Everard, Alf Everard.*

Owners

*F. J. Everard, & Sons.*

Fee £

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Received by me

Exps:

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*(26 MAY 1933)*



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