

EXT

for 10/5

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—SAILING SHIPS.

PARTICULARS RELATING TO ALL SAILING SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Spayre*
Date of Survey *15th July + 26th July 1926.*
Name of Surveyor *A.B. Farminer*

BT. COPY WRITTEN

Ship's Name. **"ETHEL EVERARD"**
Number in Register Book ☒
Port of Registry and Nationality. *London British*
Official Number. *149723*
Gross Tonnage. *189.75*
Date of Build. *1926*
Particulars of Classification. *HOA. 1. Sailing barge. contemplated*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<i>97.6</i>	<i>23.1</i>	<i>9.65</i>	<i>174.73</i>
Length on LOADLINE	<i>97</i>	* Difference in ft. x 2 <i>-25</i>	Sheer <i>+ .76</i>	Peak <input checked="" type="checkbox"/> Tanks <input checked="" type="checkbox"/>
		<i>No sparling + .83</i>		
CORRECTED DIMENSIONS.	<i>97.0</i>	<i>23.18</i>	<i>10.41</i>	<i>174.73</i>

Moulded Depth as measured..... *9'-6"*

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

In iron or steel sailing ships state the rise of floor per foot of half breadth *NIL.*
Less, if iron uncovered upper deck, the usual thickness of wood deck less stringer
Moulded depth to be used with tables *9'-3 1/4"*

CORRECTION FOR LENGTH.

Length of Ship on Load Line *97.0*
Length in Table *92.7*
Difference *4.3*
Correction for 10 ft. *.9*
x Difference ÷ 10 = *.387 + 1/2"*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer.....
Allowed in Mld. Depth reduced.

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *23.0*
Round of Beam..... *12"*
Normal round *5.75"*
Difference *6.25 2 = 3.125"*
† If limited by the memo. to Para. 19
Proportion of Deck uncovered (Para. 19) *- 3"*

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Sheer { Stem... *54"*
at { Sternpost... *42"* } *96" ÷ 2 = 48.0"* Mean *36) 27.57 .46*
Sheer at $\frac{1}{2}$ of the length from { Stem *28"* } *52 ÷ 2 = 26"* Mean
{ Sternpost *24"* } *÷ .55 = 47.27*
Gradual mean Sheer *47.27*
Standard mean Sheer (Table, Para. 18) *19.70* Correction
Difference..... *27.57 ÷ 4 =*
§ If limited as Para. 18 (f)..... *19.70 ÷ 4 = 2.46*
- 2 1/2

¶ Fall in sheer }
Para. 18 (d) } ÷ 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House			
Raised Qr. Dk.			
Poop.....			
Total length allowed			
÷ Length of Ship			x 8 eighths covered.

Flush deck.

Freeboard Table D corrected for Length
Percentage allowance

Freeboard, Table D *1'-3"*
Correction for Length *+ 1/2*
1'-5 1/2
Correction for Sheer *- 2 1/2*
1'-3
Allowance for Deck Erections ✓
Correction for Round of Beam..... *- 3*
1'-0
Correction for fall in Sheer (if any) ✓
Correction for Iron Deck (if required) ✓
Other Corrections (if any)..... ✓

Freeboard *1'-0"*
N. A. Winter Freeboard

Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the wood or iron deck with side. *+ 2"*

Freeboard from deck line *1'-2"*
N. A. Winter Freeboard

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line above centre of Disc
Winter North Atlantic Line below " "

§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.
¶ The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

† In flush deck sailing vessels the excess of round of beam for which an allowance is made shall not exceed the standard round of beam, and for sailing vessels having erections on deck the allowance shall be further reduced in proportion to the extent of the main deck uncovered.

Do all the Frames extend to the top height in the Poop?

Do. do. do. Raised Quarter Deck?
Do. do. do. Bridge House?
Do. do. do. Forecastle?

To what height do the Reverse Frames extend?

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House?

Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Has the Bridge House an efficient Iron Bulkhead at the after end?

How are the openings closed?

Is the Forecastle at least as high as the main or top-gallant rail?

Has the Forecastle an efficient Iron or Wood Bulkhead at after end?

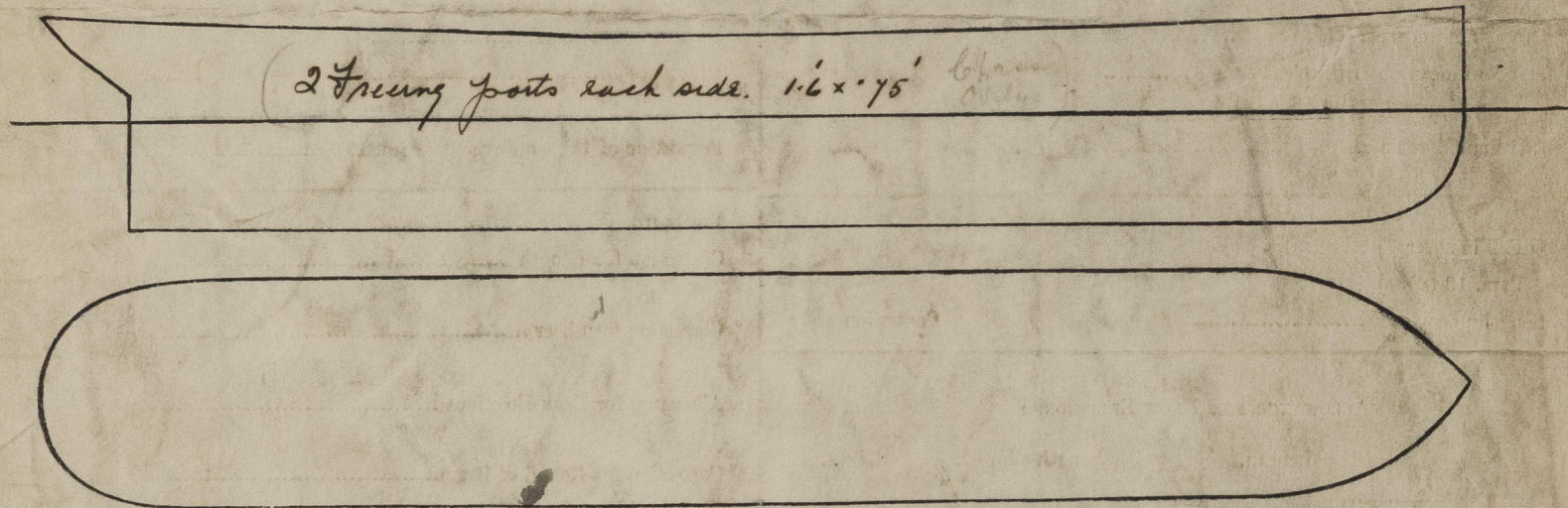
Are the Weather Deck Hatchways efficiently constructed? Give particulars below:—

Yes.

Position and Size.	Nº1. 11'-9" x 14'-0"	Nº2. 35'-0" x 14'-0"			
Item.					
Height above top of DECK of COAMING	24" -	24" -			
SHIFTING BEAMS OR WEB PLATES. {					
Number		1 thick plate 40			
Section and Scantlings	NONE	2 1/2 x 27 1/2 6x3x40 Double angles -			
Material		28 Shifting beams -			
		17 x 1 1/2 x 36			
		3 x 3 x 36. Double angles -			
FORE AND AFTERS. {					
Number	D 3 B	D 3 B	D x B	D x B	
Section and Scantlings	7" x 7"	7" x 7"			
Material	Pitch pine -	Pitch pine -			
HATCHES Thickness	2 1/2"	2 1/2"			
Remarks					

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

See Spanish Surveyor letter 7/8/26



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c., erections, hatchways, &c.

State any special features in the construction of the Vessel ✓

This vessel is a duplicate of the "WILL EVERARD" and "ALF EVERARD".

Builds Lond Nos. 308+309.

Fellows No. 117.

Owners

Address

Fee

Received by me



© 2021

Lloyd's Register
Foundation