

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

23 FEB 1931

PARTICULARS RELATING TO ALL STEAM 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 Bristol  
Date of Survey Feb. 20. 31  
Name of Surveyor John. W. Gwynne

Ship's Name. THE EARL  
Port of Registry and Nationality. British  
Official Number. 162090  
Gross Tonnage. 1931  
Date of Build. 1931  
Particulars of Classification. 100 A/1 for Towing services

Length	Breadth	Depth	Under Deck Tonnage
90.0	24.05	11.15	146.98
90.0	Frame Depth 4 Rule " 3 x 2. - .14 No Sparring + 20	Ceiling + .15 Sheer + .38	Peak } Incl'd Tanks } For raised floor aft + 2 Tons
90.0	24.08	11.63	148.98

Moulded Depth as measured..... 12'-0"  
Rule wood deck less 5/8" - 2 3/4"  
11-9 1/4"  
Addition for Keel below base line for draught record..... 6 inches.

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

12.0  
12.6  
1.4  
11.2

## CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 90.0  
Length in Table ..... 141.25  
Difference ..... 51.25  
Correction for 10ft., Table A. .... .9 Table C.  
x Difference divided by 10 ..... 4.61 (if required.)  
If  $\frac{1}{10}$ ths length covered divide by 2 ..... -4 1/2

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer ..... allowed in reduced mld. depth

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 24'-0 3/4"  
Round of Beam ..... 6"  
Normal round..... 6"  
Difference ..... 6" ÷ 2 = 3"  
Proportion of Deck uncovered (Para. 19) ..... NIL

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

Co-efficient of fineness..... .591  
Any modification necessary {  
[Para. 4 (a) to (e)]\*  
Co-efficient as corrected ..... .68 Lowest in Table

Sheer { Stem..... 36'  
at { Sternpost ... 30' } 66 ÷ 2 = 33' Mean 36 11.9  
Sheer at  $\frac{1}{2}$  of the length from { Stem 17'  
Sternpost 17' } 34 ÷ 2 = 17' Mean 30.9  
Gradual mean Sheer ..... 30.9  
Standard mean Sheer [Table, Para. 18] ..... 19.0 Correction  
Difference..... 11.9 ÷ 4 =  
§ If limited as Para. 18 (f) ..... 12.0 ÷ 4 = 2.37 - 2 1/4

Rise in Sheer { At front of bridge house.....  
from amidships {  
[Para. 18 (e)] { At after end of forecastle .....

Fall in Sheer {  
Para. 18 (d) {  
Length uncovered ..... Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....  
Correction for Length, if required (Para. 12, 13, and 14) .....  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }  
Difference .....  
Percentage as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }  
Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House .....			
† Raised Qr. Dk.....			
Poop.....			
Total .....			
Length of Ship .....			
Corresponding percentage { (Para. 11, 12, 13, or 14) }			

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

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

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† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
§ 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.



Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ 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 ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

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 Bulk'd. at after end? ☒

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? ☒ *Steel casing*

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒ *Yes*

Give thickness of plating; scantlings and spacing of Stiffeners *Plating .26 ship. 3x22x.26 Spacing 30"*

What is the height of the exposed Casings? *3'6"* Are suitable means provided for closing all openings in them in bad weather? *Yes*

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.										
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK										
Thickness { Sides.....										
{ Ends.....										
SHIFTING BEAMS OR WEB PLATES.										
* FORE AND AFTERS.										
HATCHES Thickness										
Remarks.....	<i>Trim by stem</i> <i>Length on L.W.L. = 90 feet.</i> <i>C.O. shaft 2.3.5</i> <i>Trim = <math>\frac{3.42}{45.0} \times \frac{18}{1} = 1.36 = 1\frac{1}{4}"</math></i>									

\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? ☒ Strake between Main and Bridge Sheerstrakes? ☒

Delete the words { The Crew are, are not, berthed in the bridge house.  
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks *in well* *whole length*

Area of Freeing Ports required by Para. 11 (e) each side of vessel =

Ft. Tenths. Ft. Tenths. No.  
 2.0 x 1.33 x 3

Freeing Ports  
(each side of vessel) =

7.98

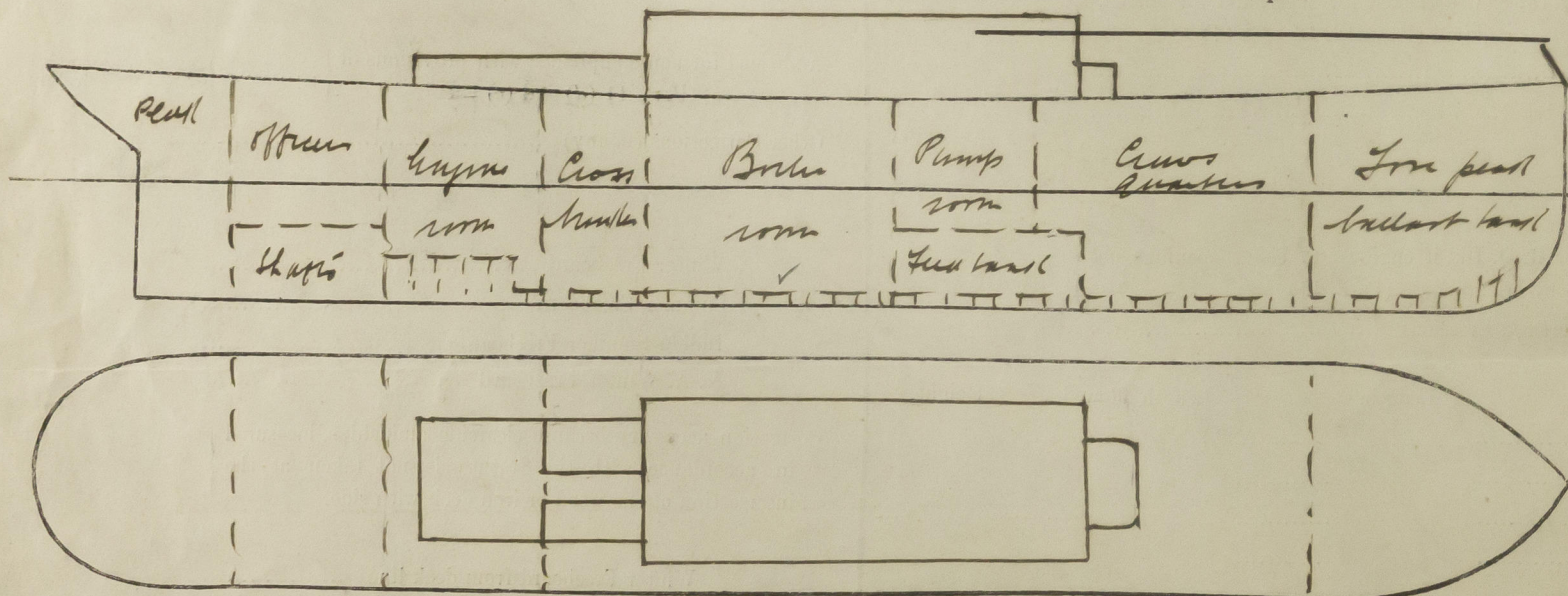
Sq. ft.

Sq. ft.

*Forblass only*

Total deficiency or excess =

Sq. ft.



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

State any special features in the construction of the Vessel

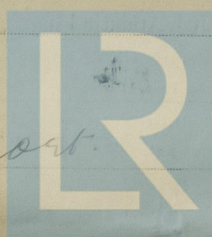
*The futtock is measured from line parallel to the top of keel passing thro the deck at the middle of vessels length. Trim by stem 36/CG. L.W.L. abapt amidships 3*  
*Owners Great Western Railway Co.*

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*See F.E. Report*



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