

Rpt. C.11 (Comp.).  
Ocean Vanguard 36720  
etc.

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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 35807  
(For London Office only).

24 APR 1942

F6

Ship's Name <b>"OCEAN VESTAL"</b>	Official Number <del>Not yet issued</del> <b>168815</b>	Nationality and Port of Registry <b>BRITISH LONDON Liverpool</b>	Gross Tonnage <b>7174</b>	Date of Build <b>1942</b>	Port of Survey <b>RICHMOND, CALIFORNIA</b>
Moulded Dimensions: Length <b>416.00</b> Breadth <b>56.90</b> Depth <b>37.33</b> <i>To centre of rudder stock 417.35'</i>					Date of Survey <b>Dec. 1941-Jan. 1942</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16556</b> tons					Surveyor's Signature <i>L. B. Cocking</i>
Coefficient of fineness for use with Tables <b>769</b>					Particulars of Classification <b>+ 100 A1</b> with freeboard (contemplated)

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... 37.33	(a) Where D is greater than Table depth (D—Table depth) R = <b>81</b> $(37.38 - 27.73) \times 3.0 = +28.95$	Moulded Breadth (B) <b>56.90</b>
Stringer plate ... .05	(b) Where D is less than Table depth (if allowed) (Table depth—D) R = <b>9.56</b>	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66"$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = <b>14.00"</b>
Depth for Freeboard (D) = <b>37.38</b>		Difference <b>.34</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = -0.09"$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
Forecastle enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...					

Standard Height of Superstructure \_\_\_\_\_  
" " R.Q.D. ☒

Deduction for complete superstructure \_\_\_\_\_

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

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

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

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

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

Interpolation for bridge less than 2L (if required)

Deduction = **NIL** ☒

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	73	1		73	53.00	53.00	1		53.00
1/2 L from A.P. ...	23.01	4		92.08	23.12	23.12	4		92.48
1/2 L " ...	5.64	2		11.36	5.12	5.12	2		10.24
Amidships ...		4					4		
1/2 L from F.P. ...	11.36	2		22.72	11.75	11.75	2		23.50
1/2 L " ...	46.04	4		184.16	47.37	47.37	4		189.48
F.P. ...	103.20	1		103.20	104.75	104.75	1		104.75
Total ...				464.56					473.45

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 = )  
L ( **FLUSH DECK**

" " aft of " = )

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{9.05}{18} \times .75 = -.33"$   
If limited on account of midship superstructure. ☒ No.

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ☒

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{76.52 + 6.246}{1.360} = 1.449$	<b>87.21</b> <del>82.76</del> <del>88.36</del> <b>88.66</b>
<b>Addition for Winter and Winter North Atlantic Freeboard.</b>	Displacement in salt water at summer load water line $\Delta = 13752$	Depth Correction ... 28.95	
Depth to Freeboard Deck = 37.38	Tons per inch immersion at summer load water line $T = 48.5$	Deduction for superstructures ...	
Summer freeboard = 10.55	Deduction = $\frac{\Delta}{40T}$ inches $= \frac{13752}{40 \times 48.5}$	Sheer correction ... .38	
Moulded draught (d) = 26.83	$= 7.09"$	Round of Beam correction ... .089	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71		Correction for Thickness of Deck amidships ... .58	
Addition for Winter North Atlantic Freeboard (if required) = $6 \frac{3}{4}"$		Other corrections, scantlings, etc. to correspond with a summer moulded draught of 26'-10" (26'-10 1/8" Actual)	
		Summer Freeboard = 126.50	<b>37.84</b> <del>32.34</del>

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 10' 6 1/2"

Tropical Fresh Water Line above Centre of Disc ...	13 3/4"	Tropical Fresh Water Freeboard ...	9' 4 3/4"
Fresh Water Line " " ...	7"	Fresh Water " " ...	9' 11 1/2"
Tropical Line " " ...	6 3/4"	Tropical " " ...	9' 11 3/4"
Winter Line below " " ...	6 3/4"	Winter " " ...	11' 1 1/4"
Winter North Atlantic Line " " ...		Winter North Atlantic " " ...	



A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

R. B. Shepleard.  
Jan 6<sup>th</sup>, 1942

Trade of ship...INTERNATIONAL

Names of sister ships...This vessel is the sixth of thirty sister ships, Nos. 1-30, to be built by Todd-California Shipbuilding Division of The Permanente Metals Corporation

Builder's name and yard number...Todd-California Shipbuilding Division of The Permanente Metals Corporation---No. 8

Owners...H. M. Government in the United Kingdom

Fee £...To be charged in London



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