

Ocean Vessel  
36857

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. 37155  
(For London Office only).

27 JAN 1943

Ship's Name <b>"OCEAN ANGEL"</b>	Official Number <b>168744</b>	Nationality and Port of Registry <b>BRITISH Glasgow London</b>	Gross Tonnage <b>7178.42</b>	Date of Build <b>1942</b>	Port of Survey <b>So. Portland, Maine, U.S.A.</b>
Moulded Dimensions: Length <b>417.35'</b> Breadth <b>56.9</b> Depth <b>37.33 to upper deck. 28.48 to 2nd deck.</b>					Date of Survey <b>October, 1942.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16556</b> tons					Surveyor's Signature <i>J.S. [Signature]</i> for <i>A.C. Hunter + self.</i>
Coefficient of fineness for use with Tables <b>.769</b>					Particulars of Classification <b>100A1 with Freeboard (contemplated)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>37.33</b>	(a) Where D is greater than Table depth (D—Table depth) R=	Moulded Breadth (B) <b>56.90</b>
Stringer plate ... <b>.95</b>	<b>(37.38 - 27.82) 3 = +28.68</b>	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$
Sheathing on exposed deck	(b) Where D is less than Table depth (if allowed) (Table depth—D) R=	Ship's Round of Beam = <b>14.00</b>
$T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Difference <b>.34</b>
Depth for Freeboard (D) = <b>37.38</b>		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.34}{4} = .09$

### DEDUCTION FOR SUPERSTRUCTURES.

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

Standard Height of Superstructure **7'6"**

" " R.Q.D. ...

Deduction for complete superstructure **42 inches.**

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

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

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

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. ...	<b>51.73</b>	1	<b>51.73</b>	<b>53.70</b>	<b>53.70</b>	1	<b>53.70</b>
%L from A.P. ...	<b>23.07</b>	4	<b>92.28</b>	<b>23.40</b>	<b>23.40</b>	4	<b>93.60</b>
%L " ...	<b>5.69</b>	2	<b>11.38</b>	<b>4.9</b>	<b>4.9</b>	2	<b>9.80</b>
Amidships ...	<b>11.39</b>	4	<b>22.78</b>	<b>11.60</b>	<b>11.60</b>	4	<b>23.20</b>
%L from F.P. ...	<b>46.06</b>	4	<b>184.24</b>	<b>47.40</b>	<b>47.40</b>	4	<b>189.60</b>
%L " ...	<b>103.50</b>	1	<b>103.50</b>	<b>105.50</b>	<b>105.50</b>	1	<b>105.50</b>
F.P. ...							
Total ...			<b>465.77</b>				<b>475.40</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{9.63}{18} \times .75 = -.40$

If limited on account of midship superstructure.

Mean actual sheer aft =  
Mean standard sheer aft =

Mean actual sheer forward =  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
" " aft of " =

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Corrected for Flush Deck (if required)
Depth to Freeboard Deck = <b>37.38</b>	$\Delta = 13758$	Correction for coefficient. <b>.769 + .68 = 1.449 = 1.065</b>
Summer freeboard = <b>10.54</b>	Tons per inch immersion at summer load water line	<b>1.36</b>
Moulded draught (d) = <b>26.84</b>	$T = 48.5$	Depth Correction ... <b>28.68</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6-3/4"</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7"</b>	Deduction for superstructures ... <b>.41</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>X</b>		Sheer correction ... <b>.40</b>
		Round of Beam correction ... <b>.09</b>
		Correction for Thickness of Deck amidships ... <b>9.68</b>
		Other corrections, scantlings, etc. ... and ... <b>38.37</b>
		corresponding with approved summer draught. <b>37.88</b>
		Summer Freeboard = <b>126.50"</b>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <b>10'6 1/2"</b>	Tropical Fresh Water Freeboard ... <b>9.4-3/4</b>
Tropical Fresh Water Line above Centre of Disc ... <b>13-3/4</b>	Fresh Water " ... <b>9.11 1/2</b>
Fresh Water Line " " ... <b>7</b>	Tropical " ... <b>9.11-3/4</b>
Tropical Line " " ... <b>6-3/4</b>	Winter " ... <b>11.1-1/4</b>
Winter Line below " " ... <b>6-3/4</b>	Winter North Atlantic " ... <b>---</b>
Winter North Atlantic Line " " ... <b>---</b>	

29 JAN 1943

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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.

*gms*

Trade of ship..... **Dry & Perishable Cargoes.**

Names of sister ships..... **"OCEAN VANGUARD" "OCEAN LIBERTY", etc.**

Builder's name and yard number..... **Todd-Bath Iron Shipbuilding Corporation, Hull No. 26**

Owners..... **British Ministry of War Transport.**

Fee £..... **\$100.00**



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