

OCEAN VISTA
No. 36951
etc.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER.)

Index. No. 36987
(For London Office only).

F24

Ship's Name "OCEAN VERITY"	Official Number Not yet 167858 issued	Nationality and Port of Registry BRITISH Southampton LONDON	Gross Tonnage 7174	Date of Build 1942	Port of Survey RICHMOND, CALIFORNIA
Moulded Dimensions: Length 417.35 Breadth 56.90 Depth 37.33 To Centre of rudder stock.					Date of Survey JUNE 8th, 1942
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16556 tons					Surveyor's Signature J. B. Backus & Rennie
Coefficient of fineness for use with Tables .769					Particulars of Classification + 100 A1 With Freeboard (contemplated)

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 37.33	(a) Where D is greater than Table depth (D-Table depth) R= (37.38 - 27.82) x 3 = + 28.68	Moulded Breadth (B) 56.90
Stringer plate62"05	9.56	Standard Round of Beam = $\frac{B \times 12}{50}$ = 13.66
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth-D) R=	Ship's Round of Beam = 14.00
Depth for Freeboard (D) = 37.38	If restricted by superstructures	Difference .34
		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 _i)	Height	Height Correction	Effective Length (E)
Poep enclosed ...				
" overhang ...				
R.Q.D. enclosed ...				
" overhang ...				
Bridge enclosed ...	FLUSH DECK			
" overhang aft ...				
" overhang forward ...				
F'cle enclosed ...				
" overhang ...				
Trunk aft ...				
" forward ...				
Tonnage opening aft ...				
" forward ...				
Total ...				

Standard Height of Superstructure
" " R.Q.D.
Deduction for complete superstructure
Percentage covered $\frac{S}{L} =$)
" " $\frac{S_1}{L} =$) NIL
" " $\frac{E}{L} =$)
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. ...	51.73	1	51.73	53.00	53.00	1	53.00
1/2 L from A.P. ...	23.02	4	92.08	23.12	23.12	4	92.48
1/2 L " ...	5.69	2	11.38	5.12	5.12	2	10.24
Amidships ...	--	4	--	--	--	4	--
1/2 L from F.P. ...	11.38	2	22.76	11.75	11.75	2	23.50
1/2 L " ...	46.04	4	184.16	47.37	47.37	4	189.48
F.P. ...	103.47	1	103.47	104.75	104.75	1	104.75
Total ...			465.58				473.45

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{7.87}{18} \times .75 = -.33$
If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Mean actual sheer aft =)
Mean standard sheer aft =) EXCESS
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 corrected for Flush Deck (if required)	83.21
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient. $\frac{.769 + .68}{1.36} = \frac{1.449}{1.36} =$	88.66
Depth to Freeboard Deck = 37.38	$\Delta = 13758$	Depth Correction ... 28.68	
Summer freeboard = 10.54	Tons per inch immersion at summer load water line	Deduction for superstructures ...	
Moulded draught (d) = 26.84	T = 48.5	Sheer correction33	
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction09	
Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6 3/4	= 7.09	Correction for Thickness of Deck amidships ...	
Addition for Winter North Atlantic Freeboard (if required) =	= 7"	Other corrections, scantlings, etc. to correspond to a summer moulded draught of 26' 10" (26' 10 1/8" actual)	9.58
		Summer Freeboard = 126.50	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~WOOD~~ Steel, Deck:—

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.

J. Rennie
June 8th 1942

amr

amr

Trade of ship..... INTERNATIONAL

Names of sister ships..... This vessel is the 24th 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. 24

Owners H. M. GOVERNMENT IN THE UNITED KINGDOM

Fee \$ To be charged in London
100.00



© 2020

Lloyd's Register
Foundation