

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. 39153  
(For London Office only).

JUL 1947

Ship's Name <b>"CAPTAIN FARMAKIDES"</b>  (ex "James M. Goodhue")	Official Number	Nationality and Port of Registry <b>Greek</b>  <b>Syra</b>	Gross Tonnage <b>7176</b>	Date of Build <b>1943</b>	Port of Survey <b>Baltimore, Maryland</b>
Moulded Dimensions: Length <b>417.73</b> Breadth <b>56.90</b> Depth <b>37.33</b>					Date of Survey <b>13th April, 1947, and subsequently</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth T/1 at 26' = 48.1, at 27' = 48.85, at 28' = 48.8					Surveyor's Signature <i>J. Buchanan</i>
Coefficient of fineness for use with Tables <b>.768</b>					Particulars of Classification <b>100 A1 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 = <b>(37.33 - 27.85) 3.00 = +28.62"</b> <b>9.54</b>	Moulded Breadth (B) <b>56.90</b>
Stringer plate ... <b>.06</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 13.65$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <b>14.05</b>
Depth for Freeboard (D) = <b>37.39</b>		Difference <b>.40</b>
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.40}{4} = .10"$

## 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					
Ele enclosed ...					
.. overhang ...					
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward					
Total ...					

**No Superstructures**

Standard Height of Superstructure \_\_\_\_\_

.. .. R.Q.D. \_\_\_\_\_

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

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. ...	51.77	1		51.77	54.12	54.12	1		54.12
$\frac{1}{2}L$ from A.P. ...	23.04	4		92.16	24.00	24.00	4		96.00
$\frac{3}{4}L$ " ...	5.69	2		11.38	5.00	5.00	2		10.00
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{4}L$ from F.P. ...	11.39	2		22.78	11.75	11.75	2		23.50
$\frac{1}{2}L$ " ...	46.08	4		184.32	47.75	47.75	4		191.00
F.P. ...	103.55	1		103.55	105.37	105.37	1		105.37
Total ...				465.96					479.99

Mean actual sheer aft = *Excess*

Mean standard sheer aft = *Excess*

Mean actual sheer forward = *Excess*

Mean standard sheer forward = *Excess*

Length of enclosed superstructure forward of amidships = *Flush Deck*

.. .. aft of .. = *Deck*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{14.03}{18} \times 75 = -.58"$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **37.39**

Summer freeboard = **9.73**

Moulded draught (d) = **27.66**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **6.92 = 7"**

Addition for Winter North Atlantic Freeboard (if required) =

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 

Tons per inch immersion at summer load water line

T =

Deduction =  $\frac{\Delta}{40T}$  inches = **7.4"**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

77.07 + 6.27 = **83.34**

$\frac{.768 + .68}{1.36} = \frac{1.448}{1.36}$

88.75

Depth Correction	28.62	-
Deduction for superstructures	-	-
Sheer correction	-	.58
Round of Beam correction	-	.10
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
<b>28.62</b>	<b>.68</b>	<b>+27.94</b>

Summer Freeboard = **116.69**

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line

Tropical Line

Winter Line

Winter North Atlantic Line

1.24" = 362 inches

7.4" = 184 inches

7" = 178 inches

7" = 178 inches

7" = 178 inches

Tropical Fresh Water Freeboard

Fresh Water

Tropical

Winter

Winter North Atlantic

9.834" = 2965 inches

8.612" = 2603 inches

9.112" = 2781 inches

9.112" = 2781 inches

10.334" = 3143 inches

10.334" = 3143 inches



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.

*Don't copy this side*

Trade of ship General Freighter

Names of sister ships Liberty Ships

Builder's name and yard number California Shipbuilding Company, Los Angeles - Yard No. 152

Owner Messrs. Rethymnis and Kulukundis

Fee \$100



© 2021

Lloyd's Register  
Foundation