

31592

Hull Report No. 40523.

Rpt. 12.

FREEBOARD VERIFICATION FORM FOR STEAMERS.

When received in London Office

3 FEB 1930

Port Hull.

Vessel's Name M.S. "Portavon" (Gooler B. & R. Co. No. 265.)

Official No. No. in Reg. Book

Port of Registry (For Foreign Vessels)

Iron or Steel Steel State whether Classed by Lloyd's Register Class Contemplated.

Name of Owners Portfield Steamship Co. Ltd. Date of Verification 31/Jan/1930.

I have to report that the Freeboard from the centre of disc to the top of the statutory deck line, and the lines in connection therewith, as given below, assigned by the Committee to this vessel, have been correctly marked on the vessel's sides, in accordance with the printed instructions:—

From centre of disc to top of statutory deck line	4	ft.	10 1/2	ins.
From centre of disc to top of statutory deck line at awning or part-awning deck		ft.		ins.
Fresh Water line above centre of disc			3	ins.
Indian Summer line above centre of disc				ins.
Winter line below centre of disc			2	ins.
Winter North Atlantic line below centre of disc				ins.
Distance between the top of statutory deck line on vessel's side and the intersection of the continuation of upper side of wood or steel deck with the vessel's side	at main spar or upper dk.		1 1/4	ins.
	at awning or pt. awning dk.			ins.

NOTE.—It should be clearly shown whether the statutory deck line is set off from a wood or steel deck.

Maximum Summer Draught corresponding to the freeboard assigned as shown on the Builders' Displacement Scales:— 13'-1 1/4"

Malcolm Surveyor.

OWNERS NOTIFIED RE CHANGE OF NAME 22 AUG 1931

(To be filled up in London Office.)

Statement No. 31592 Date of Committee's Minute 21.1.30

Particulars for Record in Register Book: Moulded Depth 13 ft. 6 ins.; Freeboard 4 ft. 10 1/2 ins.; Corresponding Draught 13 ft. 1 1/4 ins.

Freeboards compared and found correct by [Signature] Date 3.2.30

Is fee paid? 3.2.8 To be applied for with Form for Certificate 5.2. fees.

Instructions Date

Certificate written 3.2.30 Noted for posting

to enable the crew to get to & from their quarters without descending into the well.

