

Rpt. 12.

# FREEBOARD VERIFICATION FORM FOR STEAMERS.

(When received in London Office)

Port

Kobe

Vessel's Name

"TONE MARU"

Official No.

27128

No. in Reg. Book

Port of Registry (For Foreign Vessels)

Itosaki

Iron or Steel

Steel

State whether Classed by Lloyd's Register

Yes

Name of Owners

Tokyo Kaiun Kabushiki Kaisha

Date of Verification

June 26<sup>th</sup> '20

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	5	ft.	6	ins.	✓
<del>From centre of disc to top of statutory deck line</del>	✓	ft.	✓	ins.	
<del>at awning or part awning deck</del>			6	ins.	✓
Fresh water line above centre of disc			5	ins.	✓
Indian Summer line above centre of disc			5½	ins.	✓
Winter line below centre of disc			✓	ins.	
Winter North Atlantic line below centre of disc			13¼	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 iron deck with the vessel's side	at main, spar or upper dk.		✓	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 iron deck.

— No wood deck. —

H. P. Howe

Surveyor.

(To be filled up in London Office.)

Statement No. 29562

Date of Committee's Minute

7.12.20

Particulars for Record in Register Book.

Moulded Depth

29 ft. 0 ins.

Freeboard

5 ft. 6 ins.

Corresponding Draught

23 ft. 11 ins.

Freeboards compared and found correct by

SKM

date 3.12.20

Is fee paid? New

Form for Certificate

A

Instructions

date

Certificate written

7.12.20

Noted for posting

No. 7, 10, 7.

007139-007149-0153

† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

The Surveyor should state whether the fall in sheer as reported is measured relative to the line of keel or to the water line. If measured relatively to water line the vertical error and also the usual load draft forward and aft should be reported.