

Rpt. 12.

FREEBOARD VERIFICATION FORM FOR STEAMERS.

When received in London Office

Port Middlesbrough

Vessel's Name "NIRVANA"

Official No. 136329

No. in Reg. Book 78513

Port of Registry (For Foreign Vessels) ✓

Iron or Steel Steel

State whether Classed by Lloyd's Register

100 ft. Shaker deck with fbd. contempl.

Name of Owners British India S.M.C. Ltd. Date of Verification April 14th 1925

33654 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. 4 ins.

From centre of disc to top of statutory deck line } ✓ ft. ✓ ins.
at awning or part-awning deck . . . }

Fresh Water line above centre of disc . . . 7 ins.

Indian Summer line above centre of disc . . . 6 ins.

Winter line below centre of disc . . . 6 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 steel deck with the vessel's side } at upper 13 ins.
at awn, 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 steel deck.

Maximum Summer Draught corresponding to the freeboard assigned as shown on the Builders' Displacement Scales:—

H. W. Oxford. Surveyor.

(To be filled up in London Office.)

Statement No. 23922 Date of Committee's Minute 29.9.14

Particulars for Record in Register Book. { Moulded Depth . . . 29 ft. 8 ins.
Freeboard . . . 4 ft. 4 ins.
Corresponding Draught 25 ft. 8 ins.

Freeboards compared and found correct by W. D. S. Date 1.5.25

Is fee paid? ✓ Form for Certificate

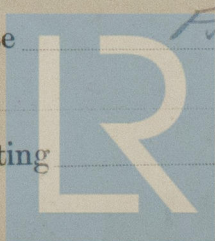
Instructions ✓ Date

Certificate written 1.5.25 Noted for posting

MIDDLESBROUGH

7. V. 152
23922

NOTE.—If depth is measured when vessel is at anchor, the depth of measurement should be reported.



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