

COPY.

pt. 12a.

# FREEBOARD VERIFICATION FORM FOR SAILING VESSELS.

(When received in London Office)

Port Split.

Vessel's Name Steel Schooner "S A V A".

Official No. \_\_\_\_\_ No. in Reg. Book \_\_\_\_\_

Port of Registry (For Foreign Vessels) SPLIT.

Material, Steel, Wood, } Steel State whether Classed by Lloyd's Register Contemp.  
or Composite }

Name of Owners \_\_\_\_\_ Date of Verification 5. 9. 25.

*Handwritten:* 15-10-25

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 the Committee to this vessel, have been correctly marked on the vessel's sides, in accordance with the printed instructions:—

Centre of disc to top of statutory deck line 1 ft. 3 1/2 ins. <sup>394</sup>

Fresh water line above centre of disc . . . . . 2 ins. <sup>51 1/2</sup>

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 steel wood or iron deck with the vessel's side } at upper dk. . . . . . 2 ins. <sup>51 1/2</sup>

*Handwritten:* Condition of class

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

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

(Signed) M. BONIVENTO. Surveyor.

(To be filled up in London Office.)

Statement No. \_\_\_\_\_ Date of Committee's Minute 5. 8. 25.

Particulars for Record in Register Book. { Moulded Depth . . . . . 9 ft. 1 ins.  
Freeboard . . . . . 1 ft. 3 1/2 ins.  
Corresponding Draught 8 ft. 7 ins.

Freeboards compared and found correct by \_\_\_\_\_ date \_\_\_\_\_

Fee paid? \_\_\_\_\_ Form for Certificate \_\_\_\_\_

Instructions \_\_\_\_\_ date \_\_\_\_\_

Certificate written \_\_\_\_\_ Noted for posting \_\_\_\_\_

