

29985

FREEBOARD VERIFICATION FORM FOR ORDINARY CARGO ^{AND}_{OR} PASSENGER SHIPS.

When received in London Office

29 NOV 1932

at Glasgow.name "GRACIA."Official No. 144258.No. in Reg. Book 6348.Port of Registry (~~For Foreign Ships~~) ☒GlasgowMaterial or Steel Steel State whether Classed by Lloyd's Register Yes. +100A1Name of Owners Donaldson Line, Ltd
Donaldson Bros. Ltd. (Mgrs.) Date of Verification 28TH November 1932.

I have to report that the Freeboards as given below, assigned by the Committee to this ship, have been correctly marked on the ship's sides, in accordance with the printed instructions:—

FREEBOARD AMIDSHIPS FROM TOP OF DECK LINE, WOOD /STEEL DECK.	FROM CENTRE OF DISC.
Tropical Fresh Water 5 ft. 2 ins.	14 $\frac{1}{2}$ ins. above
Fresh Water 5 ft. 8 $\frac{3}{4}$ ins.	7 $\frac{1}{2}$ ins. above
Tropical 5 ft. 9 $\frac{1}{2}$ ins.	6 $\frac{3}{4}$ ins. above
Summer 6 ft. 4 $\frac{1}{2}$ ins.	
Winter 6 ft. 11 ins.	6 $\frac{3}{4}$ ins. below
Winter North Atlantic <input checked="" type="checkbox"/> ft. <input checked="" type="checkbox"/> ins.	<input checked="" type="checkbox"/> ins. below

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

W. Simpson Crichton Surveyor.

(To be filled up in London Office.)

Statement No. 29985 Date of Committee's Minute16 July 1932

Particulars for Record in Register Book.

Moulded Depth	33	ft.	5	ins.
Freeboard	6	ft.	4 $\frac{1}{4}$	ins.
Corresponding Draught	27	ft.	2 $\frac{1}{2}$	ins.

Freeboards compared and found correct by

B.M.

Date

29.11.32

Is fee paid?

Form for Certificate

L.L.2. - 30/4/1934

Instructions

Date

Certificate written

29 NOV 1932

Noted for posting

W398-0025

S.S. "GRACIA."

1. Joosement air pipes closed by canvas covers and wire gargo.
2. Suitable provision is provided for rigging ladders which are available for use in any part of the ship which might have to be used by the crew in the regular working of the ship.

The following parts of the S.S. N^o 3 have been carried out at this date,
oil fuel bunkers and N^o 4 + 5 double bottom oil fuel tanks examined internally.



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