

nired.)

24164

Rpt. 12.

FREEBOARD VERIFICATION FORM FOR STEAMERS.

(When received in London Office)

Port

Vessel's Name

Pattersonian

Blaydonian

Official No.

133570

No. in Reg. Book

780 B

Port of Registry (For Foreign Vessels)

~~Iron~~ or Steel

State whether Classed by Lloyd's Register

Yes

Name of Owners

Date of Verification

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 *—* ft. *10½* 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 . . . *2½* ins.

Indian Summer line above centre of disc . . . *—* ins.

Winter line below centre of disc . . . *1½* 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~~ iron deck with the vessel's side } at main, spar or upper dk. *1* 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.

Certs to have

GRM 29.8.18

Surveyor.

(To be filled up in London Office.)

Statement No.

Date of Committee's Minute

Moulded Depth for record

ft.

ins.

Freeboards compared and found correct by

date

Is fee paid?

Form for Certificate *A*

Instructions

date

Certificate written

29-8-18

Noted for posting

Im. 8, 15, —T.

W 414-0235

ships the height of the R.Q.D. is to be taken from the sheer measured at the stem and stern. In flush-decked vessels the total standard mean sheer means the sheer measured at points distant post. In vessels having poops and forecastles, it means the sheer measured at points distant length from stem and stern-post.

survey, and also the usual load draft forward and aft should be reported.

MARKING