

*M Wood*

*30158*

# FREEBOARD VERIFICATION FORM FOR STEAMERS 1924

When received in London Office WFO. 49 JAN. 1924

*Rotterdam*  
Name *KINGHORN*

No. *147880* X No. in Reg. Book *24364*

of Registry (For Foreign Vessels) *Glasgow*

of Steel *steel* State whether Classed by Lloyd's Register *yes*

of Owners *John Fletcher* Date of Verification *19<sup>th</sup> December 1923*  
(*Anchorage Kinghorn*)

I have to report that the Freeboard from the centre of disc to the top of the  
ory deck line, and the lines in connection therewith, as given below, assigned  
e Committee to this vessel, have been correctly marked on the vessel's sides,  
ordance with the printed instructions:—

in centre of disc to top of statutory deck line	—	ft.	—	ins.
in centre of disc to top of statutory deck line	10	ft.	2	ins.
at <del>awning or part-awning</del> deck				
Fresh Water line above centre of disc			<i>4</i>	ins.
Indian Summer line above centre of disc			<i>4</i>	ins.
Winter line below centre of disc			<i>4</i>	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 <del>wood or steel</del> deck with the vessel's side	at main, spar or upper dk.	—	<i>nil.</i>	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.  
um Summer Draught corresponding to the freeboard assigned as shown on  
ilders' Displacement Scales:—

*H. D. Jonker* - Surveyor.

ent No. *30158* Date of Committee's Minute *6-9-21*

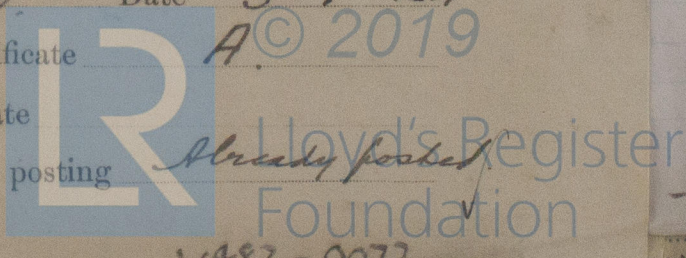
Moulded Depth	<i>38</i>	ft.	<i>1</i>	ins.
	<i>10</i>	ft.	<i>2</i>	ins.
	<i>28</i>	ft.	<i>2</i>	ins.

ards compared and found correct by *AD* Date *3-1-24*

paid ? Form for Certificate *A*

tions Date

ate written *9.1.24* Noted for posting *Already posted*



*W482-0072*