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33092

FREEBOARD VERIFICATION FORM FOR STEAMERS.

When received in London Office

Name Middlesbrough
"PORTFIELD"

27 SEP 1929
(Messrs Craig Taylor & Co. Ltd.)

No. not yet received

No. in Reg. Book H1768 Suppt. ✓

Registry (For Foreign Vessels) ✓

Steel Steel State whether Classed by Lloyd's Register yes * 100A1
of Owners Portfield S.S. Co. Ltd. Date of Verification 25th Sept 29. *Contemplated.*

I have to report that the Freeboard from the centre of disc to the top of the upper deck line, and the lines in connection therewith, as given below, assigned 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	<u>4</u> ft.	<u>2</u> ins.
centre of disc to top of statutory deck line } at awning or part-awning deck }	<u>✓</u> ft.	<u>✓</u> ins.
Fresh Water line above centre of disc		<u>6½</u> ins.
Indian Summer line above centre of disc		<u>5½</u> ins.
Winter line below centre of disc		<u>5</u> ins.
Winter North Atlantic line below centre of disc		<u>✓</u> 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 steel deck with the vessel's side } at main, spar or upper dk.		<u>1¾</u> ins.
at awning or pt-awning dk.		<u>✓</u> ins.

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

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

~~23' 8½"~~ 23-10½" (Ludb. Cr.)
28.9.29

John H. Stoker Surveyor.

(Filled up in London Office.)

Form No. 33092 Date of Committee's Minute 23.9.29

Records for Record in Register Book.	Moulded Depth	<u>27</u> ft.	<u>8</u> ins.
	Freeboard	<u>4</u> ft.	<u>2</u> ins.
	Corresponding Draught	<u>23</u> ft.	<u>10½</u> ins.

As compared and found correct by W.H.D. Date 27.9.29

Form for Certificate A

Date

Written 27.9.29 Noted for posting Ally



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This submitted the Surveyors he informed that the draught reported on this form is required to be taken from the builders' displacement scale.

In this case it would appear that the draught should be $23-10\frac{1}{2}$ " and not $23-8\frac{1}{4}$ as reported. They should verify this.

W.D.

27.9.29

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