

24539

24. 4. 17

Vessel's Name *James M^c Gee*

Official No. ~~214-816~~

No. in Reg. Book

Port of Registry (For Foreign Vessels) *Bayonne, N.T.*

Iron or Steel *Steel* State whether Classed by Lloyd's Register *intended to be classed*
Name of Owners *H. J. Bell*

Name of Owners *Standard Oil Co. N.Y.* Date of Verification *23rd March 1917*

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 11 ft. 5 ins.

From centre of disc to top of statutory deck line } 11 ft. 5 ins.
 at ^{SHELTER}awning or ~~part-awning~~ deck } 11 ft. 5 ins.

Fresh water line above centre of disc	3	ins.
Indian Summer line above centre of disc	7	ins.

Indian Summer line above centre of disc	7	ins.
Winter line below	7	ins.

Winter line below centre of disc	7	ins.
Winter N.	7	ins.

Winter North Atlantic line below centre of disc	ins.
Distance between the top of statutory deck	ins.

Distance between the top of statutory deck line on vessel's side and the intersection of the continuation of upper side of SHELTER at main, spar or upper dk. $1\frac{1}{2}$ ins. ✓

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

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The statutory deck line is set off from the
Steel deck

David Villar / Surveyor.

(To be filled up in London Office.)

Statement No. 24539 Date of Committee's Minute 25. 4. 17

Particulars for Record in Register Book.	Moulded Depth . . .	38	ft.	3	ins.	✓
	Freeboard	11	ft.	6	ins.	✓
	Corresponding Draught	27	ft.	3	ins.	

Freeboards compared and found correct by *ELM* 27 ft. ~~13~~ in
Is fee paid? *New vessel* date 25.4.17

Is fee paid? *New vessel* Form for Certificate

Instructions _____ date _____

Certificate written 25-4-17

Noted for posting

2-11-16-T

Winter North Atlantic Line

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.