

Rpt. 12.

24539

# FREEBOARD VERIFICATION FORM FOR STEAMERS.

Port Baltimore Md (When received in London Office 24.4.17)

Vessel's Name James Mc Gee

Official No. 214816 No. in Reg. Book

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

Iron or Steel Steel State whether Classed by Lloyd's Register intended to be classed

Name of Owners Standard Oil Co N.J. Date of Verification 23<sup>rd</sup> 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	<u>11</u> ft.	<u>5</u> ins.	✓
From centre of disc to top of statutory deck line at <del>awning or part-awning</del> <sup>SHELTER</sup> deck	<u>11</u> ft.	<u>5</u> ins.	✓
Fresh water line above centre of disc		<u>7</u> ins.	✓
Indian Summer line above centre of disc		<u>7</u> ins.	✓
Winter line below centre of disc		<u>7</u> ins.	✓
<del>Winter North Atlantic line below centre of disc</del>		✓	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 iron</del> <sup>SHELTER</sup> deck with the vessel's side	at main, spar or upper dk.	<u>1 1/2</u> 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.

The statutory deck line is set off from the Steel deck

David Willard 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	<u>38</u> ft.	<u>3</u> ins.	✓
	Freeboard	<u>11</u> ft.	<u>5</u> ins.	✓
	Corresponding Draught	<u>27</u> ft.	<u>3</u> ins.	✓

Freeboards compared and found correct by GRM date 25.4.17

Is fee paid? New vessel Form for Certificate A

Instructions date

Certificate written 25.4.17 Noted for posting

2nd, 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. All vessels equal in strength to Lloyd's Awning-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 Awning-decked Ships, the freeboard for which will vary with their strength.

