

SPARRING
FITTED

Bailers - deep
Classes under Survey

60.25
10.00
0.25

COPY.

Rpt. 12. *Extract Bel 23/4/20* *Glasgow* *H.R. Report* *29132*
~~*40184*~~

FREEBOARD VERIFICATION FORM FOR STEAMERS.

Port *Glasgow.* (When received in London Office *FRI. AUG. 13 1920*)

Vessel's Name *S.S. "EVELEEN."*

Official No. No. in Reg. Book *78729 Sup.*

Port of Registry (For Foreign Vessels)

Iron or Steel *Steel* State whether Classed by Lloyd's Register *Yes, Contemplated.*

Name of Owners *JOHN MILLIGEN & Co. LD.* Date of Verification *11th August 1920.*

29048. 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	<input checked="" type="checkbox"/>	ft.	<input checked="" type="checkbox"/>	ins.
From centre of disc to top of statutory deck line at awning or part awning deck <i>(R.Q.D.K)</i>	<input checked="" type="checkbox"/>	3	ft.	<i>9 1/2</i> ins. <input checked="" type="checkbox"/>
Fresh water line above centre of disc				<i>3</i> ins. <input checked="" type="checkbox"/>
Indian Summer line above centre of disc				<input checked="" type="checkbox"/> ins.
Winter line below centre of disc				<i>2</i> ins. <input checked="" type="checkbox"/>
Winter North Atlantic line below centre of disc				<input checked="" type="checkbox"/> 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 <i>steel</i> deck with the vessel's side			at main, spar or upper dk.	<input checked="" type="checkbox"/> ins. <input checked="" type="checkbox"/>
			at awning or pt. awning <i>RAISED OR.</i> dk.	<i>1</i> ins. <input checked="" type="checkbox"/>

NOTE. It should be clearly shown whether the statutory deck line is set off from ~~wood or iron~~ *steel* iron deck.

Robt. Sheetham Surveyor.

(To be filled up in London Office.)
Statement No. *29132* Date of Committee's Minute *16.7.20*

Particulars for Record in Register Book.	Moulded Depth	<i>11</i> ft.	<i>8</i> ins.
	Freeboard	<i>3</i> ft.	<i>9 1/2</i> ins.
	Corresponding Draught	<i>12</i> ft.	<i>1</i> ins.

Freeboards compared and found correct by *ELM* date *13.8.20*

Is fee paid? *new* Form for Certificate *A*

Instructions _____ date _____

Certificate written *13.8.20* Noted for posting

Im.8.19.-T.

002085-002093-0198

Winter North Atlantic Line " " "

If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant $\frac{1}{4}$ length of the vessel's length from stem and stern-post.

State dimensions of freeing port area on back of this form.
The Surveyor should state whether the fall in sheer as reported is measured relative to line of keel or to the water line. If measured relatively to water line the vessel's survey, and also the usual load draft forward and aft should be reported.

