

Rpt. 12.

25961.

FREEBOARD VERIFICATION FORM FOR STEAMERS.

Port

Newport News

(When received in London Office)

TUE. 20 AUG. 1918

Vessel's Name

H. M. Flagler

Official No.

216456

No. in Reg. Book

Port of Registry (For Foreign Vessels)

Bayonne N.J.

Iron or Steel

Steel

State whether Classed by Lloyd's Register

yes (44)

Name of Owners

Standard Oil Co. N.J.

Date of Verification

June 26th 1918

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

Shelter

11

ft.

3

ins.

From centre of disc to top of statutory deck line
at awning or part-awning deck

ft.

ins.

Fresh water line above centre of disc

6 1/2

ins.

Indian Summer line above centre of disc

6 1/2

ins.

Winter line below centre of disc

6 1/2

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 wood or iron deck with the vessel's side

at main spar or upper dk.

at Shelter bk.

at awning or pt-awning dk.

1 1/2

ins.

ins.

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

A. R. Prekering Surveyor.

(To be filled up in London Office.)

Statement No. 25961.

Date of Committee's Minute

9.7.18

Particulars for Record
in Register Book.

Moulded Depth

37

ft.

2

ins.

Freeboard

11

ft.

3

ins.

Corresponding Draught

26

ft.

3

ins.

Freeboards compared and found correct by

SKM

date

20.8.18

Is fee paid?

New

Form for Certificate

A

Instructions

Write Certificate

date

21.8.18

Certificate written

21-8-18

Noted for posting

2m. 11.10-T.

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 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 scantlings to the upper deck, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

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