

of Approval of the position (Alteration of the position) of the Centre of the Disc, and of the Lines to be used in connection therewith, in pursuance of the Merchant Shipping Acts.

# Lloyd's Register of Shipping.

FOUNDED 1760.

RE-CONSTITUTED 1834.

27592

18321

No. 71, Fenchurch Street, E.C.,

LONDON, 10<sup>th</sup> November, 1918.

This is to Certify that the Committee of this Society have approved, of the Board of Trade, the position (or alteration of the position) of the of the disc and of the lines to be used in connection therewith on the Steamship

"War Palace"

No. 142710, and hereby certify—

) That the centre of such disc is placed at four feet one & a half inches below the upper deck line marked under the provisions of the Merchant Shipping Acts.

That the position of the lines to be used in connection with the disc shall be as follows and as shown in the subjoined diagram :—

Maximum load-line in fresh water.—The upper edge of this line is ✓ four feet Six inches above the upper edge of the horizontal line passing through the centre of the disc.

Maximum load-line in Indian Summer.—The upper edge of this line is ✓ four & a half inches above the upper edge of the horizontal line passing through the centre of the disc.

Maximum load-line in summer.—The upper edge of this line is on the same level as the upper edge of the horizontal line passing through the centre of the disc.

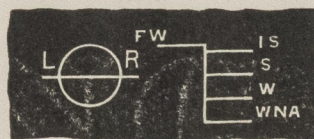
Maximum load-line in winter.—The upper edge of this line is ✓ four inches below the upper edge of the horizontal line passing through the centre of the disc.

Maximum load-line in winter, North Atlantic.—The upper edge of this line is ✓ four feet ✓ one & a half inches below the upper edge of the horizontal line passing through the centre of the disc.

statutory deck line above the top of iron deck at side one & three quarters inches.

This Certificate is to remain in force only so long as the vessel remains in her present class, that no change has taken place in the structural condition of those deck erections in respect of reductions have been made for freeboard.

E.—In accordance with the Regulations made by the Board of Trade, the lines must be permanently marked by centre punch marks or cutting, and particulars given in this Certificate are to be entered in the official log. This certificate must also be framed and put up in some conspicuous part of the Ship. And so soon as the class of the ship is either changed or withdrawn, or if and as any change is made in the structural condition of the deck erections mentioned, this Certificate will be cancelled and must be delivered to the Board of Trade or the Committee of Lloyd's Register for that purpose, and the vessel must then apply for a new Certificate.

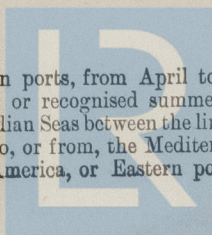


ss my hand,

Chairman of the Committees of Classification.

Assistant to the Secretary.

Summer freeboard applies to voyages from European and Mediterranean ports, from April to September inclusive. In the rest of the world this freeboard should be used during the corresponding or recognised summer months. Freeboard for Indian Summer applies to voyages in the fine season in the Indian Seas between the limits of Suez and Singapore. Freeboard for Winter North Atlantic trades applies to vessels sailing to, or from, the Mediterranean, or any British or foreign port, and which may sail to or from, or call at, ports in British North America, or Eastern ports in the United States, or Cape Hatteras, from October to March inclusive.



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