Form A.

Certificate 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.

No. 23138 / 17331

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

LONDON, 1st January 1918

This is to Certify *that the Committee of this Society have approved, on behalf of the Board of Trade, the position (or alteration of the position) of the centre of the disc and of the lines to be used in connection therewith on the Steamship* Ex "War Flame" now named "West Haven"

Official No. 215889, *and hereby certify—*

(*a.*) That the centre of such disc is placed at Six feet and half an inches below the Upper deck line marked under the provisions of the Merchant Shipping Acts.

(*b.*) 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 ✓ 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 ✓ feet Five 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 ✓ feet Five & a half inches below the upper edge of the horizontal line passing through the centre of the disc.

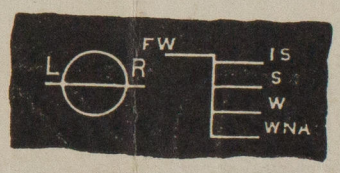
~~**Maximum load-line in winter, North Atlantic.**—The upper edge of this line is feet inches below the upper edge of the horizontal line passing through the centre of the disc.~~

Top of 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, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

NOTE.—In accordance with the Regulations made by the Board of Trade, the disc and lines must be permanently marked by centre punch marks or cutting, and the 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.

If and so soon as the class of the ship is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above 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 owner must then apply for a new Certificate.



Witness my hand,

Chairman of the Committees of Classification.

Assistant to the Secretary.

The *Summer freeboard* applies to voyages from European and Mediterranean ports, from April to September inclusive. In other parts of the world this freeboard should be used during the corresponding or recognised summer months.

The *freeboard for Indian Summer* applies to voyages in the fine season in the Indian Seas between the limits of Suez and Singapore.

The *freeboard for Winter North Atlantic trades* applies to vessels sailing to, or from, the Mediterranean, or any British or European port, and which may sail to or from, or call at, ports in British North America, or Eastern ports in the United States, north of Cape Hatteras, from October to March inclusive.

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