

REGULATIONS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS

Port of Survey Belfast
Date of Survey While build
L. R. Ed

Lloyd's Register of Shipping

LOAD LINE CERTIFICATE

17 Battery Place,
NEW YORK, SEPTEMBER 21st, 1934.

under the authority of the Department of Commerce, United States of America, under the provisions of the March 2, 1929, to establish load lines for merchant vessels of 250 gross tons, or over, engaged in foreign trade.

Name of Ship S. S. "CEPALU"
Plate No. 182 Port of Registry CEIBA
Tonnage 5221 Official No. - - -

	Freeboard from Deck Line	Load Line
Per in Tropical Seas (T)	<u>9' 0 1/2"</u> (a)	<u>6"</u> above (b)
Per (S)	<u>9' 6 1/2"</u> (b)	Upper edge of line through center of disc
Per (W)	<u>10' 0 1/2"</u> (c)	<u>6"</u> below (b)
Per in North Atlantic (WNA)	<u>- -</u> (d)	<u>-</u> below (b)
Allowance for Fresh Water for all Freeboards		<u>6"</u>

All measurements are to the upper edges of the respective horizontal lines

This is to Certify that this ship has been surveyed and the boards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the Load Line Regulations of the Department of Commerce.

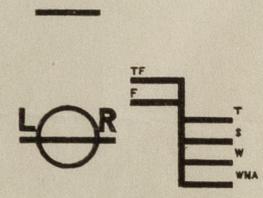
This certificate remains in force until September 18th, 1935.

Issued at New York on the 21st day of September, 1934.

In accordance with the Regulations of the Department of Commerce and lines must be permanently marked by centre punch marks or and the particulars given in this certificate are to be entered in the log. If, and so soon as, any changes are made in the structural construction of deck erections, this certificate will be cancelled and must be deposited in Lloyd's Register of Shipping for that purpose, and the owners must apply for a new certificate.

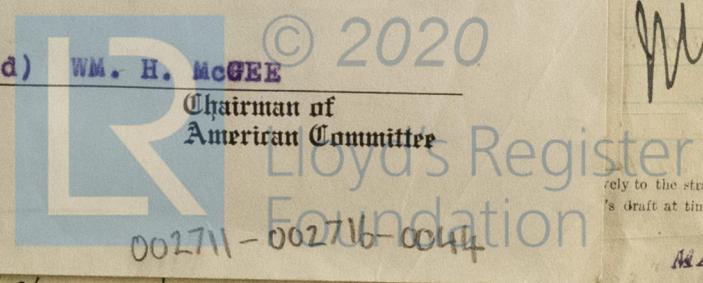
Seagoing steamers navigating a river or inland water deeper loading must be fitted corresponding to the weight of fuel, etc., required for the consumption between the point of departure and the open sea.

At the expiration of the certificate, renewal should be obtained in accordance with the Regulations, and, if, upon examination, the vessel is found to be in satisfactory condition, the certificate will be extended and so on on the reverse side.



(signed) J. FRENCH
Chief Surveyor

(signed) WM. H. MCGEE
Chairman of American Committee



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