

827
Marine (1896) Department.

Urgent

G.O., No. 559 Marine

DATED 19 August 1896.

15/16

[Despatch Abstract.]

Rules under the Deck and Load Lines Act, 1891:
Govt of India resolution requesting that the
be brought into operation, Comd. to officers con-
cerned for guidance and with remarks and
the rules, as amended, ordered to be published in
the Port and Marine Department Gazette.

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Government of India resolution requesting that the — be brought into operation, communicated to officers concerned for guidance and with remarks; and the rules, as amended, ordered to be published in the Fort St. George and Maritime District Gazettes.

Indian ports, but they adhered to the opinion that there was no sufficient reason to include such a mark in the regulations made by them under section 443 of the Merchant Shipping Act, 1894.

3. The draft rules have now been finally revised in view of the opinions received and the decision of the Board of Trade. Three substantial modifications have been made in them since they were circulated with the Resolution of the 28th August 1894, namely:—

- (1) In rule 3 provision has been made for an additional fresh water Indian summer mark. This addition was suggested by the Government of Bengal and the Chief Commissioner of Burma for the reason that in those Provinces vessels must be marked in muddy rivers, and the local authorities declare their inability to administer the rules satisfactorily without such an additional mark. As a consequence of this provision in Rule 3, corresponding additions have been made in other parts of the draft.
- (2) Rule 6 in the draft did not specify the authority to whom an application for a certificate of approval of the position of a Load Line Disc or any alteration thereof should be made. The rule has been modified so as to provide that the application, accompanied by the prescribed fee, shall be made to the Port officer.
- (3) In rule 8 of the draft, the 15th May was fixed as the date of termination of the fair season in the Bay of Bengal and the Arabian Sea; but the opinion was generally expressed that the date was too early and that the period of the fair season should be extended. The date has accordingly been changed to the 25th May, and the date of commencement of the summer altered to the 26th May.

4. Under the law (section 43 of the Deck and Load Lines Act, 1891), as it stands, all British vessels are subject to the provisions relating to load lines except such as come from the United Kingdom having been marked there, and ships registered in a British possession and marked in such possession. It has been suggested that the Load line rules should be held not to apply to any British vessels marked in the United Kingdom or any British possession irrespective of the places whence they proceed to India, and that this exemption should clearly appear in the rules. The suggestion has been accepted by the Government of India and the point has been provided for in section 205 of the Indian Merchant Shipping Bill now before the Legislature. But, having regard to the Act as it stands, the intended exemption cannot be inserted in the rules, and the Governor-General in Council therefore desires that, pending the passing of the Bill into law, executive instructions may be issued by the Local Governments for the exemption from marking of any vessel marked in the United Kingdom or in any British possession, irrespective of the place whence the vessel sailed for an Indian port.

5. The Governor-General in Council trusts that the rules as now amended will be found suitable for the purpose they are intended to serve, and is pleased to direct that steps should be taken to give them effect. The rules as now amended should now be published by the local Governments in the local gazettes with the intimation that they will take effect after three months from the date of their publication. Meanwhile all needful arrangements should be made for bringing the rules into operation from the date so notified. The Secretary of State will also be asked to obtain the formal recognition of the rules by the Board of Trade.

Ordered that copies of the foregoing resolution, together with copies of the rules as finally amended, be forwarded to the Governments of Madras, Bombay and Bengal and the Chief Commissioner of Burma with the request that steps may be taken to carry out the instructions in paragraphs 4 and 5.

(Signed) J. F. FINLAY,
Secretary to the Government of India.

ORDER—No. 559, Marine, dated 19th August 1896.

Communicated to the officers concerned for information and guidance, in continuation of G.O., No. 378, Marine, dated 22nd September 1894.

2. The rules as now amended will be published in the Fort St. George and Maritime District Gazettes, and they will take effect after three months from the date of publication in the *Fort St. George Gazette*. Meanwhile, all needful arrangements should be made for bringing the rules into operation from the date thus fixed.

3. His Excellency the Governor in Council is pleased to direct by executive order that, pending the amendment of the Indian Merchant Shipping Bill, any British vessel marked in the United Kingdom or in any British possession, irrespective of the place whence the vessel sailed for Indian port, shall be exempted from marking in Madras.

4. Ordered that the following notification be published in the Fort. St. George and Maritime District Gazettes:—

GOVERNMENT OF MADRAS.

NOTIFICATION.

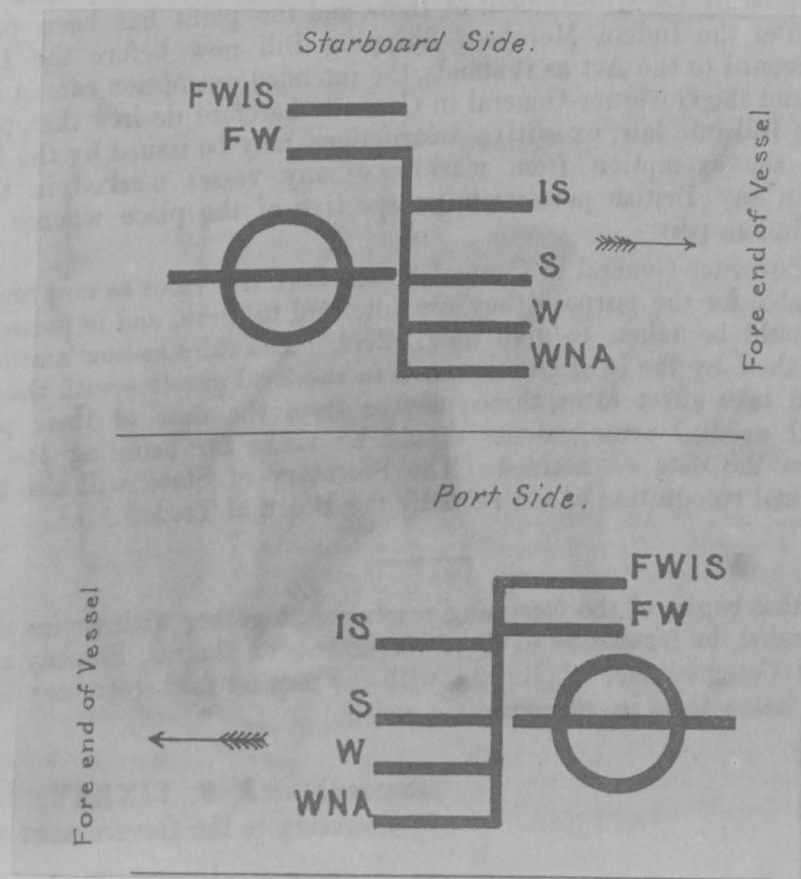
In exercise of the power conferred by section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make the following rules:—

Rules as to Load Line Marks, Seasons, Certificates, Draught of water and Freeboard.

1. The lines to be used in order to indicate the maximum load line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

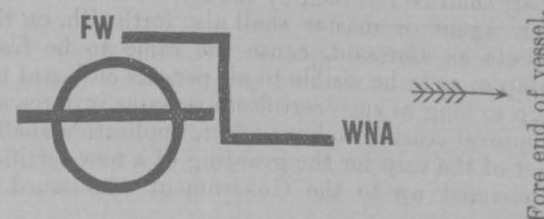
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams:—

FOR STEAMER.

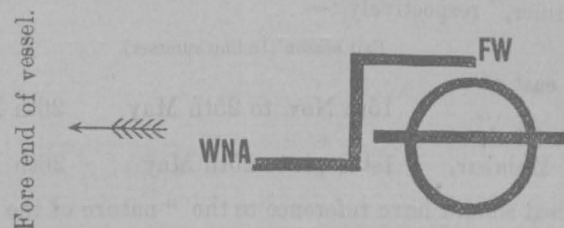


FOR SAILING VESSEL.

Starboard Side.



Port Side.



The arrow () points in the direction of the vessel's head.

The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, namely :—

- For fresh water Indian summer,
- „ fresh water,
- „ Indian summer (Indian fair weather season),
- „ summer (Indian foul weather season),
- „ winter,
- „ winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

- F.W.I.S.—Fresh water, Indian summer.
- F.W.—Fresh water.
- I.S.—Indian summer (Indian fair weather season).
- S.—Summer (Indian foul weather season).
- W.—Winter.
- W.N.A.—Winter North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steam-ships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the above-mentioned lines, in addition to the summer load line, as indicate the maximum load line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked, in addition to the Indian Summer and summer load line, with the line indicating the maximum load line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines, shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

A diagram showing the distance in feet and inches from the deck line to the centre of the disc and the relative position of the other lines shall be issued with and as a part of the certificate of approval (or alteration) of the load line.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made to the Port Officer of Madras by the owner or agent in the form marked L.L. 1 in the schedule hereto annexed, and the application shall be accompanied by the prescribed fee. After survey a certificate shall be issued by the Port Officer in duplicate in the form in the schedule hereto annexed which is applicable to the case; one part shall be delivered to the applicant, and the other part shall be recorded by the Port Officer.

The managing owner, agent or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

On a certificate of approval ceasing to have effect, application shall at once be made by the registered managing owner of the ship for the granting of a new certificate of approval, and the old certificate shall be delivered up to the Government who issued and who shall cancel the same.

7. The master of every British or British Indian ship shall, before she leaves any port in India for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these rules the following periods shall mean “Indian summer” (fair weather season), and “summer,” respectively :—

	Fair season (Indian summer).	Summer.
(a) Bay of Bengal, east of Tuticorin ...	15th Nov. to 25th May.	26th May to 14th Nov.
(b) West Coast: Sind, Bombay and Malabar.	1st Sept. to 25th May.	26th May to 31st Aug.

The seasons as prescribed should have reference to the “nature of the voyage” in all cases.

9. The following rules are prescribed with respect to certificates of approval and their duration :—

- (a) As regards iron and steel ships, whether classed or unclassed, and classed wooden ships, the certificate shall cease to have effect if and so soon as the class of the ship (if classed) is either changed or withdrawn, or if and so soon as any deterioration has taken place in the structural condition of the ship, whether classed or unclassed. Such certificate shall be in one of the forms L.L. 2 or L.L. 3 in the schedule hereto, as the case may be.
- (b) As regards unclassed wooden ships which have been opened out for survey, the certificate shall be granted for a fixed time varying with the age and condition of the ship at the expiration of which it shall cease to have effect. Such certificate shall be in the form L.L. 3A in the schedule hereto.
- (c) As regards unclassed wooden ships which have not been opened out for survey, no limit of time shall be imposed in the certificate, which shall be in the form L.L. 3B in the schedule hereto.

10. For the purpose of these regulations the expression “amidships” shall mean the middle of the length of the load water line as measured from the foreside of the stem to the aft side of the stern post.

Officers entrusted with assignment of Freeboard and the survey of vessels reported to be overlaiden will be guided by the Tables of Freeboard issued by the Board of Trade and as modified or supplemented by the Board from time to time.

SCHEDULE.

FORM L.L. 1.

APPLICATION for CERTIFICATE of APPROVAL of the position of a LOAD LINE DISC under the provisions of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

APPLICATION is hereby made to the Port Officer, Madras, for a certificate of approval of the position [or alteration of the position] of a load-line disc on the _____ Official [The vessel is classed in _____] is not classed].
No. _____

The vessel is (is not) intended to be employed in the North Atlantic trade.

No previous application has been made for a certificate of approval of the position [or alteration of the position] of a load-line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891) [except in respect of a previous certificate dated _____, which has expired (or ceased to have effect)].

Dated this _____ day of _____ 18 _____ Managing Owner (Agent).

FORM L.L. 2.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the Disc on the steamship " , Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorized by in this behalf]
[or I, , an officer of the Government of] have approved on behalf of the Government of the position [or alteration of the position] of the disc on the steamship [or ship] " , Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassified.

Dated this day of 18 .

(Signed)

Position of lines to be used in connection with the Disc (See form L.L. 3)

FORM L.L. 3.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the Disc on the sailing ship " , Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorized by in this behalf]
[or I, , an officer of the Government of Madras have approved, on behalf of the Government of Madras, the position [or alteration of the position] of the disc on the steamship [or ship] " , Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassified.

Dated this day of 18 .

(Signed)

POSITION of LINES to be used in connection with the Disc.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Note.—In accordance with the rules made by the Government of India 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, if classed, is either changed or withdrawn, or if and so soon as any deterioration takes place in the structural condition of the ship, whether classed or unclassified, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3A.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the position] of the Disc, on the sailing ship " , Official No. , in pursuance of the Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).
The []

[I, , an officer of Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship " , Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876.

[Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force until the day of 18 , and no longer.

Dated this day of 18 . (Signed)

POSITION of LINES to be used in connection with the Disc.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Note.—In accordance with the regulations made by the Government, 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. The certificate must also be framed and put up in some conspicuous part of the ship.

From and after the said day of 18 , this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3B.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the position] of the Disc on the sailing ship " , Official No. , in pursuance of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].
The []

[I, , an officer of the Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship " , Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act (VII of 1880).

This certificate is to remain in force as long as the vessel remains in her present class if classed, and no material deterioration has taken place in her present structural condition whether classed or unclassified.

Dated this day of 18 . (Signed)

POSITION of LINES to be used in connection with the Disc.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter (or Indian foul weather season,) feet inches below
the centre of the disc.
Maximum load-line in North Atlantic winter, feet inches below the centre of
the disc.

Note.—In accordance with the rules made by the Government, 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. The certificate must also be framed and put up in some conspicuous part of the ship.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.
" the Chairman, Harbour Trust Board.
" the " Chamber of Commerce, Madras.
" the " " Cocanada.
" the " " Cochin.
" Collectors of Maritime Districts.
" Messrs. Arbuthnot & Co.
" " Binny & Co.
" " Gordon, Woodroffe & Co.
" " Wilson & Co.
" the Agent, Compagnie des Messageries Maritimes de France.
" the Superintendent, Government Press.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

*From the Government of India, (H.L. 3128 S.R., of 21 July 1896.)
Finance & Commerce Department*

Read the following

No. 559 Marine dated 19th August 1896

Communicated to the
officers concerned for information
and guidance in continuation
of G.O. 348 Marine dated 22nd
September 1894.

2. The rules as now amended
will be published in the Fort
Saint George and Maritime
District Gazettes, and they will
take effect after three months
from the date of publication
in the Fort St. George Gazette.
Meanwhile, all needful arrange-
ments should be made for
bringing the rules into opera-
tion from the date thus fixed.

3. His Excellency the Governor
in Council is pleased to direct
by executive order that, pending
the amendment of the Indian
Merchant Shipping Bill, any
British vessel marked in the
United Kingdom or in any British
possession, irrespective of the
place whence the vessel sailed for
India, shall be exempted
from

from marking in Madras.

4. Ordered that the following notification be published in the Port of George and Maritime District Gazette:-

Copy

Rules as to Load Lines
etc.

(The Notification as amended and attached to CN^o 827)

RF

1/8/96

revised draft to be passed in 17/8/96
3rd revised 5/9/96
24/3/97
The Presidency Port Office.
" Chairman H. J. Board
" " Chamber of Commerce, Madras
" " " Cocumadra
" " " Cochin.
" Collectors of Maritime Dept.
Messrs. Ashbuthnot & Co.
" Birmy & Co.
" Gordon, Woodroffe & Co.
" Whitson & Co.
The Agent, Compagnie des Messageries Maritimes de France.
" Supt. Govt. Press.

Marine
P. W. DEPARTMENT.

Read the following:-

From the Govt of India N^o 3128 of July 21. 1896.

FOR ORDERS.

I would suggest that the proposed alteration is not necessary. There is nothing in the Notification or its schedule requiring the Port Officer to make the examination and do the marking himself. If he is not competent to do it, Mr. Baddley can be authorized and sign the certificate. The letter can be given by our officer at port. Applications for certificates have to be made to the Port Officer, but it is clear that it is not contemplated that he should sign them.

A. H. 10.8.96

RF
12/8/96

98
14/8/96

In circulating the accompanying draft order and notification on the subject of the rules as to load line marks, attention is invited to the fact that in the draft notification as drawn up by the Government of India, the "Port Officer" is the recognized authority to whom application is to be made and by whom load lines are to be fixed. In this Presidency the Government Surveyor, Mr H. D. Baddley, has been specially instructed

in the marking of vessels,
and the question is
whether the notification
to be issued under the
authority of the Madras
Government should be
amended accordingly.
"The Government Surveyor
being substituted for
"Post Officer."

7/8/96
M.

R.S.

FOR ORDERS.

No. 3128-S.-R.
GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
COMMERCE AND TRADE.
Merchant Shipping.

RESOLUTION.

Simla, the 21st July 1896.

Read—

- Resolution in the Finance and Commerce Department, No. 4240, dated the 28th August 1894.
- Despatch to the Secretary of State for India, No. 224, dated the 28th August 1894, and enclosures.
- Letter from Sir C. E. Bernard, Secretary, Revenue and Statistics Department, India Office, No. 1825-R.-S., dated the 7th December 1894, and enclosures.
- Letter from the Government of Bengal, No. 103 (Marine), dated the 10th January 1895, and enclosures.
- Letter from Sir C. E. Bernard, Secretary, Revenue and Statistics Department, India Office, No. 1947-S.-R., dated the 28th December 1894, and enclosures.
- Letter from the Chief Commissioner of Burma, No. 320-4 S.—6, dated the 15th January 1895, and enclosures.
- Letter from the Government of Madras, No. 24 (Marine), dated the 18th January 1895.
- Letter from the Government of Bengal, No. 540 (Marine), dated the 6th March 1895, and enclosure.
- Letter from the Government of Bombay, No. 72, dated the 2nd April 1895, and enclosures.
- Despatch to the Secretary of State for India, No. 230, dated the 20th August 1895, and enclosure.
- Despatch from the Secretary of State for India, No. 5 (Revenue), dated the 16th January 1896, and enclosures.
- Letter to the Government of Bengal and the Chief Commissioner of Burma, No. 834, dated the 20th February 1896.
- Letter from the Chief Commissioner of Burma, No. 11-4 S.—16, dated the 2nd April 1896, and enclosure.
- Letter from the Government of Bengal, No. 77-T. (Marine), dated the 16th May 1896, and enclosures.

RESOLUTION.—With the Resolution of the 28th August 1894, a revised draft of the Rules proposed under the Deck and Load Lines Act, 1891, was sent to the Governments of Madras, Bombay, and Bengal, and to the Chief Commissioner of Burma, with the request that the rules should be locally published

+ G.O. 375, Mar.
Apr 19/96.

and that the remarks on the rules of Chambers of Commerce and agents or owners of vessels might be invited. The draft rules were also sent to the Secretary of State for India for publication in the Board of Trade Journal, and it was requested that the Board might be moved to issue an order recognising the rules.

2. The opinions and remarks thus invited were considered by the Government of India, and the draft rules were modified in accordance with such of the suggestions as seemed suitable. Among other proposals was one for the addition of a new fresh-water mark corresponding to the Indian Summer mark, so as to shew, without measurement, the point beyond which a vessel should under no circumstances be submerged. This proposal was referred to the Secretary of State for the consideration of the Board of Trade which had, on a previous occasion, expressed the opinion that the prescription of an additional fresh-water mark was unnecessary. On the second reference the Board considered that it might be well for the Government of India to institute such a mark by one of their rules to be locally applied to vessels arriving at Indian ports, but they adhered to the opinion that there was no sufficient reason to include such a mark in the regulations made by them under section 443 of the Merchant Shipping Act, 1894.

3. The draft rules have now been finally revised in view of the opinions received and the decision of the Board of Trade. Three substantial modifications have been made in them since they were circulated with the Resolution of the 28th August 1894, namely:—

- (1) In rule 3 provision has been made for an additional Fresh Water Indian Summer mark. This addition was suggested by the Government of Bengal and the Chief Commissioner of Burma for the reason that in those provinces vessels must be marked in muddy rivers, and the local authorities declare their inability to administer the rules satisfactorily without such an additional mark. As a consequence of this provision in Rule 3, corresponding additions have been made in other parts of the draft.
- (2) Rule 6 in the draft did not specify the authority to whom an application for a certificate of approval of the position of a Load Line Disc or any alteration thereof should be made. The Rule has been modified so as to provide that the application, accompanied by the prescribed fee, shall be made to the Port Officer.
- (3) In rule 8 of the draft, the 15th May was fixed as the date of termination of the fair season in the Bay of Bengal and the Arabian Sea; but the opinion was generally expressed that the date was too early and that the period of the fair season should be extended. The date has accordingly been changed to the 25th May, and the date of commencement of the summer altered to the 26th May.

4. Under the law (section 43 of the Deck and Load Lines Act, 1891) as it stands, all British vessels are subject to the provisions relating to load lines except such as come from the United Kingdom having been marked there, and ships registered in a British possession and marked in such possession. It has been suggested that the Load line rules should be held not to apply to any British vessels marked in the United Kingdom or any British possession irrespective of the places whence they proceed to India, and that this exemption should clearly appear in the rules. The suggestion has been accepted by the Government of India and the point has been provided for in section 205 of the Indian Merchant Shipping Bill now before the Legislature. But, having regard to the Act as it stands, the intended exemption cannot be inserted in the rules, and the Governor-General in Council therefore desires that, pending the passing of the Bill into law, executive instructions may be issued by the local Governments for the exemption from marking of any vessel marked in the United Kingdom or in any British possession, irrespective of the place whence the vessel sailed for an Indian port.

5. The Governor-General in Council trusts that the rules as now amended will be found suitable for the purpose they are intended to serve, and is pleased

to direct that steps should be taken to give them effect. The rules as now amended should now be published by the local Governments in the local Gazettes with the intimation that they will take effect after three months from the date of their publication. Meanwhile all needful arrangements should be made for bringing the rules into operation from the date so notified. The Secretary of State will also be asked to obtain the formal recognition of the rules by the Board of Trade.

Ordered that copies of the foregoing Resolution, together with copies of the rules as finally amended, be forwarded to the Governments of Madras, Bombay, and Bengal and the Chief Commissioner of Burma with the request that steps may be taken to carry out the instructions in paragraphs 4 and 5.

V. F. Mular
Secretary to the Government of India

URGENT
MARINE G. No. 827

GOVERNMENT OF INDIA
FINANCE AND COMMERCE
DEPARTMENT.

STATISTICS AND COMMERCE.
COMMERCE AND TRADE.
Merchant Shipping.

RESOLUTION.

No. 3128-S.-R.

Dated Simla, the 21st July 1896.

21.12.94. 481 Mar
12.12.94. 473 "
3.12.94. 462 "
21.11.94. 421.22 "
18.1.95. 23.24 "
22-9-94- 378 "

Rules under the Deck and Load Lines Act,
1891.

Local Governments instructed to bring the
into operation after three months
from the date of their publication.

GOVERNMENT OF INDIA

FINANCE AND COMMERCE DEPARTMENT.

Endorsement to Resolution No. 3128-S.-R.

DRAFT NOTIFICATION.

In exercise of the power conferred by section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), and with the previous sanction of the Governor General in Council, the Governor in Council is pleased to make the following rules:—

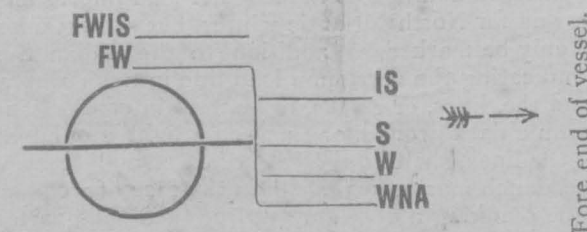
Rules as to Load Line Marks, Seasons, Certificates, Draught of water and Freeboard.

1. The lines to be used in order to indicate the maximum load line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

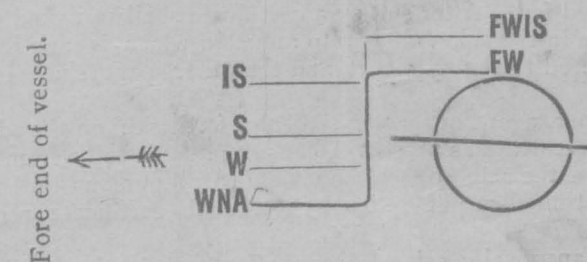
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams:—

FOR STEAMER.

Starboard Side.



Port Side.



of such disc is placed at _____ feet _____ inches below the _____ deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassified.

Dated this _____ day of _____ 18 .

(Signed.)

FORM L. L. 3.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the DISC on the sailing ship "_____" Official No. _____, in pursuance of the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

[I, _____, a Surveyor employed by _____, and specially authorized by _____ in this behalf]

Madras [or I, _____, an officer of the Government of _____ have approved, on behalf of the Government of _____, the position [or alteration of the position] of the disc on the steamship [or ship] "_____" Official No. _____, and hereby certify that the centre of such disc is placed at _____ feet _____ inches below the _____ deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassified.

Dated this _____ day of _____ 18 .

(Signed.)

POSITION of LINES to be used in connection with the DISC.

Maximum load-line in fresh water, Indian summer, _____ feet _____ inches above the centre of the disc.

Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, _____ feet _____ inches below the centre of the disc.

Note.—In accordance with the rules made by the Government of India 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, if classed, is either changed or withdrawn, or if and so soon as any deterioration takes place in the structural condition of the ship, whether classed or unclassified, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L. L. 3A.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the position] of the DISC, on the sailing ship "_____" Official No. _____, in pursuance of the Merchant Shipping Act, VII of 1880, as amended by the Deck and Load Lines Act, XVII of 1891.

The [_____]

[I, _____, an officer of Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship "_____" Official No. _____, and hereby certify that the centre of such disc is placed at _____ feet _____ inches below the _____ deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force until the _____ day of _____ 18 , and no longer.

Dated this _____ day of _____ 18 .

(Signed.)

POSITION of LINES to be used in connection with the Disc.

Maximum load-line in fresh water Indian summer _____ feet _____ inches above the centre of the disc.

Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, _____ feet _____ inches below the centre of the disc.

Note.—In accordance with the regulations made by the Government, 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. The certificate must also be framed and put up in some conspicuous part of the ship.

From and after the said _____ day of _____ 18 , this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3B.

CERTIFICATE of APPROVAL of the POSITION [Alteration of the position] of the DISC on the sailing ship "_____" Official No. _____, in pursuance of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

[I, _____, an officer of the Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship "_____" Official No. _____, and hereby certify that the centre of such disc is placed at _____ feet _____ inches below the _____ deck line marked under the provisions of the Merchant Shipping Act, VII of 1880.

This certificate is to remain in force as long as the vessel remains in her present class if classed, and no material deterioration has taken place in her present structural condition whether classed or unclassified.

Dated this _____ day of _____ 18 .
(Signed)

POSITION of LINES to be used in connection with the disc.

Maximum load-line in fresh water, Indian summer _____ feet _____ inches above the centre of the disc.

Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.

Maximum load-line in Indian fair weather season, _____ feet _____ inches above the centre of the disc.

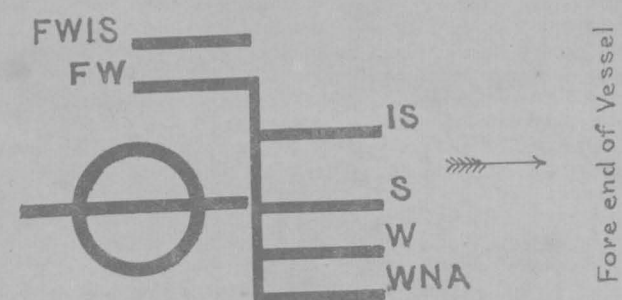
Maximum load-line in summer the centre of the disc.

Maximum load-line in winter, or Indian foul weather season, _____ feet _____ inches below the centre of the disc.

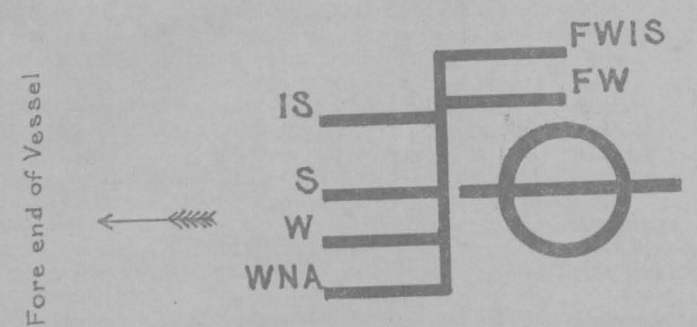
Maximum load-line in North Atlantic winter, _____ feet _____ inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, 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. The certificate must also be framed and put up in some conspicuous part of the ship.

Starboard Side.



Port Side.



Despatches

Send copies of
the accompanying diagrams
to all officials to whom
G.O. 559 Mar 8 19. 8. 96
was communicated.

Please put ~~in~~ copies
in a binder ~~to~~ marked

"To be kindly pasted
over the diagrams printed
on page 3 of G.O. No 559
Marine dated 19th August 1896

after despatching
these return file true.

Rur

23

R.K.

Please send me

all spare copies of G.O.

559 Mar 8 19. 8. 96 in
the office.

Rur

copies of the diagrams in the binder marked "To be kindly pasted over the diagrams printed on page 3 of G.O. No 559 Marine dated 19th August 1896" after despatching these return file true. Rur 23 absolutely correct date one of the temporary clerks kept over the diagrams in the proper place in the binder marked "To be kindly pasted over the diagrams printed on page 3 of G.O. No 559 Marine dated 19th August 1896" after despatching these return file true. Rur 23

HC The diagram printed
in the R. I. 559 Marine, of
19 Aug 96 should be
reprinted - the diagrams
having been incorrectly
drawn. The upper edge
of the line passing through
the centre of the disc
should indicate the
Summer freeboard and
not the winter freeboard.
See the originals received
from India.

Get the diagrams
correctly drawn for
lithography & issued to
all commands, to be pasted
over present diagrams.

R. I.
20 Feb 97.

T Please arrange for
lithographing the diagrams.
The matter is urgent.

HC
Boys submitted to Mr.
R. I.
20 Feb 97

Ind 1196C
107

2/5 Copy of Starboard Side
Diagram to Rev. C. No. 2522/97

Enclosed