Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Marine (1897) Department.

353

353/A

G.O., No. 153-4 Mar

DATED 24 February 1897

24/2/97

353/A

[Despatch Abstract.]

Deck and Load Lines Act XVII of 1891: Ordered that the remarks & suggestions of the Govt. Surveyor on certain proposed amendments in the rules and forms under the —, approved by the Presy: Port Officer and concurred in by H.E. the Governor in Council, be forwarded to the Govt. of India.

Deck and Load Lines Act XVII of 1891: Forwarding copy of a memorandum by the Govt. Surveyor Madras containing remarks & suggestions on certain proposed amendments in the rules & forms under the —, and stating that these are approved by the Presy: Port Officer & have the concurrence of H.E. the Governor in Council

100/2

7.c 24/2/97

70/2 copies

24/2/97

[M. 5. 1,003—24-10-95.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	119	mar.	8.1.97				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
543/97							
846/95							
Do.	353/A	mar.	12.4.97				

Government (1897) of Madras.

MARINE.

Recd. } 1897. Enclosures

Regd. } Spare copies

Letter, No. 154, 24th February 1897.

FEBRUARY.

Deck and Load Lines Act (XVII of 1891)

Forwarding copy of a memorandum by the Government Surveyor, Madras, containing remarks and suggestions on certain proposed amendments in the rules and forms under the —, and stating that these are approved by the Presidency Port Officer and have the concurrence of His Excellency the Governor in Council.

MARINE DEPARTMENT.

LETTER—from

THE HON'BLE COLONEL D. McNEIL CAMPBELL, R.E.,
Secretary to the Government of Madras,
Marine Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIR,

Adverting to your letter, No. 5402 S.R., dated 23rd December 1896, forwarding for the opinion of His Excellency the Governor in Council certain proposed amendments in the rules and forms under the Deck and Load Lines Act (XVII of 1891), I am directed to forward the accompanying copy of a memorandum by the Government Surveyor, Madras, containing remarks and suggestions. These are approved by the Presidency Port Officer, and have, I am to say, the concurrence of His Excellency the Governor in Council.

I have the honour to be,
Sir,
Your most obedient servant,

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

FORT ST. GEORGE,
24th February 1897.

Exd. T. K. Narayana Aiyanger.

Government (1897) of Madras.

MARINE.

Recd. } 1897.
Regd. }

Enclosures

Spare copies

G.O., No. 153, 24th February 1897.

FEBRUARY.

Deck and Load Lines Act (XVII of 1891)

Ordered that the remarks and suggestions of the Government Surveyor on certain proposed amendments in the rules and forms under the —, approved by the Presidency Port Officer and concurred in by His Excellency the Governor in Council, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department, to the Secretary to the Government of Madras, Marine Department, dated Calcutta, 23rd December 1896, No. 5402 S.R.

I am directed to forward copy of a letter from the Chief Commissioner, Burma, No. 245–4S.–16, dated the 8th December 1896, and enclosure, proposing certain amendments in the rules and forms under the Deck and Load Lines Act XVII of 1891, sanctioned by the Government of India in the Resolution in this Department No. 3128, dated the 21st July 1896.

2. I am to request that the Government of India may be favoured with the opinion of His Excellency the Governor in Council on the proposal.

ENCLOSURES.

From D. H. R. TWOMEY, Esq., Officiating Secretary to the Chief Commissioner, Burma, to the Secretary to the Government of India, Finance and Commerce Department, dated Rangoon, 8th December 1896, No. 245–4S.–16.

I am directed to solicit a reference to the correspondence ending with your letter, No. 4279, dated the 6th October 1896, concerning the rules under Deck and Load Line Act, 1891. The rules sanctioned by the Governor-General in Council were published in the Marine and Commerce Department Notification, No. 24, dated the 17th August 1896, which was afterwards amended by Marine and Commerce Department Notification, No. 36, dated the 5th November 1896, as directed in your letter above cited. Copies of these notifications are enclosed.

2. I am now to submit a copy of letter, No. 500/3 M.S., dated the 16th November 1896, from the Port Officer, Rangoon, in which he points out that rule 9, regarding certificates of approval and their durations, differs in certain respects from the corresponding rule 10 of the Board of Trade Regulations under the Merchant Shipping Act, 1894 (section 443) issued in Board of Trade circular, No. 413, dated the 22nd June 1896. Commander Barwick suggests that an additional form of certificate L.L. 2-B as provided in rule 10 (*b*) of the Board of Trade Regulations should be prescribed for unclassed steam ships, and that the certificate should be granted only for a fixed period as in the case of the present certificate L.L. 3-A (for unclassed wooden ships opened out for survey).

3. The Chief Commissioner is not aware of the reasons for the divergency between the Board of Trade Regulations 10 (*a*) and (*b*) and rule 9 (*a*) of the rules prescribed by the Government of India and he therefore submits the Port Officer's proposal for the consideration and orders of the Government of India with the remark that, unless there is any technical objection to such a course, it would seem advisable that, as regards unclassed steam ships, the rules and the forms of certificate should be brought into harmony with the Board of Trade Regulations.

4. I am to submit a set of the forms which have been printed for use in Burma. It will be seen that in printing the forms for sailing ships (L.L. 3, L.L. 3-A, L.L. 3-B), the references to lines which are appropriate only in the case of steam ships have been omitted. The Chief Commissioner trusts that there is no objection to this modification. It merely brings the forms for sailing ships into conformity with the diagram which has only the F.W.S. and W.N.A. lines. As regards the Port Officer's proposed additional form L.L. 2-B, he has been instructed that this form cannot be brought into use without the express sanction of the Government of India and that till further orders are received, he should use form L.L. 2 for steam ships of all kinds whether classed or unclassed.

From Commander F. BARWICK, R.I.M., Port officer, Rangoon, to the Secretary to the Chief Commissioner, Burma, dated 16th November 1896, No. 500/3 M.S.

In continuation of the correspondence ending with this office No. 491/3 M.S., dated 10th November 1896, on the subject of the rules as to Load Line Marks, I have the honour to state, for the information of the Chief Commissioner, that sub-section (*a*) of rule 9 cannot be put into practice as the forms for classed and unclassed vessels, steamers and sailing ships must be distinct, that is, each description of vessel must have a distinct form of certificate. For instance L.L. 2 referred to in the paragraph and amended by your notification, No. 239–4S.–16, dated the 7th November, is for classed steam ships only, both according to the period for which the certificate is issued and to the positions of the lines to be used in connection with the disc, which are for steam ships only. The form, therefore, as it at present stands, is quite correct for classed steam ships. An additional form for unclassed steam ships is therefore required say, L.L. 2-B, corresponding to the same lettering of the Board of Trade form for same class and referred to by them under sub-paragraph (*b*) of rule 10, which sub-paragraph should be adopted and inserted as (*b*) under Government of Burma rule 9. The form will be similar in all respects to L.L. 2 except for the paragraph containing the period for which the certificate is issued which should provide as in L.L. 3-A, for its being issued for a fixed period only.

Form L.L. 3 the other one referred to in sub-paragraph (*a*) is also correct in form, but it is applicable to classed sailing ships only on account of the position of the marks in relation to the disc and on account of the period for which it is issued. It will be seen therefore that these two forms mentioned in sub-paragraph (*a*) refer to classed steam and sailing ships, respectively, and are correct as they stand for those classes. The certificates provided for in sub-paragraphs (*b*), (*c*) of rule 9 are correct as they stand, but should be altered to (*c*) and (*d*), as (*b*) will then refer to L.L. 2-B only. I would suggest therefore that, to make all clear and the rules in conformity with the forms, that present sub-paragraph (*a*) be altered to that of sub-paragraph (*a*) of rule 10 of Board of Trade Circular L.L. 13 forwarded with your No. 215/7-M.-3, Marine Department, dated 6th November 1896, as with the exception of the words "Board of Trade" which should be altered to Government of Burma the same wording is pertinent throughout for both authorities as it particularly provides for a classed steam ship or sailing ship under same two forms, viz., L.L. 2 and L.L. 3 as well as denoting what a classed ship is all over the world. Referring to my suggestion above that another form L.L. 2-B. be printed to complete the series, I would state that a similar form will be found for unclassed steam vessels under sub-paragraph (*b*) section (10) of the Board of Trade circular under reference and such a form is particularly necessary as many of these small Chinese owned steamers have no class. The Superintendent of Government Printing has just sent in the latest proofs which are all correct except for a very small detail which will be pointed out to him by the Assistant Port Officer who will at the same time explain about the proposed form L.L. 2-B. to him and get one printed in anticipation of the Chief Commissioner's sanction.

From Commander H. A. STREET, R.I.M.; Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 29th January 1897, No. 498/32-G.

With reference to Marine Department endorsement, No. 11 E., dated 8th January 1897 (enclosures herewith returned), I have the honour to submit herewith a memorandum by Mr. Baddeley, the Government Surveyor, on the subject of Commander Barwick's proposals, together with certain amended forms. I may add that I concur in the recommendations made by Mr. Baddeley.

ENCLOSURE.

Memorandum.

The Port Officer, Rangoon, would appear to be mistaken in stating that form L.L. 2 is for classed ships only. The footnote to both this form and to form L.L. 3 implies that the certificates apply to both classed and unclassed vessels, while rule 9 paragraph (*a*) distinctly states that these certificates are to be granted for iron and steel ships.

It would probably simplify matters if the certificates were headed by a note showing the various classes of vessels for which they were respectively intended.

This would obviate the necessity of a separate certificate for unclassed steam ships.

The accompanying corrected forms will explain the above suggestions.

The diagrams embodied in G.O., Marine, No. 559, dated 19th August 1896, seem to be incorrect as the upper edge of the line passing through the centre of the disc indicates the winter freeboard, whereas under rule 3, it should indicate the summer freeboard.

The expression fresh water Indian summer is not understood unless the mark is to be used exclusively for steamers plying in rivers. If intended for sea-going vessels the load line should be below the fresh water line as the weight of muddy fresh water is, it is presumed, greater than that of clear fresh water. The L.L. tables afford no information of the relative position of this mark with reference to the centre of the disc.

Information is also required as to whether the scale of fees for fixing load line prescribed in G.O., Madras Marine, No. 228, dated 28th June 1892, is to be adopted and what proportion is payable to the surveyor when that officer is unsalaried.

Madras,
28th January 1897.

(Signed) H. D. BADDELEY,
Government Surveyor.

Forms prescribed by Government and as they stand at present.

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 No. [The vessel is classed in is not classed.]

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 steam 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] 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 unclassed.

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]

[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.]

C No 15

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 unclassed.

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 unclassed, 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.

Form L.L. 3-A.

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 of 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.

Form L.L. 3-B.

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 unclassed.

Dated this day 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.

FORMS prescribed by Government, as they stand at present, and as now proposed to be altered, &c.

[NOTE.—The red ink lines indicate the proposed additions, alterations, &c.]

FORM L.L. 1.

To stand as at present.

FOR IRON OR STEEL STEAM SHIPS.

FORM L.L. 2.

CERTIFICATE of approval of the position [or alteration of the position] of the disc on the classed / unclassed 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 unclassed. (Note.—If a special form for unclassed steamships be introduced these words enclosed in red lines to be omitted.)

Dated this day of 189 .

(Signed)

Vide G.O., Marine, No. 714, 16th October 1896.

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, 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 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.

FOR IRON OR STEEL SAILING SHIPS.

FORM L.L. 3.

CERTIFICATE of approval of the position [or alteration of the position] of the disc on the classed / unclassed 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~~ 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 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 unclassed.

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 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 unclassed~~, 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.

WOODEN SAILING SHIP.

FORM L.L. 3-A.

CERTIFICATE of approval of the position [alteration of the position] of the disc, on the unclassed sailing ship " ," opened out for survey 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 Goverument] 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.

WOODEN SAILING SHIP.

Form L.L. 3-B.

Certificate of approval of the position [alteration of the position] of the disc on the unclassed sailing ship " ," not opened out for survey 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 the vessel's her present structural condition, ~~whether classed or unclassed~~.

Dated this day 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.

Order—No. 153, Marine, dated 24th February 1897.

Ordered that the remarks and suggestions of the Government Surveyor which are approved by the Presidency Port Officer be forwarded to the Government of India, with the concurrence of His Excellency the Governor in Council.

[Here enter No. 154, Marine, dated 24th February 1897.]

(True Extract.)

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

To the Presidency Port Officer.

Exd. T. K. Narayana Aiyangar.

A

Marine ~~Public Works~~ Department.

No. 153 Marine of 24.2.97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Government of India, Finance & Commerce Department, No. 5402-S.R. dated 23rd December 1896.

Letter from the Presidency Port Officer, Madras, No. 498/32 G., dated 29th January 1897.

210

Ordered that the remarks and suggestions of the Government Surveyor which are approved by the Presidency Port Officer be forwarded to the Government of India with the concurrence of His Excellency the Governor-in-Council.

KS
22/2/97

To The Presy. Port Officer.

414

H.E. No. 154 Marine, dated 24.2.97

To

The Secretary to the
Government of India,
Finance & Commerce Dept.

Sir, 414

Adverting to your letter No. 5402-S.R. dated 23rd December 1896, forwarding for the opinion of His Excellency the Governor-in-Council certain proposed amendments in the rules and forms under the Deck and Load Lines Act XVII of 1891, I am directed to forward the accompanying copy of a Memorandum by the Government Surveyor, Madras, containing remarks and suggestions. These are approved by the Presidency Port Officer, and have, I am to say, the concurrence of His Excellency the Governor-in-Council.

I have &c.

20/2/97

M.

R.S.

[illegible] R 23-2-97

C No 150

~~The Hon Mr Bliss C.I.E.~~

Load line marks

153
154 } m

Note for the Hon. Member.

With reference to the Hon. Member's remark in which exception is taken to the statement of Mr. Baddeley that muddy fresh water is heavier than clear fresh water, it is believed that Mr. Baddeley is right. A vessel displaces a quantity of water equal in weight to its own, and water full of mud or sand must be heavier than clear water, inasmuch as the specific gravity of mud or sand is greater than that of clear water. The displacement in a muddy river must, therefore, be less than in clear water. The specific gravity of sand is 2.6 as against unity for clear water; and although all the matters in suspension in an Indian river are not as heavy as sand, most of them are heavier than the water itself, and are ~~[illegible]~~ only held in suspension by the current of the river.

20/2/97

M.

Possibly — but it is so, at all events

R.S.
22/2/97

153
154 } m

M/
The Hon Member has passed the order as drafted. It is thus presumed that he accepts the explanation.

R.S. 23 Feb 97

22/2/97

R.S.

S.A.W.

The Hon Mr. Bliss C. I. E ✓

Marine ~~P. W.~~ DEPARTMENT.

Load line marks

READ the following:—

Letter from the Govt: of India, Finance & Commerce Dept: No. 5402 - S. R dated 23rd December /96.

Endt: in the Marine Department No. 11. E d/ 8th January /

Letter from the Presidency Port officer No. 498/32 G dated 29th January /97.

FOR ORDERS.

The matter is entirely technical. The remarks and suggestions of the Government Surveyor are concurred in by the Presidency Port officer. They may thus perhaps be forwarded to the Government of India with the concurrence of the local Government.

13/2/97

M

Yes. Except as to Mr. Haddely's remark as to muddy fresh water being greater in weight than clear fresh water. The specific gravity of water is not affected, so far as I know, by matters in suspension, but only by matters in solution

BS
15/2/97

R.S.

FOR ORDERS.

127R 15/2/97.

Ch. 150

W

Mr. Baddeley says that the weight of muddy fresh water is greater than that of clear fresh water, and that the loadline of sea-going vessels should therefore be lowered on the diagrams "below the fresh water line". The Hon. Member objects to this on the ground that the specific gravity of water is not affected by "matters in suspension". It is submitted that the specific gravity may, or may not, be affected by matters in suspension. If the matters in suspension are lighter than water then the specific gravity of the water is not affected, but in rivers, with which we are now dealing, the matters in suspension are not always lighter. The specific gravity of sand for instance is 2·6, water being 1. And although ~~all~~ the suspended matters in rivers may not have so high a specific gravity as sand, many of them are heavier than water and would thus increase the specific gravity of the water of an Indian river.

Specific gravities are the comparative weights of equal bulks at 60° F. water being taken as unity. It may thus happen that though ~~a deposit~~ ~~amount of~~ suspended matter in a small bulk of water may not, on actual experiment, show a rise in the specific gravity of the water, the conditions in the case of a muddy river may give different practical results in the case of a ship.

It must be remembered that in the case of a river it is the current that keeps heavier substances in suspension. These would soon sink, owing to their greater specific gravity if in still water.

If there is any further doubt it would perhaps be well to refer the question also to the Professor of Physics at the Presidency College. The matter is of practical importance to the mercantile community; the carrying capacity of ships being affected.

I think Mr Baddeley is right, a vessel displaces a quantity of water equal in weight to its own & water full of mud is some [illegible] be heavier than pure water consequently the displacement must be less.

Hence the answer is so clear that I think a reference to the board here is not necessary.

19/2/89

many
than
others
of
are
ott
ols,
how
ive
ulls

doubt
well to
d/o to the
at the Pres
The matter is
importance to
community; the carrying capacity

~~Marine~~ (1897) Department.

W/ Submitted
RL
26/2/97

26/2/97

many
than
tters

~~Marine~~ (1897) Department.

CURRENT No. 150

Order

From,

The Presidency Port Office
Madra

No. ~~163/37~~ & 498/32 G

Dated ~~3^d February~~ 29 January 1897
Received 4.2.97
Registered 4.2.97
Enclosures ~~2~~ 14
Spare copies

SUBJECT.

Submitting with remarks a memorandum by Mr. Baddeley, Government Surveyor, on the subject of the Rules as to Load Lin Marks.

B 11/2 21-1-97 228/26-6-97

community; the carrying capacity of Ships before affected

227R 15/2/97.

BACK PAPERS.

No.	Date.
11 E.O.	8-1-97 ✓
714 O.F.	16-10-96 ✗
642 O.F.	18-9-96 ✗
559 O.F.	19-8-96 ✗
453 Cof.	20-6-96 ✓
452 Cof.	20-6-96 ✓
~~[illegible]~~	
40 of	22-1-96 ✓
376 "	13-12-95 ✓
23 & 24 "	18-1-95 ✓
481 "	21-12-94 ✓
473 "	12-12-94 ✓
462 "	3-12-94 ✓
421-2 "	2-11-94 ✓
378 "	22-9-94 ✓
255 "	22-7-92 ✓
212 "	17-6-92 ✓
228 "	28-6-92 ✓
270 "	19-6-91 ✓
129 "	4-4-91 ✓
98 "	21-3-91 ✓

FURTHER PAPERS.

No.	Date.

No: 5402-S.R.

1 P

To

The Head Clerk

P. W. Secretariat

With reference to your Note of 25-3-97 I herewith send 200 Copies of G.O. No. 153 Mar. dated 24-2-97 which was returned to press on the 26 instant to be restruck the red lines in pages 6 to 8 are not struck please have them inserted

29-3-97 Through the Despatcher

M Hamilton
Foreman

The red ink lines were inserted on pages [illegible] 153 [illegible] This may be [illegible] some were corrected [illegible]/3/97

BACK PAPERS. FURTHER PAPERS.

1/27 R 15/3/97

1P

No: 5402-S.R.

Government of India,
Finance and Commerce Department.
Calcutta, the 23rd December 1896.

To
The Secretary to the Government of
Madras,
Marine Department.

Sir,

I am directed to forward copy of a letter from the Chief Commissioner, Burma, No: 245-4 S-16, dated the 8th December 1896, and enclosure proposing certain amendments in the rules and forms under the Deck and Load Lines Act XVII of 1891, sanctioned by the Government of India in the Resolution in this Department No: 3128, dated the 21st July 1896.

D. 559
19-12-96

2. I am to request that the Government of India may be favoured with the opinion of His Excellency the Governor in Council on the proposal.

I have the honour to be,
Sir
Your most obedient Servant
J. E. O'Conor
Asstt: Secretary to the Govt: of India.

U.b.u.

Burma.

Commerce Department. No: 245-45-16.

From

The Secretary to the Chief Commissioner,
Burma.

To

The Secretary to the Government of India,
Finance and Commerce Department

Dated Rangoon, the 8th December 1896.

Sir,

I am directed to solicit a reference to the correspondence ending with your letter No: 4279, dated the 6th October 1896, concerning the rules under Deck and Load Line Act 1891. The rules sanctioned by the Governor General in Council were published in the Marine and Commerce Department Notification No: 24 dated the 17th August 1896, which was afterwards amended by Marine and Commerce Department Notification No: 36, dated the 5th November 1896, as directed in your letter above cited. Copies of these Notifications are inclosed.

2. I am now to submit a copy of letter No: 500/3 M.S. dated the 16th November 1896, from the Port Officer, Rangoon, in which he points out that Rule 9 regarding certificates of approval and their durations, differs in certain respects from the corresponding Rule 10 of the Board of Trade Regulations under the Merchant

Rev. E. 13/151/47

No 2 R 15/2/97

Merchant Shipping Act 1894 (Section 443) issued in Board of Trade Circular No: 413 dated the 22nd June 1896. Commander Barwick suggests that an additional form of Certificate L.L.2B as provided in Rule 10(b) of the Board of Trade Regulations should be prescribed for unclassed Steam ships, and that the certificate should be granted only for a fixed period as in the case of the present certificate L.L.3A (for unclassed wooden ships opened out for Survey).

3. The Chief Commissioner is not aware of the reasons for the divergency between the Board of Trade Regulations 10(a) and (b) and Rule 9(a) of the rules prescribed by the Government of India and he therefor submits the Port Officer's proposal for the consideration and orders of the Government of India with the remark that unless there is any technical objection to such a course it would seem advisable that, as regards unclassed steam ships, the rules and the forms of certificate should be brought into harmony with the Board of Trade Regulations

4. I am to submit a set of the Forms which have been printed for use in Burma. It will be seen that in printing the forms for sailing ships (L.L.3, L.L.3A, L.L.3B). The references to lines which are appropriate

only in the case of steam ships have been omitted. The Chief Commissioner trusts that there is no objection to this modification. It merely brings the forms for sailing ships into conformity with the diagram which has only the F.W.S. and W.N.A. lines. As regards the Port Officer's proposed additional form L.L. 2B. he has been instructed that this form cannot be brought into use without the express sanction of the Government of India and that till further orders are received, he should use form L.L. 2. for steam ships of all kinds whether classed or unclassed.

I have &c:

Sd/ D.H.R. Twomey.

Offg: Secretary to Ch: Comr: Burma.

Letter No: 500/3 M.S. dated the 16th November 1896, from Commander F. Barwick, R.I.M. Port Officer Rangoon, to the Secretary to the Chief Commissioner, Burma.

In continuation of the correspondence ending with this office No: 491/3 M.S. dated 10th November 1896, on the subject of the Rules as to Load Line Marks, I have the honour to state, for the information of the Chief Commissioner, that sub-section (a) of Rule 9 cannot be put into practice as the forms for classed and unclassed vessels, steamers and sailing ships must be distinct. That is, each description of vessel must have a distinct form of certificate. For instance L.L.2 referred to in the para: and amended by your notification 239/4S-16 dated the 7th November is for classed Steam Ships only, both according to the period for which the certificate is issued and to the positions of the lines to be used in connection with the disc, which are for steam ships only. The form therefore as it at present stands is quite correct for classed Steam Ships. An additional form for unclassed Steam Ships is

Mar: E.12/150/97

is therefore required say L.L. 2 B, corresponding to the same lettering of the Board of Trade form for same class and referred to by them under sub-para: (b) of Rule 10, which sub-para should be adopted and inserted as (b) under Government of Burma rule 9. The form will be similar in all respects to L.L. 2 except for the para: containing the period for which the certificate is issued which should provide as in L.L. 3 A for its being issued for a fixed period only.

Form L.L. 3 the other one referred to in sub-para: (a) is also correct in form but it is applicable to classed sailing ships only on account of the position of the marks in relation to the disc and on account of the period for which it is issued. It will be seen therefore that these two forms mentioned in sub-para: (a) refer to classed steam and sailing ships respectively and are correct as they stand for those classes. The certificates provided for in sub-paras: (b), (c) of Rule 9 are correct as they stand but should be altered to (c) and (d) as (b) will then refer to L.L. 2 B only. I would suggest therefore that to make all clear and the rules in conformity with the forms, that present sub-para: (a) be altered to that of sub-para: (a) of Rule 10 of Board of Trade circular L.L. 13 forwarded with your No: 215/7 M-3, Marine Department dated 6th November 1896, as with the exception of the words "Board of Trade" which should be altered to Government of Burma the same wording is pertinent throughout for both authorities as it particularly provides for a classed Steam Ship or Sailing Ship under same two forms VIZ; L.L.2 and L.L.3 as well as denoting what a classed Ship is all over the world. Referring to my suggestion above that another form L.L.2 B be printed to complete the series, I would state that a similar form will be found for unclassed Steam Vessels under sub para: (b) section 10 of the Board of Trade Circular under reference and such a form is particularly necessary as many of these small chinese owned steamers have no class. The Superintendent of Government Printing has just sent in the latest proofs which are all correct except for a very small detail which will be pointed out to him by the Assistant Port Officer who will at the same time

Explain

altered to that of sub-para: (a) of Rule 18 of Board of Trade Circular L.L. 13 forwarded with your No. 2457/2 M. Marine Department dated 6th November 1896, as with the exception of the words "Board of Trade" which should be altered to Government of Burma the same wording is pertinent throughout for both authorities as it particularly provides for a classed Steam Ship or Sailing Ship under same two forms viz: L.L. 2 and L.L. 3 as well as describes what a classed Ship is all over the world. Referring to my suggestion above that another form L.L. 2B be printed to complete the series. I would state that a similar form will be found for unclassed Steam Vessels under sub-para: (b) Section 4 of the Board of Trade Circular under reference and such a form is particularly necessary as many of these small Chinese owned Steamers have no class. The Superintendent of Government Printing has just sent in the latest proofs which are all correct except for a very small detail which will be pointed out to him by the Assistant Port Officer who will at the same time explain about the proposed form L.L. 2B to him and get one printed in anticipation of the Chief Commissioner's sanction.

8. 2. P.

True Copy.

W. Heseltine

Registrar Fince: & Comce Dept:

Mar. E.11/150/97

No.498/32 G

Presidency Port Office,
Madras, 29 January, 1897.
Despatched 4 Febry 97

From

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
Madras,

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

With reference to Marine Department Endorsement No.11,E, dated 8th January 1897, (Enclosures herewith returned) I have the honor to submit herewith a Memorandum by Mr. Baddeley the Government Surveyor on the subject of Commander Barwick's proposals together with certain amended forms. I may add that I concur in the recommendations made by Mr. Baddeley.

I have the honor to be,
Sir,
Your Obedient Servant,
H. A. Street
Commander, R.I.M.,
Presidency Port Officer.

mnd

10 S. ~~98~~ 7

Memorandum.

The Port Officer Rangoon would appear to be mistaken in stating that Form L.L. 2. is for classed ships only. The footnote to both this form, and to form L.L. 3. implies that the certificates apply to both classed and unclassed vessels while Rule 9 para (a) distinctly states that these certificates are to be granted for iron, and steel ships.

It would probably simplify matters if the certificates were headed by a note shewing the various classes of vessels for which they were respectively intended.

This would obviate the necessity of a separate certificate for unclassed steamships.

The accompanying corrected forms will explain the above suggestions.

will be informed

The diagrams embodied in G.O., Marine, No.559, dated 19th August 1896 seem to be incorrect as the upper edge of the line passing through the centre of the disc indicates the Winter Freeboard whereas under Rule ~~2~~ 13 it should indicate the Summer Freeboard.

3?

The expression Fresh Water Indian Summer is not understood unless the Mark is to be used exclusively for steamers plying in rivers.. If intended for sea-going vessels the load line should be below the Fresh Water line as the weight of muddy fresh water is, it is presumed, greater than that of clear fresh water. The L.L. tables afford no information of the relative position of this Mark with reference to the centre of the disc.

Information is also required as to whether the scale of fees for fixing load line prescribed in G.O., Madras Marine, No.228 dated 28th June 1892, is to be adopted and what proportion is payable to the Surveyor when that officer is unsalaried.

264. I

H D Ba[illegible]

Government Surveyor.

Madras, 28th January, 1897.

[illegible] R 15/2/97

India E 14/150/47

11 S P

Forms prescribed by Government, and as they stand at present.

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 No. [The vessel is classed in] is not classed.]

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).

H.P.
12 58

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 unclassed.

Dated this   day of   18   .

(Signed)

Mar: E.1
150/97

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 ~~of~~ 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 unclassed.

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

Mar: E.2/150/47

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 unclassed, 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.

Mar: E.3/150/97

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 cetificate 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.

Mar: E.4 150/97

---

15 5.0

~~14 P~~

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 unclassed.

Dated this day 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.

Mar: E.5/150/47

Forms prescribed by Government, as they stand at present, and as now proposed to be altered, &c. Note. — The red ink lines indicate the proposed additions, alterations, &c.

Form L.L. 1.

To stand as at present.

Oct. 1896.

Han. E.6 / 150/47

For Iron or Steel Steamships.

Form L.L. 2.

Certificate of Approval of the Position [or alteration of the position] of the Disc on the Classed / Unclassed 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 unclassed. (Note.- If a special form for unclassed steamships be introduced these words enclosed in red lines to be omitted.)

Dated this   day of   18   .

(Signed)

Vide [illegible]
Oct. 1896.

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,   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 Government, the disc & 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.

Mar: E.7/150/47

---

18 8.1

~~170~~

For Iron or Steel Sailing Ships.

Form L.L. 3.

Certificate of Approval of the Position [or alteration of the position] of the Disc on the Classed/Unclassed 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~~ 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 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 unclassed.

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 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 unclassed~~, 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.

Mar: E. 8
150/97

---

19 sP

18 P

Wooden Sailing Ship.

L.L. 3A.

Certificate of Approval of the Position [Alteration of the position] of the Disc, on the unclassed sailing ship " ," opened out for survey 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.

Mar: E.4 / 150/47

---

20 s P

~~19P~~

\ Wooden Sailing Ship /

L.L. 3B.

Certificate of Approval of the Position [Alteration of the position] of the Disc on the unclassed sailing ship " ," \ not opened out for survey / 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~~ the vessel's present structural condition, ~~whether classed or unclassed~~.

Dated this day 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.

Mar: E. 10/150/47