Marine

Public ~~Works~~ (189) Department.

G.O., No. 846 Marine

DATED 11th Sept 89

[Despatch Abstract.]

Rules under the Deck & Load Lines Act

Resolution of the Govt of India prescribing the revised — for steam & sailing vessels other than sailing ships engaged in the Indian Coasting trade commund to the Offices concerned, and the amended rules ordered to be published in the Govt of India Gazette

[P. W. 26. 200—19-7-99.]

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14/5/15

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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
No.	952-3	Mar	3-11-99				

Government {1899} of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 846, 11th September 1899.

SEPTEMBER.

Rules under the Deck and Load Lines Act

Resolution of the Government of India prescribing the revised — for steam and sailing vessels other than sailing ships engaged in the Indian coasting trade, communicated to the officers concerned, and the amended rules ordered to be published in the Fort St. George and Maritime District Gazettes.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

Resolution of the Government of India, Finance and Commerce Department (Statistics and Commerce—Commerce and Trade—Merchant Shipping), dated Simla, 12th August 1899, No. 3691 S.R.

Read again—

(1) Resolution in the Finance and Commerce Department, No. 3128 S.R., dated the 21st July 1896, sanctioning rules under the Deck and Load Lines Act, 1891.
(2) Letter to the Government of Burma, No. 4290 S.R., dated the 27th September 1897, amending the rules in certain respects.

Read also the following correspondence regarding further modifications in the rules :—

(1) Letter from the Government of Bengal, No. 346, Marine, dated the 12th February 1898, and enclosures.
(2) Letter from the Government of Bengal, No. 742, Marine, dated the 5th April 1898, and enclosures.
(3) Letter to the Government of Bengal, No. 2654 S.R., dated the 22nd June 1898.
(4) Letter to the Governments of Madras, Bombay and Burma, No. 2653 S.R., dated the 22nd June 1898.
(5) Letter from the Government of Madras, No. 658, Marine, dated the 29th July 1898.
(6) Letter from the Government of Burma, No. 850—4-S.—31, dated the 25th August 1898, and enclosures.
(7) Letter from the Government of Bengal, No. 1812, Marine, dated the 8th September 1898, and enclosures.
(8) Letter from the Government of Bombay, No. 287, dated the 17th December 1898.

Resolution.—The letter of the 12th February 1898, read in the preamble, from the Government of Bengal enclosed a representation from the Engineer and Shipwright Surveyor to that Government, that the rules under the Deck and Load Lines Act, 1891, prescribed by the Government of India, differed from the Board of Trade rules in some respects; and it was suggested that the rules should be amended to bring them into closer accord with the Board of Trade rules. The modifications proposed were—

(*a*) The elimination from rule 4 of the rules of all reference to the Indian summer and summer load line mark in the case of sailing ships engaged solely in the coasting trade.
(*b*) The omission of the second paragraph of rule 5.
(*c*) The addition of the following to rule 6 :—

"In default of a certificate which has ceased to have effect being handed in for cancellation, it shall be competent for an officer in the Marine Department to notify any Collector of Customs that such certificate is no longer valid and for such Collector on receiving such notice to refuse clearance to the vessel in question."

(*d*) The addition of the words "and unclassed iron and steel sailing ships" after the word "survey" in rule 9 (*c*).
(*e*) The addition to rule 9 of a sub-paragraph to the following effect :—

"As regards all vessels having deck erections in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect."

(*f*) The substitution of the word "approval" for the word "assignment" in the second paragraph of rule 10.

(*g*) Certain alterations in the forms of certificates of approval of the load line disc in order to provide for the retention by vessels of their class and freeboard certificates after alterations in their deck erections for which deductions in freeboard were made following on the addition to rule 9 of the sub-paragraph (*e*) cited above.

2. The Governments of Madras and Bombay are of opinion that the amendment of rules 4 and 5 is unnecessary; and they and the Government of Burma agree in thinking that the addition proposed to rule 6 is also not necessary; that (*c*) of rule 9 should be amended, a sub-paragraph being added to that rule as proposed; and that the word "approval" should be substituted for the word "assignment" in rule 10. The Government of Burma is substantially in accord with the Government of Bengal as regards rules 4 and 5.

3. The Government of India are of opinion that it is not necessary, nor would it be right, to reduce the carrying capacity of sailing vessels in the coasting trade, which would be the effect of substituting the summer load line mark for the Indian summer mark. This trade has been carried on in its present conditions from time immemorial without any consequences calling for the intervention of the State. To change those conditions would, while bringing about no useful result, harass the trade and give an advantage to the coasting steamers with which sailing vessels compete additional to the advantages which steamers always have over sailing vessels.

4. While, however, the Government of India desire to avoid the imposition of unnecessarily onerous conditions on this trade, they recognise that there is a contradiction in the present rules, rule 4 providing that sailing vessels engaged solely in the coasting trade shall be marked with the Indian summer load line which is not authorised by the Board of Trade tables of freeboard, while rule 10 directs that local officers shall be guided by those tables. It is necessary therefore to frame separate rules for coasting sailing vessels, and the Government of India have decided to remove the provisions regarding these vessels from the existing rules, and to issue a separate set of rules for them, based upon the Board's rules in accordance with the authority given in section 39 of the Act.

5. For all other classes of vessels the rules appended to this Resolution should be adopted and issued by the Provincial Governments in supersession of the existing rules.

Order.—Ordered that this Resolution, together with copies of the rules appended to it, be communicated to the Governments of Madras, Bombay, Bengal and Burma for information and further necessary action.

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

ORDER—No. 846, Marine, dated 11th September 1899.

Communicated to officers concerned for information and guidance. These rules supersede the rules contained in the Government Orders noted in the margin, so far as they apply to vessels other than sailing vessels engaged solely in the Indian coasting trade. Revised rules for the latter are being separately considered.

G.O., No. 559, Marine, dated 19th Aug. 1896.
" " 714 " " 16th Oct. "
" " 854 " " 6th " 1897.

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*.

3. The exemption from marking in Madras granted to British vessels marked in the United Kingdom or in any British possession, irrespective of the place whence they sailed for Indian ports, will continue to be in force, pending the passing into law of the Indian Merchant Shipping Bill now before the Legislative Council of the Government of India.

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

NOTIFICATION.

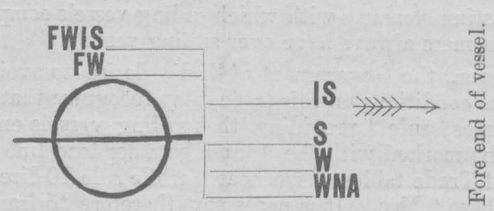
In exercise of the power conferred by section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make the following rules in supersession of those now in force, so far as they apply to vessels other than sailing vessels engaged solely in the Indian coasting trade, and published on pages 1139 to 1143, 1315 and 1316 and 1310 to 1314 of Part I of the *Fort St. George Gazette*, dated, respectively, 8th September 1896, 27th October 1896, and 26th October 1897.

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.

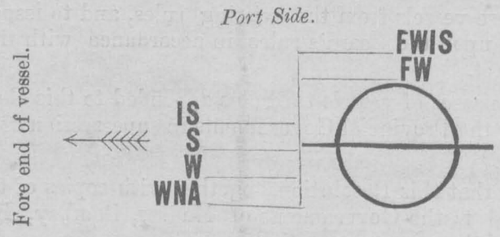
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt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

For Steamers.

Starboard Side.



Port Side.



For Sailing Vessels.

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.

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.

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 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 November to 25th May.	26th May to 14th November.
(*b*) West Coast: Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

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 all ships classed in Lloyd's Register or by any other corporation or association for the survey or registry of shipping approved by the Government of , the certificate of approval shall cease to have effect when the class of the ship is changed or withdrawn. Such certificate shall be in the Form L.L. 2 or L.L. 3 in the schedule hereto according as the ship is a steamship or sailing ship.

(*b*) As regards unclassed iron and steel steamships, the certificate of approval will be granted for the period mentioned therein, and upon the expiration of such period the certificate shall cease to have effect. The certificate shall be in the Form L.L. 2-B in the schedule hereto.

(*c*) As regards unclassed wooden ships which have been opened out for survey, and unclassed iron and steel sailing ships, 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. 3-A in the schedule hereto.

(*d*) 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. 3-B in the schedule hereto.

(*e*) As regards all vessels having deck erections in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.

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 approval of freeboard and the survey of vessels reported to be overladen will be guided by the tables of freeboard issued by the Board of Trade 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 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)].

Date 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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

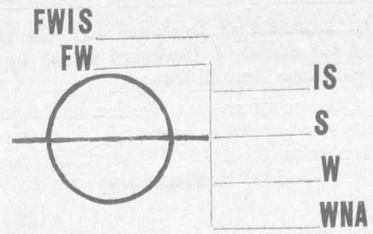
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this day of 18 .

(Signed)

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.

If and so soon as the class of the ship is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then 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. 2-B.

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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

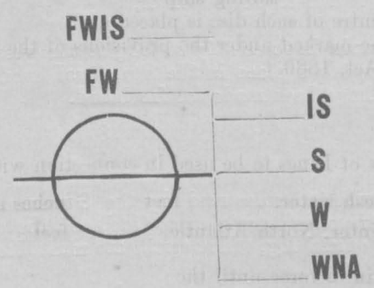
This certificate is to remain in force until the day of 18 .

Dated this of day 18 .

(Signed)

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.

On the day of 189 , or if and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard this certificate will cease to have effect, and must be delivered to the Government to be cancelled, and the owner shall then 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.

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] have approved, on behalf of the Government of , 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, 1894. [Indian Merchant Shipping Act, 1880.]

Position of Lines to be used in connection with 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.

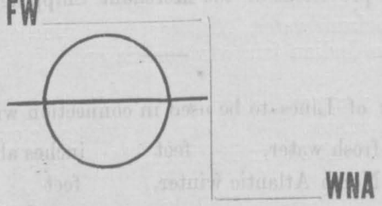
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this day of 18 .

(Signed)

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 is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then 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).

[I, , a Surveyor employed by and specially authorised 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 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, 1894. [Indian Merchant Shipping Act, 1880.]

Position of Lines to be used in connection with 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.

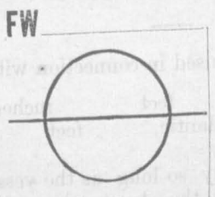
This certificate is to remain in force until the day of 189 .

Dated this day of 18 .

(Signed)

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.

On the day of 18 , or if and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard, this certificate will cease to have effect, and must be delivered to the Government to be cancelled, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by 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 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 authorised 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 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, 1894. [Indian Merchant Shipping Act, 1880.]

Position of Lines to be used in connection with the Disc.

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

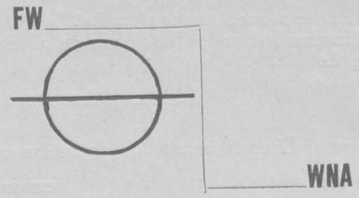
Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Dated the day of 18 .

(Signed)

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.

If and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by Government, for a new certificate.



5. The Presidency Port Officer will furnish the Chambers of Commerce and Shipping Agents with copies of this order.

(True Extract.)

(Signed) W. B. deWINTON,
Secretary to Government.

To the Presidency Port Officer.
„ the Chairman, Harbour Trust Board.
„ Collectors of Maritime Districts.
„ the Superintendent, Government Press.

Exd. W. D'Moss.

Marine DEPARTMENT.

Read the following:—

Letter from the Government of India, Finance and Commerce Department, No. 3691 S.R., dated 12th August 1899.

Rules under the Deck Load Lines Act

6 P

Circulated to

M.S. the Governor

ORDER. No. 846 Mar. of 11-9-99

A.S.H. 8.9.99	Communicated to officers concerned for information and guidance.
× G.O. 559 Marine, d/19th August 1896. I	These rules supersede the rules contained in the G.O's noted in the margin so far as they apply to vessels other than sailing vessels engaged solely in the Indian Coasting trade. Revised rules for the latter are being separately considered.
" 714 Marine, d/16th October 1896. V	
" 85 Marine, d/6th October 1897. II	
◊ Hag IX	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 Saint George Gazette.
◊ vide section 110(2) of the Act.	3. The exemption from marking granted to British vessels
† Hag I	

H.S.G. 12/9

P. W. 42-A.
1,000—2-3-99.

vessels marked in the United Kingdom or in any British possession, irrespective of the place whence they sailed for Indian ports, will continue to be in force, pending the passing into law of the Indian Merchant Shipping Bill ~~into law~~ now before the Legislative Council of the Govt of India.

N.B. This is in accordance with precedent vide para 3 of G.O. 559 marginal dated 19th August 1899 Flag I.

N.B. The following notification will be published in the Fort Saint George and Maritime District Gazettes:—

Notification.

In exercise of the power conferred by Section 40, subsections (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 in supersession of those now in force, so far as they apply to vessels other than sailing vessels engaged solely in the Indian Coasting trade,— and published on pages 1139 to 1143, 1315 and 1316, and 1310 to 1314 of Part I of the Fort Saint George Gazette dated respectively 8th September 1896, 27th October 1896 and 26th October 1897.

(H.E. rules attached)

The Presidency Port Officer will furnish Chambers of Commerce and Shipping agents with copies of this order.

To The D.P.O. ✓
" Chairman, H.T.B.
" Collectors' Maritime Dists
" Supdt. Govt. Press

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

To

THE GOVERNMENTS OF MADRAS, BOMBAY AND BENGAL, MARINE DEPARTMENT.

„ GOVERNMENT OF BURMA, COMMERCE DEPARTMENT.

No. 3691 S.R.

Dated Simla, the 12th August 1899.

Regd. 23 August 1899
Encl. 1 { Plans. Nil / others one }
S.C. 7 of current & one:

438 & dy 23.8.99

Act XVII 1891

Revised rules under the Deck and Load Lines Act, 1891, for steam and sailing ships, other than sailing ships engaged solely in the coasting trade.

G. C. Press, Simla.—No. 534 C. F.—12-8-99—140.

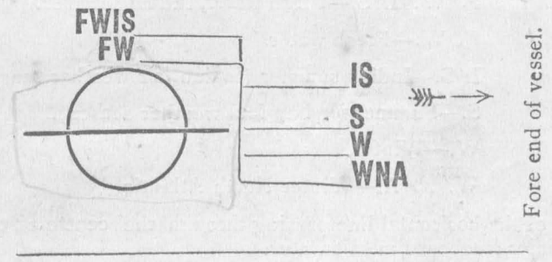
Rules as to Load Line Marks, Seasons, Certificates, Draught of Water, and Freeboard for Steam Vessels and for Sailing vessels (other than Sailing vessels engaged solely in the Indian coasting trade).

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.

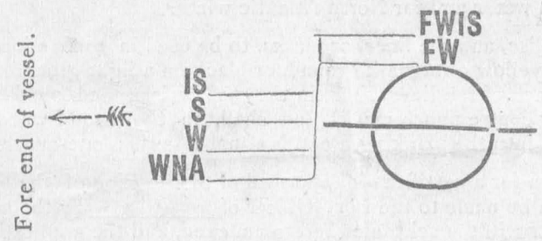
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt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

FOR STEAMERS.

Starboard Side.

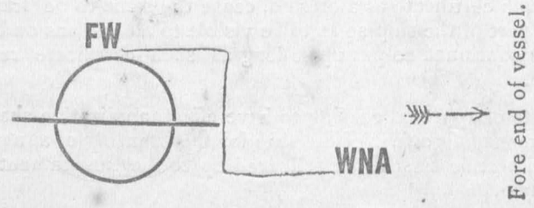


Port Side.

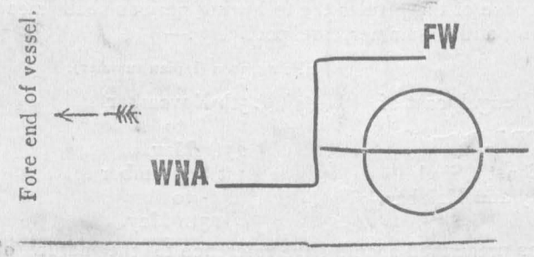


FOR SAILING VESSELS.

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.

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.

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_____ 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 November to 25th May.	26th May to 14th November.
(*b*) West Coast: Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

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 all ships classed in Lloyd's Register or by any other corporation or association for the survey or registry of shipping approved by the Government of , the certificate of approval shall cease to have effect when the class of the ship is changed or withdrawn. Such certificate shall be in the Form L.L. 2 or L.L. 3 in the schedule hereto according as the ship is a steamship or sailing ship.

(*b*) As regards unclassed iron and steel steamships, the certificate of approval will be granted for the period mentioned therein, and upon the expiration of such period the certificate shall cease to have effect. The certificate shall be in the Form L.L. 2-B in the schedule hereto.

(*c*) As regards unclassed wooden ships which have been opened out for survey, and unclassed iron and steel sailing ships, 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. 3-A in the schedule hereto.

(*d*) 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. 3-B in the schedule hereto.

(*e*) As regards all vessels having deck erections in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.

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 approval of Freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade 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 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 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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

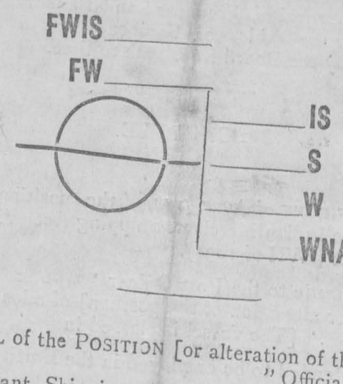
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this *day of* *18* .

(*Signed.*)

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.

If and so soon as the class of the ship is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then 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. 2-B.

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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

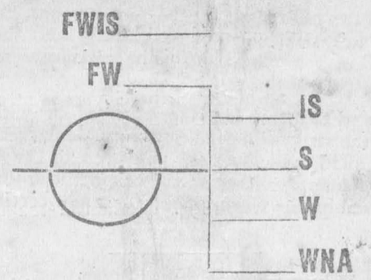
This certificate is to remain in force until the day of 18 .

Dated this *day of* *18* .

(*Signed.*)

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.

On the day of 189 , or if and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard this certificate will cease to have effect, and must be delivered to the Government to be cancelled, and the owner shall then 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.

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] have approved, on behalf of the Government of , 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, 1894. [Indian Merchant Shipping Act, 1880.]

POSITION of LINES to be used in connection with 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.

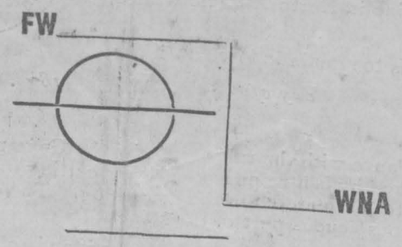
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this *day of* *18* .

(*Signed.*)

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 is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then 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).

[I, , a Surveyor employed by and specially authorised 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 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, 1894. [Indian Merchant Shipping Act, 1880.]

POSITION of LINES to be used in connection with 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.

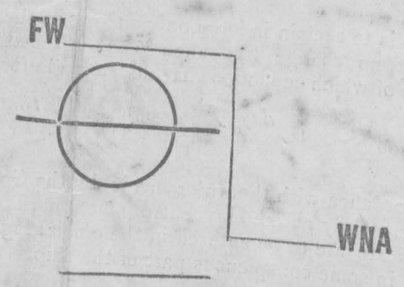
This certificate is to remain in force until the day of 189 .

Dated this day of 18 .

(*Signed.*)

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.

On the day of 18 , or if and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard, this certificate will cease to have effect, and must be delivered to the Government to be cancelled, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by 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 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 authorised 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 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, 1894. [Indian Merchant Shipping Act, 1880.]

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

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

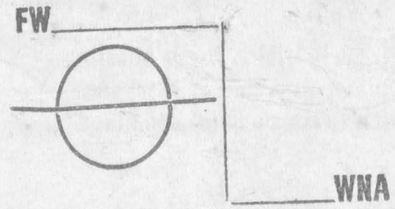
Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Dated this day of 18 .

(*Signed.*)

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.

If and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by Government, for a new certificate.



G. C. Press, Simla.—No. 534 C. F.—12-8996—140.

No. 3691 S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

Simla, the 12th August 1899.

READ again—

(1) Resolution in the Finance and Commerce Department, No. 3128 S.R., dated the 21st July 1896, sanctioning rules under the Deck and Load Lines Act, 1891.

(2) Letter to the Government of Burma, No. 4290 S.R., dated the 27th September 1897, amending the rules in certain respects.

Read also the following correspondence regarding further modifications in the rules:—

(1) Letter from the Government of Bengal, No. 346-Marine, dated the 12th February 1898, and enclosures.

(2) Letter from the Government of Bengal, No. 742-Marine, dated the 5th April 1898, and enclosures.

(3) Letter to the Government of Bengal, No. 2654 S.R., dated the 22nd June 1898.

(4) Letter to the Governments of Madras, Bombay and Burma, No. 2653 S.R., dated the 22nd June 1898.

(5) Letter from the Government of Madras, No. 658-Marine, dated the 29th July 1898.

(6) Letter from the Government of Burma, No. 850—4-S.—31, dated the 25th August 1898, and enclosures.

(7) Letter from the Government of Bengal, No. 1812-Marine, dated the 8th September 1898, and enclosures.

(8) Letter from the Government of Bombay, No. 287, dated the 17th December 1898.

RESOLUTION.—The letter of the 12th February 1898, read in the preamble, from the Government of Bengal enclosed a representation from the Engineer and Shipwright Surveyor to that Government, that the rules under the Deck and Load Lines Act, 1891, prescribed by the Government of India, differed from the Board of Trade rules in some respects; and it was suggested that the rules should be amended to bring them into closer accord with the Board of Trade rules. The modifications proposed were—

(*a*) The elimination from rule 4 of the rules of all reference to the Indian summer and summer load line mark in the case of sailing ships engaged solely in the coasting trade.

(*b*) The omission of the second paragraph of rule 5.

(*c*) The addition of the following to rule 6 :—

"In default of a certificate which has ceased to have effect being handed in for cancellation, it shall be competent for an officer in the Marine Department to notify any collector of customs that such certificate is no longer valid and for such collector on receiving such notice to refuse clearance to the vessel in question."

(*d*) The addition of the words "and unclassed iron and steel sailing ships" after the word "survey" in rule 9 (*c*).

(*e*) The addition to rule 9 of a sub-paragraph to the following effect :—

"As regards all vessels having deck erections in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect."

(*f*) The substitution of the word "approval" for the word "assignment" in the second paragraph of rule 10.

(*g*) Certain alterations in the forms of certificates of approval of the load line disc in order to provide for the retention by vessels of their class and freeboard certificates after alterations in their deck erections for which deductions in freeboard were made following on the addition to rule 9 of the sub-paragraph (*e*) cited above.

22 AUG 1899
GOVERNMENT OF MADRAS

2. The Governments of Madras and Bombay are of opinion that the amendment of rules 4 and 5 is unnecessary; and they and the Government of Burma agree in thinking that the addition proposed to rule 6 is also not necessary; that (*c*) of rule 9 should be amended, a sub-paragraph being added to that rule as proposed; and that the word "approval" should be substituted for the word "assignment" in rule 10. The Government of Burma is substantially in accord with the Government of Bengal as regards rules 4 and 5.

3. The Government of India are of opinion that it is not necessary, nor would it be right, to reduce the carrying capacity of sailing vessels in the coasting trade, which would be the effect of substituting the summer load line mark for the Indian summer mark. This trade has been carried on in its present conditions from time immemorial without any consequences calling for the intervention of the State. To change those conditions would, while bringing about no useful result, harass the trade and give an advantage to the coasting steamers with which sailing vessels compete additional to the advantages which steamers always have over sailing vessels.

4. While, however, the Government of India desire to avoid the imposition of unnecessarily onerous conditions on this trade, they recognise that there is a contradiction in the present rules, rule 4 providing that sailing vessels engaged solely in the coasting trade shall be marked with the Indian summer load line which is not authorised by the Board of Trade tables of freeboard, while rule 10 directs that local officers shall be guided by those tables. It is necessary therefore to frame separate rules for coasting sailing vessels, and the Government of India have decided to remove the provisions regarding these vessels from the existing rules, and to issue a separate set of rules for them, based upon the Board's rules in accordance with the authority given by Section 39 of the Act.

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7. For all other classes of vessels the rules appended to this Resolution should be adopted and issued by the Provincial Governments in supersession of the existing rules.

ORDER.—Ordered that this Resolution, together with copies of the rules appended to it, be communicated to the Governments of Madras, Bombay, Bengal and Burma for information and further necessary action.,

V. A. Smith

Secretary to the Government of India.

No. 3691 S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

Simla, the 12th August 1899.

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(*a*) The elimination from rule 4 of the rules of all reference to the Indian summer and summer load line mark in the case of sailing ships engaged solely in the coasting trade.

(*b*) The omission of the second paragraph of rule 5.

(*c*) The addition of the following to rule 6 :—

"In default of a certificate which has ceased to have effect being ha[ve] cancellation, it shall be competent for an officer in the Marine Department to collector of customs that such certificate is no longer valid and for such co[l]lector receiving such notice to refuse clearance to the vessel in question."

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(*f*) The substitution of the word "approval" for the word "assignment" in the second paragraph of rule 10.

(*g*) Certain alterations in the forms of certificates of approval of the load line disc in order to provide for the retention by vessels of their class and freeboard certificates after alterations in their deck erections for which deductions in freeboard were made following on the addition to rule 9 of the sub-paragraph (*e*) cited above.

2. The Governments of Madras and Bombay are of opinion that the amendment of rules 4 and 5 is unnecessary; and they and the Government of Burma agree in thinking that the addition proposed to rule 6 is also not necessary; that (*c*) of rule 9 should be amended, a sub-paragraph being added to that rule as proposed; and that the word "approval" should be substituted for the word "assignment" in rule 10. The Government of Burma is substantially in accord with the Government of Bengal as regards rules 4 and 5.

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4. While, however, the Government of India desire to avoid the imposition of unnecessarily onerous conditions on this trade, they recognise that there is a contradiction in the present rules, rule 4 providing that sailing vessels engaged solely in the coasting trade shall be marked with the Indian summer load line which is not authorised by the Board of Trade tables of freeboard, while rule 10 directs that local officers shall be guided by those tables. It is necessary therefore to frame separate rules for coasting sailing vessels, and the Government of India have decided to remove the provisions regarding these vessels from the existing rules, and to issue a separate set of rules for them, based upon the Board's rules in accordance with the authority given by Section 39 of the Act.

7. For all other classes of vessels the rules appended to this Resolution should be adopted and issued by the Provincial Governments in supersession of the existing rules.

ORDER.—Ordered that this Resolution, together with copies of the rules appended to it, be communicated to the Governments of Madras, Bombay, Bengal and Burma for information and further necessary action.

J. F. FINLAY,

Secretary to the Government of India.

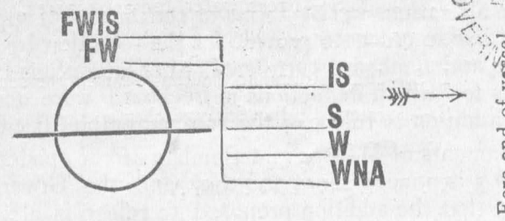
Rules as to Load Line Marks, Seasons, Certificates, Draught of Water, and Freeboard for Steam Vessels and for Sailing vessels (other than Sailing vessels engaged solely in the Indian coasting trade).

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 :—

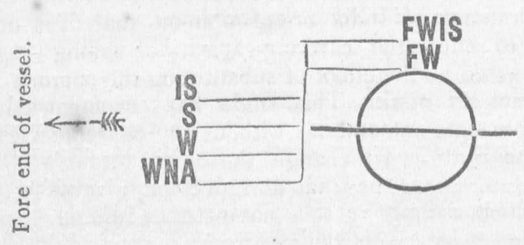
FOR STEAMERS.

Starboard Side.



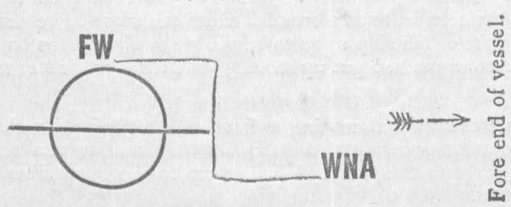
22 AUG 1919
GOVERNMENT OF MADRAS

Port Side.

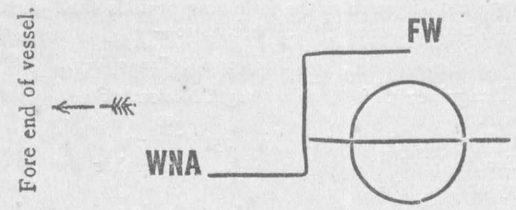


FOR SAILING VESSELS.

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.

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.

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_____ 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 November to 25th May.	26th May to 14th November.
(*b*) West Coast: Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

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 approved and their duration:—

(*a*) As regards all ships classed in Lloyd's Register or by any other corporation or association for the survey or registry of shipping approved by the Government of , the certificate of approval shall cease to have effect when the class of the ship is changed or withdrawn. Such certificate shall be in the Form L.L. 2 or L.L. 3 in the schedule hereto according as the ship is a steamship or sailing ship.

(*b*) As regards unclassed iron and steel steamships, the certificate of approval will be granted for the period mentioned therein, and upon the expiration of such period the certificate shall cease to have effect. The certificate shall be in the Form L.L. 2-B in the schedule hereto.

(*c*) As regards unclassed wooden ships which have been opened out for survey, and unclassed iron and steel sailing ships, 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. 3-A in the schedule hereto.

(*d*) 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. 3-B in the schedule hereto.

(*e*) As regards all vessels having deck erections in respect of which deductions have been made for freeboard, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.

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 approval of Freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade 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 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 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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

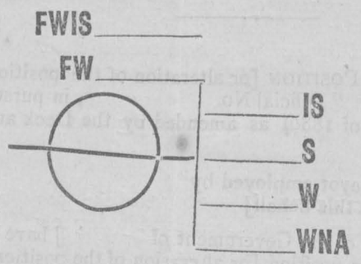
This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for freeboard.

Dated this *day of* *18* .

(*Signed.*)

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.

If and so soon as the class of the ship is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then 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. 2-B.

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 authorised 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 " " 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, 1894. [Indian Merchant Shipping Act, 1880.]

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.

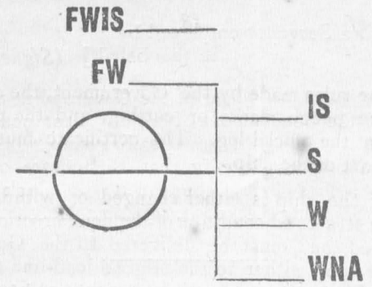
This certificate is to remain in force until the day of 18 .

Dated this *day of* *18* .

(*Signed.*)

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.

On the day of 189 , or if and so soon as any change is made in the structural condition of those deck erections in respect of which deductions have been made for freeboard this certificate will cease to have effect, and must be delivered to the Government to be cancelled, and the owner shall then 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.

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] have approved, on behalf of the Government of , 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, 1894. [Indian Merchant Shipping Act, 1880.]

POSITION of LINES to be used in connection with 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.

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

Dated this *day of* *18* .

(*Signed.*)

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 is either changed or withdrawn, or if and so soon as any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner shall then apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

To

THE GOVERNMENTS OF MADRAS, BOMBAY AND BENGAL, MARINE DEPARTMENT.

" GOVERNMENT OF BURMA, COMMERCE DEPARTMENT.

No. 3691 S.R.

Dated Simla, the 12th August 1899.

Sp. Letter 8th Sept 1899.

A order

Sent to Madras for print

Issued

Revised rules under the Deck and Load Lines Act, 1891, for steam and sailing ships, other than sailing ships engaged solely in the coasting trade.

G. C. Press, Simla.—No. 534 C. F.—12-8-99—140.

Marine

DEPARTMENT.

[Ref. 4]

15,000—18-5-03.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 9411, dated 8-9-1899.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
9-9-03	Marine	Reference after Sept			2-10-03	