

1895.

VICTORIA.

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 MARINE ACT 1890.
 

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 REGULATIONS RELATING TO THE MARKING  
 OF LOAD-LINES ON SHIPS.

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 PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO LAW.
 

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*Marine Act 1890.*


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 REGULATIONS RELATING TO THE MARKING OF  
 LOAD-LINES ON SHIPS.

WHEREAS sections 120 and 121 of the *Marine Act 1890* enact that the provisions therein specified shall have effect in respect to the marking of a load-line on foreign-going and home-trade ships by means of a circular disc with a horizontal line drawn through its centre: And whereas it is further enacted by the *Marine Act 1892* that the centre of such disc shall be placed at such level below the deck line marked under the provisions of the said Act as may be approved by the Marine Board of Victoria, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship: And whereas by section 5 of the said Act it is further enacted that the Marine Board, with the consent of the Governor in Council, may make regulations for determining the lines or marks to be used in connexion with the disc in order to indicate the maximum load-line under different circumstances, and at different seasons, and declaring that the provisions of the *Marine Act 1890* shall have effect as if any such line were drawn through the centre of the disc, for determining the mode in which the disc and the lines or marks to be used in connexion therewith are to be marked or affixed on the ship, whether by painting, cutting, or otherwise, for determining the mode of application for and form of certificates under the said Act, for requiring the entry of such certificates and other particulars as to the draught of water and freeboard of the ship in the official log-book of the ship or other

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publication thereof on board the ship, and as to delivering copies of such entries : Now therefore the said Board, with the consent of the Governor in Council, doth hereby make the following Regulations (that is to say):—

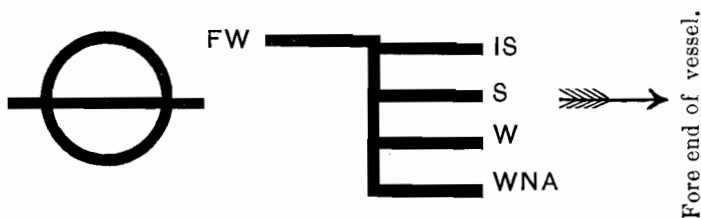
1. *Regulations.*—These Regulations may be cited as “The Regulations relating to the Marking of Load-lines,” and shall come into operation on the first day of September, 1895.

2. *Load-lines.*—The lines to be used to indicate the maximum load-line under different circumstances, and at different seasons, shall be 9 inches in length and 1 inch in thickness, and the maximum load-line shall be the upper edge of each of such lines.

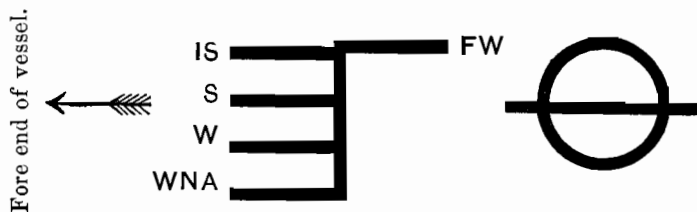
3. *Position of Load-lines.*—The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked 21 inches forward of the centre of the disc prescribed by sub-section (1) of section 120 of the *Marine Act 1890*. The maximum load-line 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 STEAM-SHIPS.

*Starboard Side.*

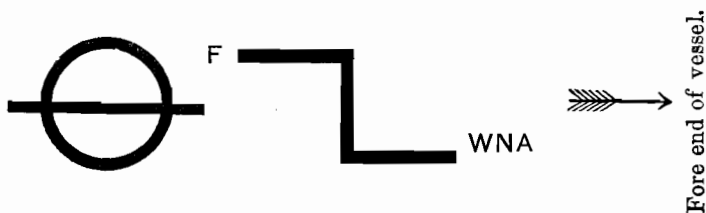


*Port Side.*

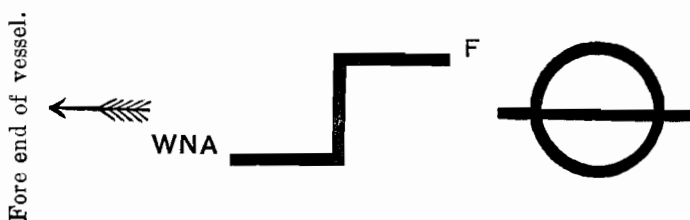


FOR SAILING VESSELS.

*Starboard Side.*



*Port Side.*



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

The provisions of the *Marine Act 1890* shall have effect as if any such maximum load-line were drawn through the centre of the disc.

4. *Designation of Load-lines.*—Such maximum load-lines shall be as follows, viz.:—

For fresh water,  
 ,, Indian summer,  
 ,, summer,  
 ,, winter,  
 ,, winter, North Atlantic,

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

F.W.—Fresh water.  
 I.S.—Indian summer.  
 S.—Summer.  
 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.

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

6. *Colour and Marking of Load-lines.*—The said disc, and the lines or marks to be used in connexion 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.

7. *Application for Certificate, &c.*—Application for a certificate of approval of the position of the disc or any alteration thereof shall be made by the registered owner of the ship, or in the case where there is more than one registered owner by any one of such owners, or by the builder of the ship, to the Marine Board of Victoria. Every application shall be made in the form marked L.L. 1 in the schedule hereto.

8. *Duration of Certificates.*—With respect to certificates of approval and their duration, the following rules shall prevail:—

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

9. *Certificate to be issued in duplicate.*—Every certificate of approval shall be issued in duplicate; one part shall be delivered to the applicant, and the other part shall be furnished to and retained by the Secretary to the Marine Board.

10. *Expiration of Certificates.*—On a certificate of approval ceasing to have effect, application shall at once be made by the registered owner of the ship, or in the case where there is more

than one registered owner by any one of such owners, for the granting of a new certificate of approval, and the old certificate shall be delivered up to the Marine Board, who shall cancel the same.

11. *Entries in Official Log.*—The master of every British ship shall, before such ship leaves any dock, wharf, port, or harbor in Victoria, 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.

12. *Certificate to be conspicuously exhibited on board.*—The owner 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.

13. *Amidships.*—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 fore side of the stem to the aft side of the stern post.

The foregoing Regulations were made and passed at a meeting of the Marine Board of Victoria held this first day of March, in the year of our Lord One thousand eight hundred and ninety-five.

ROBERT FULLARTON, President.

(SEAL)

ROBT. DICKINS, Member.

J. GEO. MCKIE, Secretary.

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#### SCHEDULE.

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[Form L.L. 1.]

APPLICATION FOR CERTIFICATE OF APPROVAL of the Position of a LOAD-LINE DISC under the provisions of the Marine Acts 1890 and 1892.

Application is hereby made to the Marine Board of Victoria 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 Indian Ocean.

The vessel is [is not] intended to be employed in the North Atlantic trade.

No previous application has been made either by the builder or the owner for a certificate of approval of the position [or alteration of the position] of a load-line disc on this vessel to any authority appointed in accordance with section 4 of the *Marine Act* 1892 or to any authority acting under and by virtue of the provisions of the *Merchant Shipping Act* 1894 or any Act amending the same [except in respect of a previous certificate dated \_\_\_\_\_, which has expired (or ceased to have effect.)]

Dated at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 189

Signature of Registered Owner\* or Builder.\*

Address—

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[Form L.L. 2.]

CERTIFICATE OF APPROVAL of the POSITION [Alteration of the Position] of the DISC on the Steam-ship “\_\_\_\_\_,” Official No. \_\_\_\_\_, in pursuance of the Marine Acts 1890 and 1892.

I, \_\_\_\_\_, an officer of the Marine Board of Victoria have approved on behalf of the said Board the position [or alteration of the position] of the disc on the steam-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 *Marine Act* 1890.

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

Dated at Melbourne this \_\_\_\_\_ day of \_\_\_\_\_ 189

Signature of authorized officer.

- POSITION OF LINES to be used in connexion with the Disc.
- Maximum load-line in fresh water \_\_\_\_\_ feet \_\_\_\_\_ inches above the centre of the disc.
  - Maximum load-line in Indian summer \_\_\_\_\_ 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 winter, North Atlantic, \_\_\_\_\_ feet \_\_\_\_\_ inches below the centre of the disc.

*Note.*—In accordance with regulations made by the Marine Board of Victoria 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, if classed, is either changed or withdrawn, or if and so soon as any deterioration takes place in the structural condition of the ship, whether classed or unclassified, this certificate will be cancelled and must be delivered to the Secretary to the Marine Board for that purpose, and the owner will then be entitled to apply to any properly-constituted load-line authority approved by the Board of Trade for a new certificate.

[Form L.L. 3.]

CERTIFICATE OF APPROVAL of the POSITION [Alteration of the Position] of the DISC on the Sailing Ship "\_\_\_\_\_" Official No. \_\_\_\_\_, in pursuance of the Marine Acts 1890 and 1892.

I, \_\_\_\_\_, an officer of the Marine Board of Victoria, have approved, on behalf of the said Board, 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 *Marine Act* 1890.

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

Dated at Melbourne this \_\_\_\_\_ day of \_\_\_\_\_ 189

Signature of authorized officer.

- POSITION OF LINES to be used in connexion 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.

*Note.*—In accordance with the regulations made by the Marine Board of Victoria 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 Secretary to the Board for that purpose, and the owner will then be entitled to apply to any properly-constituted load-line authority approved by the Board of Trade for a new certificate.

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[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 Marine Acts 1890 and 1892.

I, , an officer of the Marine Board of Victoria have approved, on behalf of the said Board, 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 *Marine Act* 1890.

This certificate is to remain in force until the day of 189 , and no longer.

Dated at Melbourne this day of 189

Signature of authorized officer.

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POSITION OF LINES to be used in connexion 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.

*Note.*—In accordance with the regulations made by the Marine Board of Victoria 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 189 this certificate will be cancelled and must be delivered to the Secretary to the Marine Board for that purpose, and the owner will then be entitled to apply to any properly-constituted load-line authority approved by the Board of Trade for a new certificate.

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[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 Marine Acts 1890 and 1892.

I, , an officer of the Marine Board of Victoria have approved, on behalf of the said Board, 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 *Marine Act* 1890.

Dated at Melbourne this day of 189

Signature of authorized officer.

POSITION OF LINES to be used in connexion 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.

*Note.*—In accordance with the regulations made by the Marine Board of Victoria 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.

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Approved by the Governor in Council  
the 19th March, 1895.

THOS. BRISBANE,  
Acting Clerk of the Executive Council.