

Port London ^{12th June 1888}
FREEBOARD. TUESDAY 12 JUNE 1888

Sir,

I request you will give directions for a Survey to be held on the

Master Arthur 921 tons of London lying at Leam Muchant

with a view to enable the Committee of Lloyd's Register of British & Foreign Shipping to assign a Freeboard to the vessel, conformably with the printed Notice No. 477* (see other side). The Freeboard considered suitable by the Owners—measured amidships from the Load Line in salt water, to the top of the deck plank* above the beam at side—is 4.2 inches. The vessel is intended to be employed in the North Atlantic Trade.

Your obedient Servant,

Thos. Willis & Co

To the Secretary, Lloyd's Register of Shipping,
 2, White Lion Court, Cornhill, London.

Address 115 Leadenhall Street

Broker's Name J. O. Willis & Co

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Entd. in Order Book

W. J.

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* or stringer plate, if no wood deck be fitted.

Lloyd's Register
 Foundation



Lon survey

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

FREEBOARD.

The Committee of this Society have for some time past given the subject of the Freeboard of Ships serious consideration with a view to assigning maximum load lines to all types or classes of vessels, and have used all available means to arrive at a satisfactory basis on which to deal with a question so important to the Mercantile Marine.

Having completed their deliberations on the subject, the General Committee, at a recent special meeting, comprising members representing various ports of the country, gave their approval generally to the system embodied in the Tables and Rules, dated 10th August, 1882, submitted to them as a basis for determining a load line for any description of vessel.

NOTICE is therefore hereby given that on and after the 1st October, 1882, the Committee, when requested by the Owner of a vessel, whether she be classed in the Society's Register Book or not, to assign to her a load line, will be prepared to accede to such request, provided the following conditions be complied with, viz:—

- 1.—The request shall be in writing.
- 2.—The Owner shall state in the form of request what in his own opinion would be a suitable load line for the vessel for which he wishes the Committee to determine a freeboard.
- 3.—The vessel shall, if required, be surveyed in dry dock by one of the Society's Surveyors, who will report to the Committee before the load line is determined.
- 4.—The maximum load line in salt water determined by the Committee shall, if accepted by the Owner, be adopted by him as the load line required by the Merchant Shipping Act of 1876 to be marked on the sides of the vessel.
- 5.—The maximum draft in fresh water will also be determined by the Committee, and is to be indicated by marks painted above the maximum load line in salt water, as shown in the illustration to the following paragraph.
- 6.—The letters L. R. shall be painted on the sides of the vessel, one before and the other abaft the bar passing through the disc required by Act of Parliament, as per sketch, and the position of the disc and bar shall be further permanently shown by centre-punch marks, thus:—



The Freeboard to the main deck or spar deck, as the case may be, and to the main deck and awning deck in awning-decked vessels, as defined by the position of the maximum load line in salt water, will be recorded in the Society's Register Book.

By order of the Committee.

BERNARD WAYMOUTH,

Secretary.

2, WHITE LION COURT, CORNHILL, LONDON, E.C.

11th January, 1883.

N.B.—The Freeboard assigned by the Committee is not to be considered suitable or sufficient if the vessel be engaged in the North Atlantic trade sailing to, or from the Mediterranean or any European port, or sailing from, or calling at ports in British North America or eastern ports in the United States north of and including Baltimore, from October to March inclusive, but should be increased as provided for in the Tables of Freeboard.

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