

Port Newcastle.

June 5th 1889.

FREEBOARD.

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

257 + 8 + 9

of

tons

lying at

with a view to enable the Committee of Lloyd's British and Foreign Shipping to assign a Freeboard to the vessel with the printed Notice No. 572 (see other side). The Freeboard suitable by the Owners—measured amidships from the Load Line in to the top of the deck plank, or stringer plate if no wood deck be fitted beam at side—is 22 inches. The vessel is intended to be the North Atlantic Trade.

Your obedient Servant,

Richard Ross
Address West Dock, South Shields

Broker's Name

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

ok

stated in the above request whether the vessel has or has not a wood upper deck laid.

[SEE OTHER SIDE.]



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Lloyd's Register
Foundation

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LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPS

FREEBOARD.

The Committee of this Society, having at a meeting held this day adopted the amendments to the tables agreed upon by the Load Line Committee and submitted to the Board of Trade, are prepared to assign freeboard to vessels, whether classed in the Society's Register Book or not, on the basis of the Amended Tables, provided the 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 Freeboard for the vessel.
- 3.—The vessel shall, if required, be surveyed in dry dock by one of the Society's Surveyors, who will report to the Committee, and the Freeboard is determined.
- 4.—The minimum Freeboard in *salt* water determined by the Committee shall, if accepted by the Owner, be adopted by him as that required by the Merchant Shipping Act of 1876, to be marked by a disc on the sides of the vessel. In the cases of Steam Vessels the disc shall be placed at the line for summer voyages, and the line for winter voyages indicated by marks painted below the summer line.
- 5.—The maximum draft in *fresh* water will also be indicated by the Committee, and is to be shown by marks painted above the 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 in the case of Iron or Steel Vessels be further permanently shown by centre-punch marks, thus:—

And, in the case of Wood Ships, the horizontal bars shall be sunk for their breadths into the planking than one quarter of an inch.

The Freeboard (Summer and Winter in the cases of Steam Vessels) to the main deck, spar as the case may be, will be recorded in the Society's Register Book.

By order of the Committee

BERNARD WAY

2, White Lion Court, Cornhill, London, E.C.
17th September, 1885.

N.B.—The Freeboard assigned by the Committee is not to be considered suitable or sufficient if the vessel is engaged in North Atlantic trade sailing to, or from the Mediterranean or any British or European port, or to or from ports in British North America or Eastern Ports in the United States north of and including the 40th parallel of latitude, from the 1st of October to March inclusive, but should be increased as provided for in the Tables of Freeboard.

