

Lloyd's Register of Shipping.

No. 8363.

FOUNDED 1760.

RE-CONSTITUTED 1834.

International Load Line Certificate

Issued under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland under the provisions of the International Load Line Convention, 1930.

Ship's Name *"Taylor"* Official Number *135680*

Port of Registry *Sunderland*

Gross Tonnage *204*

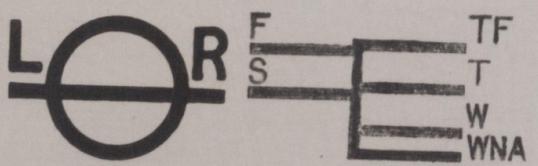
CERTIFIED COPY.

	Freeboard from deck line.	Load line.
Tropical	<i>one foot one & a half</i> inches (T).	<i>one</i> inches above S.
Summer	<i>one foot two & a half</i> inches (S).	Upper edge of line through centre of disc.
Winter	<i>one foot three & a half</i> inches (W).	<i>one</i> inches below S.
Winter North Atlantic	<i>one foot five & a half</i> inches (WNA).	<i>three</i> inches below S.

Allowance for fresh water for all freeboards *two & a half* inches.

The upper edge of the deck line from which these freeboards are measured is *x* inches above the top of the *wood upper* deck at side.

Lloyd's Register of Shipping.
 I hereby certify the above to be a true copy of the particulars on the original certificate. This copy is issued for production on clearance.
 Dated this *23rd* day of *MARCH* 1935.
A. J. Barwick
 Assistant Secretary.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the Convention.

This Certificate remains in force until *6th September 1940.*

Issued at London on the *6th* day of *September* 1935.

(Signed) *A. J. Barwick*
Assistant Secretary.

(Signed) *J. Howard Glover*
pro Chairman.

NOTE.—Where sea-going steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

W552-0175

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction. (Signed)
Signature of Surveyor *Wm. C. Millar* Place *Sunderland* Date *24th October 1936.*

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

The provisions of the Convention being fully complied with by this ship, this Certificate is renewed till

London *19* Secretary. _____ Chairman.

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.
Signature of Surveyor _____ Place _____ Date _____

- NOTES.
- This Certificate must be kept framed and posted up in some conspicuous part of the ship so long as it remains in force and the ship is in use.
 - The Winter North Atlantic load line applies for voyages across the North Atlantic, North of latitude 36° N., during the winter months as defined in the Load Line Rules.
 - The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.
 - This Certificate will be cancelled by the Board of Trade if—
 - material alterations have taken place in the hull or superstructures of the ship which affect the position of the load lines; or
 - the fittings and appliances for the protection of openings, the guard rails, the freeing ports or the means of access to the crew's quarters have not been maintained on the ship in as effective a condition as they were in when the Certificate was issued; or
 - the periodical survey is not made as required by the Load Line Rules.
 - Where this Certificate has expired or been cancelled, it must be delivered up to the assigning Authority and the ship may be detained until such requirement has been complied with, and if any owner or master fails without reasonable cause to comply with such requirement, he shall for each offence be liable to a fine not exceeding ten pounds.

Appliances for closing access openings in bulkheads at ends of detached superstructures.	
Forecastle	<i>Hinged steel doors</i>
Bridge, Fore end	<i>x</i>
Bridge, Aft end	<i>x</i>
Raised Quarter Deck	<i>x</i>
Poop	<i>x</i>
Temporary appliances for closing openings in superstructure decks.	
	<i>y</i>



W552-0175