

The following are the lines to be used:—

*Summer Load Line.*—The Summer load line is indicated by the upper edge of the line which passes through the centre of the disc and also by a line marked S.

*Winter Load Line.*—The Winter load line is indicated by the upper edge of a line marked W.

*Winter North Atlantic Load Line.*—The Winter North Atlantic load line is indicated by the upper edge of a line marked WNA.

*Tropical Load Line.*—The Tropical Load Line is indicated by the upper edge of a line Marked T.

*Fresh Water Load Lines.*—The Fresh Water load line in Summer is indicated by the upper edge of a line marked F. The difference between the Fresh Water load line in summer and the Summer load line is the allowance to be made for loading in Fresh Water at the other load lines. The Tropical Fresh Water load line is indicated by the upper edge of a line marked T.F.\*

#### Rule V.—*Mark of Assigning Authority*

The Authority by whom the load lines are assigned may be indicated by letters measuring about  $4\frac{1}{2}$  inches by 3 inches marked alongside the disc and above the centre line.

#### Rule VI.—*Details of Marking*

The disc, lines and letters are to be painted in white or yellow on a dark ground or in black on a light ground. They are also to be carefully cut in or centre-punched on the sides of iron and steel ships, and on wood ships they are to be cut into the planking for at least one-eighth of an inch. The marks are to be plainly visible, and, if necessary, special arrangements are to be made for this purpose.

#### Rule VII.—*Verification of Marks.*

The International Load Line Certificate is not to be delivered to the ship until a surveyor of the Assigning Authority (acting under the provisions of Article 9 of this Convention) has certified that the marks are correctly and permanently indicated on the ship's sides.

#### PART II.—CONDITIONS OF ASSIGNMENT OF LOAD LINES.

The assignment of load lines is conditional upon the ship being structurally efficient and upon the provision of effective protection to ship and crew.

\* 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.