

### Rule LXXVII.—*Freeboard for Wood Sailing Ships*

The freeboard for a wood sailing ship is the final freeboard the ship would obtain if she were of iron and steel, with the addition of such penalties as the Assigning Authority may determine, having regard to the classification, construction, age and condition of the ship.

Wood ships of primitive build such as dhows, junks, prahus, etc., are to be dealt with by the Administration so far as is reasonable and practicable under the Rules for Sailing Ships.

### PART V.—LOAD LINES FOR STEAMERS CARRYING TIMBER DECK CARGOES

#### *Definitions*

*Timber Deck Cargo.*—The term “timber deck cargo” means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

*Timber Load Line.*—A timber load line is a special load line to be used only when the ship is carrying a timber deck cargo in compliance with the following conditions and regulations:—

### Rule LXXVIII.—*Marks on the Ship's Sides*

*Timber Load Lines.*—The lines which indicate the maximum timber load lines in different circumstances and at different seasons are to be horizontal lines, 9 inches in length and 1 inch in breadth, which extend from, and are at right angles to, a vertical line marked 21 inches abaft the centre of the disc (see Figure 4). They are to be marked and verified similarly to the ordinary load lines (see Rules V to VII).

*The Summer Timber Load Line* is indicated by the upper edge of a line marked LS.

*The Winter Timber Load Line* is indicated by the upper edge of a line marked LW.

*The Winter North Atlantic Timber Load Line* is indicated by the upper edge of a line marked LWNA.

*The Tropical Timber Load Line* is indicated by the upper edge of a line marked LT.

*The Fresh Water Timber Load Line* in Summer is indicated by the upper edge of a line marked LF. The difference between the Fresh Water Timber load line in Summer and the Summer Timber load line is the allowance to