



Merchant Shipping Act 1906

1906 CHAPTER 48

PART I

SAFETY

8 Extension of provisions as to the time of marking load-line

- (1) Section four hundred and forty of the principal Act (which relates to the time for marking load-lines) shall apply to all British foreign-going ships, and, so far as it is applied, by this Act to foreign ships, to all foreign foreign-going ships, whether the owner is required to enter the ship outwards or not:
- (2) In the case of a ship which the owner is not required to enter outwards—
 - (a) the disc indicating the load-line shall be marked before clearance for the ship is demanded ;
 - (b) the master shall prepare a statement similar to that required to be inserted in the form of entry under subsection (2) of the said section four hundred and forty, and in the case of a British ship shall enter a copy of the statement in the agreement with the crew and in the official log-book,-, and subsections (3) and (4) of that section shall apply accordingly ;
 - (c) the master shall deliver a copy of the statement to the officer of customs, from whom a clearance for the ship is demanded, and a clearance shall not be granted until the statement is so delivered.
- (3) Where the certificate referred, to in subsection (4) of section four hundred and forty-three of the principal Act (which relates to regulations as to load-line) is required to be delivered, the provisions of this section as to the statement to be prepared by the master shall not take effect.
- (4) For the purpose of providing for an alteration of marks during a voyage, subsection (5) of section four hundred and forty of the principal Act shall be read as if the words " or, if " the mark has been altered abroad in accordance with regulations made by the Board of Trade for the purpose, marked " with the mark as so altered " were added after the words " so marked, " and subsection (2) of section four hundred and forty-

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three of the principal Act shall be read as if the purposes for which regulations may be made under that section included provision for the alteration of marks on ships abroad.