

Category: Instruction no.: 1-2020

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Carriage of more than one Load Line Certificate

1. Purpose

- 1.1. These instructions are issued to give guidance for Norwegian vessels on how to practically handle more than one Load Line certificate

2. Application

- 2.1. IC 1-2020 applies to ships registered in a Norwegian ship register.

3. Definitions

- 3.1. N/A

4. References

- 4.1. Agreement of 1 June 2002 between the Ministry of Trade, Industry and Fisheries and ROs concerning surveys of ships registered in a Norwegian ship register (the Agreement) article 2.2
- 4.2. Annex I to the Agreement, paragraph 3.7.
- 4.3. Annex II to the Agreement, paragraph 3.5.
- 4.4. Regulations of 1 July 2014 No.1072 on the Construction of Ship, section 43, ref. Article 3.2 of Annex A of the 1988 Protocol to the International Convention on Load Lines
- 4.5. Regulations of 22 December 2014 No. 1893 on Supervision and certificates for Norwegian ships and mobile offshore units, sections 10 and 11.

5. Background

- 5.1. Load line is a special marking positioned amidships which depicts the draft of the vessel and the maximum permitted limit in distinct types of waters to which the ship can be loaded.

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- 5.2. Nothing shall prevent an Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex I of Annex B of the 1988 Protocol to the International Load Line Convention.

6. Repeal

- 6.1. IC 1-2020 repeals the instructions under the heading “Carriage of more than one Load Line Certificate” in pages A-16 and A-17 of the “NMD– Class Instructions – NIS 1998”.

7. Item

The general conditions for the issuance and carriage of additional International Load Line Certificates on board Norwegian ships are as follows:

- 7.1. The ship must fully comply with all the relevant safety requirements in force for a ship of maximum draught/deadweight (dwt) for which minimum freeboard could be assigned.
- 7.2. Each set of Load Line marks corresponding to the certificates shall be permanently marked on the ship’s sides and verified.
- 7.3. Only the set of Load Line marks corresponding to the least freeboard assigned shall normally show the full grid markings. The additional increased freeboard shall be marked as all seasonal, and only the Load Line Mark and the Fresh Water Load Line need be marked. (Ref. Reg.6.6. of the ICLL 66). However, in individual cases and at the discretion of the owner, a full grid of density and seasonal Load Lines may be marked.
- 7.4. Only one set of Load Line marks shall be visible at any one time, and the remaining Load Line marks shall be effectively obliterated with paint.
- 7.5. Multiple Load Line certificates with different dwt capacities may be covered by a single International Oil Pollution Prevention (IOPP) certificate incl. supplement in which the dwt is given as ‘up to’ or ‘maximum allowable’ followed by a punctuation mark (asterisk) after the number which states the dwt tonnage, provided that all relevant dwts result in the same MARPOL Annex I requirements. The asterisk refers to a tabular of corresponding International Load Line Certificates with dwts covered by this certificate (see IOPP certificate sample annexed to these Instructions to Class). If the different dwt capacities result in different MARPOL Annex I requirements, multiple IOPP certificates with corresponding supplements shall be issued.
- 7.6. The Master may alter the Load Line marks for the vessel in accordance with the applicable Load Line Certificate and item 7.4 above. The new marks shall be verified by the Master who, when satisfied with the alterations and the condition of the vessel, makes an official entry in the ship's deck logbook stating the certificate in use. The Master must ensure that the correct Load Line mark and associated certificate are on display, and that all other certificates are placed in a sealed envelope on board. If electronic certificates are issued by the RO, the Master shall ensure that the correct electronic certificates are on display in the database.

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Annex: Sample IOPP certificate with tabular representation of dwt with respect to summer Load Lines