

DMA RO Circular no. 037

Conditions for issuing multiple Load Line Certificates

1. Rule references

- Danish RO Agreement, hereafter referred to as “the agreement”
- International Convention on Load Lines, 1966 as amended (ICLL1966)

2. Certification procedure (RO part)

The RO may accept multiple load lines on Danish Flagged vessels without previous approval by the DMA on the following conditions:

The ship is to comply fully with all relevant legislative safety requirements in force for a ship of a maximum deadweight corresponding to the least freeboard shown on the certificates issued. Safety regulations are to be maintained by the Company regardless of the deadweight of the ship.

Each set of load line marks corresponding to the certificates shall be permanently marked on the ship's side and verified by RO surveyor attendance (not remote) for the first “assignment/marketing/validation” of multiple Load Line marks.

Only the set of load line marks corresponding to the least freeboard assigned shall normally show the full grid markings. The additional increased freeboards shall be marked as “all seasons”, and only the Load Line Mark and the Fresh Water Load Line need be marked, cf. ICLL 66, regulation 6(6). However, in individual cases and at the discretion of the owner, a full grid of density and seasonal load lines may be marked, if allowed by the RO.

All statutory certificates and records which include a statement of the vessel's deadweight, shall state the maximum deadweight entered in the appropriate place. A clear indication by use of e.g. an asterisk, a footnote or a prefix shall be made, to note the valid range of deadweight (MT).

The vessel status report shall state that the vessel is a multiple load line vessel and include the deadweight (MT) and summer freeboard (mm) for each load line certificate assigned to the vessel. A note of acceptance from the RO on behalf of the Danish Maritime Authority shall be included.

The ship's Master shall follow these instructions as well as the requirements of the RO.

3. Operational procedure

Only one set of load line marks is allowed to be on display at any time, the other sets must be effectively obliterated with paint.

Only the Load Line Certificate associated with the current load line marks are allowed to be on display at any one time. The Load Line Certificates not used are to be kept in a sealed envelope. The sealed envelope is to be kept under lock and key by the master, who is accountable for the proper use of such certificates.

For ships with electronic certificates, the RO is responsible for establishing an equivalent procedure ensuring that only the valid certificate is displayed as active.

Only the set of certificates associated with the current load line marking shall be available for inspection.

Change of Load Lines (Owner part)

A suitable operational procedure for conducting the change of load lines is to be included in the Safety Management System (SMS) manual on board the vessel. The procedure shall include any requirements in this circular relevant to the change.

Example of “Checklist items” for Master’s assistance in connection to change of Load Line (not valid for first assignment / marking):

- a) Master to acknowledge receipt of orders from the Company, in writing, for change of load line;
- b) Master to provide a suitable and safe location for the change of load line marks (any restrictions with regards to safety and/or permit required from local authorities to be duly considered);
- c) Master to ensure only correct set of load lines to be marked / painted on ship’s sides (Company to define preferred method of verification within SMS);
- d) Master to ensure that the official entry is made in the ship’s deck log;
- e) Master to ensure that the correct corresponding Load Line certificate is posted / placed in the valid certificates file;
- f) Master to ensure all other Load Line certificates held to be placed in a sealed envelope and kept in the Master’s safe;
- g) Master to notify the Company and RO, in writing, upon completion of the change of load lines (written notification could contain photo of displayed load line marks on ship’s side, log book entry made and corresponding load line certificate on display, but the Company to define own requirements within SMS) .

When alterations are made to the load line marks, the Master of the vessel is in charge of the change of load line marks and corresponding certificates following the operational procedure and notifies the RO of which load line the vessel is currently operating on.

Change of Load Lines (RO part)

Upon receipt of notification from the Master, the RO is to ensure that the direct electronic/online access to the status of all statutory surveys and certificates provided to the DMA and the Company by the RO in accordance with section 17.1 b) of the agreement is updated to contain information of which load line the ship is currently operating on with date of change inserted. Public available data sources shall be updated as well (EQUASIS etc.).

4. Survey & monitoring (RO part)

When any load line survey is held, the Load Line issuing RO shall ensure that each set of load line marks are verified and that all corresponding load line certificates, including those not on display, are endorsed or renewed as appropriate. The Load Line issuing RO shall ensure that the ship SMS contains procedures for the change of Load Line.

Compliance with defined/agreed procedures shall be monitored by the ISM auditing RO in conjunction with the ordinary audits of both ships and company where multiple loadlines are in use, as per ISM audit procedure.