

CIRCULAR No. 19 | Rev1

PORTUGUESE MARITIME ADMINISTRATION

SUBJECT | Multiple Load Lines

To | Owners/Operators/Companies of Portuguese Ships, Recognized Organizations, Masters of Portuguese Flag Vessels

DISCLAIMER | This document is for information only and is not intended to interpret or replace the legal referenced documents published by official sources

1. OBJECTIVE

The purpose of this circular is to inform that this Administration accepts the provision of more than one International Load Line Certificate on Portuguese flagged ships as well as giving guidelines and ensure correct procedures when assigning and using multiple load lines.

2. COMPLIANCE WITH RULES IN ALL CIRCUMSTANCES

- a) The use of multiple load lines is conditional upon all safety-related requirements being met for the maximum deadweight corresponding to the least freeboard determined for the ship and shown on the certificates issued;
- b) Safety standards are to be maintained regardless of the deadweight in use.

3. INITIAL SURVEY AND LOAD LINE MARKS

- a) The initial survey shall be carried out by a surveyor from a Recognized Organization (RO);
- b) The survey will assure the compliance with the rules, as mentioned above, and the correct marking of the load lines corresponding to the certificates to be issued;

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- c) Each set of Load Line marks corresponding to the certificates shall be permanently marked on the ship's side and verified;
- d) 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;
- e) Upon completion of the survey the surveyor shall advise the Master of his responsibilities related to the management of the multiple load lines certificates, providing him with the Load Line Certificates issued.

4. MASTER RESPONSIBILITIES

- a) The Master must ensure that at any moment only one set of Load Line marks is visible and the corresponding Load Line Certificate is used. The remaining Load Line marks are to be effectively painted out and the other Load Line Certificates not in use are to be kept in a sealed envelope under lock and key by the Master, who is accountable for the proper use of such certificates;
- b) The Master shall make an official entry in the ship's deck logbook on every occasion the Load Line marks are changed;
- c) If that happens in a loading port the Master must ensure that before loading cargo the Load Line marks for the intended voyage are exhibited and all others painted over;
- d) When any Load Line survey is carried out, the Master shall ensure that each set of Load Line marks are verified and that all corresponding Load Line Certificates, including those not in use, are endorsed or renewed as appropriate.

5. ALTERATIONS TO THE LOAD LINE MARKS

- a) The RO surveyor shall witness each change of marks, verify that the exhibited certificate corresponds to the marks displayed on the ship's side, seal the envelope containing the other certificates and ensure that the master makes an official entry in the ship's deck logbook;



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- b) In the event that the change of marks is scheduled for a port where a surveyor is unavailable, and upon approval of the Administration and the RO, the changes may be made under the Masters responsibility. The RO shall attend the ship at the next convenient port to survey and endorse the change in accordance with the requirements above.
- c) In case the witness of each alteration of load line marks by RO surveyor is impractical due to frequent change of marks (specific ship operation, hatch coverless trading vessels, etc.), the Administration may accept the changes to be under responsibility of the Master and subject to following conditions to be verified:
- ensure availability on board of the ILL certificate corresponding to the in force Freeboard marking;
 - Master to ensure all other held Load Line certificates, in case of paper format, to be placed in sealed envelope and kept in Master's safe;
 - register in the deck logbook the change of Freeboard marking each time it is changed;
 - inform the Recognized Organization and the Administration, in writing, each time a change occurs (written notification to contain photo of displayed load line marks on ships side, log book entry made and corresponding load line certificate on display);
 - Company to define own corresponding requirements within SMS;
 - Compliance with defined/agreed Owner's procedures included in the Safety Management System (SMS) will be monitored by the RO at each vessel and company ISM audit, as part of the normal random sampling process.

6. STATUTORY DOCUMENTS

- a) Only the Load Line Certificate corresponding to the actual freeboard that the ship has been assigned shall be valid and the information, namely the ship's deadweight, given in other certificates shall be in accordance with it;
- b) The stability booklet shall contain information relating to all the freeboards assigned for which a Load Line Certificate has been issued.



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7. SAFETY MANAGEMENT SYSTEM

The company's safety management system shall include procedures to ensure that the guidance given in this circular is complied with and that the master is well familiarized with them.

8. REPORTING TO THE ADMINISTRATION

The RO shall report to the Administration in the following instances:

- a) A vessel requests assignment of multiple load lines;
- b) An initial survey is carried out and multiple Load Line Certificate(s) are issued to a ship (Copies of the certificates are to be added to this report.);
- c) Every time a ship changes load lines marks and Load Line Certificate(s).

Lisbon, 22/01/2025

The General Director of Natural Resources, Safety and Maritime Services

More information

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