



Circular 2005/005

Multiple Load Line assignment

Date: 18/6/2010

To whom it may concern,

This circular replaces circular 005/05.

GUIDANCE NOTES FOR OWNERS AND SHIP MASTERS

Multiple Load Line Certificates are issued subject to the following:

1. 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 standards are to be maintained regardless of the deadweight of the ship.
2. The initial survey of Load Line marks corresponding to the certificates shall be carried out by a surveyor of a recognized Classification Society, who will verify that the Load Line marks are permanently marked on the ship's sides (welded or cut in) and advise the Master of his responsibilities and hand over the Guidance Notes with the Load Line certificates issued.
3. The Master must ensure that only one set of Load Line marks and the corresponding Load Line certificate are visible/on display at any one time. The remaining Load Line marks are to be effectively painted out, and the Load Line Certificates, not being used, 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.
4. The Master is to make an official entry in the ship's deck log book on every occasion the Load Line marks are changed. Additionally the shipping company should inform the Belgian Maritime Inspectorate each time the Load Line has been changed.
5. The Load Line marks for the intended voyage must be exhibited and all others painted over before loading cargo.
6. The stability booklet shall contain information relating to all the freeboards assigned for which a Load Line Certificate has been issued.
7. Alterations to the Load Line marks:
 - a. A surveyor of a recognized Classification Society is to witness each change of marks, verify the correct certificate is exhibited and seal the envelope containing

the other Certificates. He will carry out an examination of the ship to satisfy himself as to its condition and countersign the official logbook entry.

- b. In the event that the change of marks is scheduled for a port where a class surveyor is unavailable, and upon approval of the Administration and the Class the changes may be made under the Masters responsibility with the attendance of the Chief Engineer who should verify each step as specified above. However at the next convenient port the requirements of 7.a. shall be complied with.
8. When a periodical Load Line inspection is held, the Master is to ensure that each set of Load Line marks are verified and that all corresponding Load Line Certificates, including those not on display, are endorsed.
9. The Record of Construction and Equipment (Form "B") attached to the Marpol-Annex 1, IOPP certificate and the Cargo Ship Safety Equipment Certificate, both issued exclusively by BMI¹, will show only the greatest deadweight. However a note will be added at the foot of the page, cross referenced by "*" to read "This is a multiple Load Line vessel".
10. The Cargo Ship Safety Construction Certificate, issued by the recognized Classification Society, should show only the greatest deadweight. However a note should be added at the foot of the page, cross referenced by "*" to read "This is a multiple Load Line vessel".
11. Each certificate must be compliant with the Belgian format of International Load Line Certificate². All issued certificates are to be forwarded to the BMI for countersignature before being put onboard. One set of Load Line certificates will be kept by BMI for record.



ir. Bart Heylbroeck
Naval Architect - Director
Belgian Maritime Inspectorate

¹ BMI: The Belgian Maritime Inspectorate

² A model of the Belgian International Load Line Certificate can be obtained on request.