

04 October 2017

Our reference:

Case 2017031560

File

/mtw

To whom it may concern

Procedures for changing load lines on vessels with multiple Load Lines

The Danish Maritime Authority (DMA) has decided to change the conditions to conduct change of the load line marks and corresponding certificates with reference to the “Annex to the Danish RO Agreement 2015” Section 30.

As an alternative to above, the DMA has decided to accept that the Master of a vessel with multiple load lines can conduct the change of load line marks and corresponding certificates without the attendance of a surveyor from a Recognised Organisation (RO) provided following procedures are applied:

Certification procedure (RO part)

First “assignment/markings/validation” of multiple Load Line marks is to be carried out by the RO, and shall include following:

All statutory certificates and records which include a statement of the vessel’s deadweight, shall state the maximum deadweight entered in the appropriate place and with an asterisk (*), and the following note entered at the bottom of the page:

*Valid for a range of deadweights to a maximum of < insert maximum deadweight> (This is a multiple Load Line vessel)

A memorandum is imposed for the vessel stating deadweight (MT) and summer freeboard (mm) for each load line certificate assigned to the vessel.

Example of a memorandum, for guidance:

- *VESSEL ISSUED WITH MULTIPLE LOAD LINE CERTIFICATES AS FOLLOWS: SUMMER FREEBOARD DWT METRIC TONNES XXXX MM XXXXX MT XXXX MM XXXXX MT XXXX MM XXXXX MT AT A CHANGE OF FLAG IT SHOULD BE VERIFIED THAT THE NEW FLAG PERMITS MULTIPLE LOAD LINE CERTIFICATES BEFORE MORE THAN ONE LOAD LINE CERTIFICATE IS ISSUED.*

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Operational procedure (Owner part)

A suitable operational procedure for conducting change of load lines to be included in the Safety Management System (SMS) manual on board the vessel. The procedure shall include any requirements in the Annex to the Danish RO agreement 2015, Section 30 relevant to change of load.

Example of “Checklist items” for Master’s assistance in connection to change of Load Line without surveyor attendance (not valid for first assignment / marking):

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

Compliance with defined/agreed procedures will be monitored by the RO at each vessel and company ISM audit, as part of the normal random sampling process.

Port State Control and other officials are requested to take note of above. In case of questions please do not hesitate to contact the DMA.

Yours sincerely,



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