

No. 5640

**UNION OF SOVIET SOCIALIST REPUBLICS,
BULGARIA and ROMANIA**

Agreement (with Rules) concerning the load line for ships sailing under the flags and between the ports of the USSR, the People's Republic of Bulgaria and the Romanian People's Republic on the Black Sea. Signed at Moscow, on 29 July 1960

Official texts of the Agreement: Bulgarian, Romanian and Russian.

Official text of the Rules: Russian.

Registered by the Union of Soviet Socialist Republics on 21 March 1961.

**UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES, BULGARIE et ROUMANIE**

Accord (avec Règlement) relatif à la ligne de charge des navires naviguant sous le pavillon de l'URSS, de la République populaire de Bulgarie et de la République populaire roumaine entre les ports de ces pays situés sur la mer Noire. Signé à Moscou, le 29 juillet 1960

Textes officiels de l'Accord: bulgare, roumain et russe.

Texte officiel du Règlement: russe.

Enregistré par l'Union des Républiques socialistes soviétiques le 21 mars 1961.

[TRANSLATION — TRADUCTION]

No. 5640. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS, THE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE GOVERNMENT OF THE ROMANIAN PEOPLE'S REPUBLIC CONCERNING THE LOAD LINE FOR SHIPS SAILING UNDER THE FLAGS AND BETWEEN THE PORTS OF THE USSR, THE PEOPLE'S REPUBLIC OF BULGARIA AND THE ROMANIAN PEOPLE'S REPUBLIC ON THE BLACK SEA. SIGNED AT MOSCOW, ON 29 JULY 1960

The Government of the Union of Soviet Socialist Republics, the Government of the People's Republic of Bulgaria and the Government of the Romanian People's Republic,

Being parties to the International Load Line Convention of 1930,²

Recognizing, by general agreement, that the sheltered nature and conditions of voyages between the Black Sea ports of the Contracting Parties make it unnecessary to apply certain provisions of the Load Line Convention of 1930 to ships engaged on such voyages,

Have decided, in accordance with article 2, paragraph 2, of the said Convention, to conclude this Agreement and for this purpose have appointed as their plenipotentiaries :

The Government of the Union of Soviet Socialist Republics :

Vladimir Adamovich Zabrodsky,

The Government of the People's Republic of Bulgaria :

Nikola Petrov Dimitrov,

The Government of the Romanian People's Republic :

Valentin Sebastian Ieva,

who, having exchanged their full powers, found in good and due form, have agreed as follows :

¹ Came into force on 29 July 1960, the date of signature, in accordance with article III.

² League of Nations, *Treaty Series*, Vol. CXXXV, p. 301; Vol. CXLII, p. 392; Vol. CXLVII, p. 354; Vol. CLII, p. 313; Vol. CLVI, p. 256; Vol. CLX, p. 417; Vol. CLXIV, p. 393; Vol. CLXXII, p. 423; Vol. CLXXXV, p. 405, and Vol. CXCIII, p. 271; and United Nations, *Treaty Series*, Vol. 54, p. 413; Vol. 186, p. 381; Vol. 190, p. 394; Vol. 193, p. 368; Vol. 199, p. 366; Vol. 214, p. 394; Vol. 233, p. 342; Vol. 267, p. 391; Vol. 315, p. 369, and Vol. 327, p. 388.

Article I

Ships engaged on voyages between the Black Sea ports of the Contracting Parties and under their flags shall be exempted, so long as they remain in such trades, from certain provisions of the International Load Line Convention of 1930.

Article II

In order to ensure complete safety of navigation for ships engaged on the voyages which are referred to in article I of this Agreement, and which are regarded by the three Governments as sheltered in nature and conditions, the Contracting Parties shall observe “ Rules concerning the load line for ships sailing under the flags and between the ports of the USSR, the People’s Republic of Bulgaria and the Romanian People’s Republic on the Black Sea ”, drawn up jointly by them in accordance with article 2, paragraph 2, of the International Convention of 1930.

The said “ Rules ”,¹ which are annexed to this Agreement, shall enter into force at the same time as the Agreement.

Article III

The Agreement shall enter into force on the date of its signature and shall remain in force until the Contracting Parties decide to terminate it or to modify it in any way.

If the Agreement is denounced by any of the Contracting Parties, it shall cease to have effect for that Party six months after the date of denunciation.

Article IV

This Agreement shall be open for accession by other Black Sea States.

Article V

The Government of the Union of Soviet Socialist Republics shall exercise depositary functions in respect of this Agreement and shall register it with the United Nations Secretariat in accordance with Article 102 of the Charter of the United Nations.

¹ See p. 98 of this volume.

DONE at Moscow on 29 July 1960, in one copy in the Russian, Bulgarian and Romanian languages, all three texts being authentic and of equal force.

For the Government of the People's Republic of Bulgaria :

N. P. DIMITROV

For the Government of the Romanian People's Republic :

V. S. IEVA

For the Government of the Union of Soviet Socialist Republics :

ZABRODSKY

RULES CONCERNING THE LOAD LINE FOR SHIPS SAILING UNDER THE
FLAGS AND BETWEEN THE PORTS OF THE USSR, THE PEOPLE'S
REPUBLIC OF BULGARIA AND THE ROMANIAN PEOPLE'S REPUBLIC
ON THE BLACK SEA

I. GENERAL PROVISIONS

Rule 1. Sea-going ships may, at the desire of the organization operating the ship concerned, be assigned a special load line for navigation between the Black Sea ports of the USSR, the People's Republic of Bulgaria and the Romanian People's Republic.

Rule 2. In all cases, unless expressly provided otherwise, the following definitions shall apply :

(a) The expression " a ship of the restricted area of navigation " means a ship engaged on voyages between the Black Sea ports of the USSR, the People's Republic of Bulgaria and the Romanian People's Republic;

(b) The expression " the Convention " means the International Load Line Convention of 1930;¹

(c) The expression " the Convention Rules " means the Rules laid down in annex I to the International Load Line Convention of 1930.

(d) Other definitions, unless expressly provided otherwise below, shall correspond to those adopted in article 3 of the Convention and in the Convention Rules.

Rule 3. The Rules shall apply to all sea-going ships of the restricted area of navigation having a gross tonnage of 150 register tons and upwards, except :

(a) Ships of war;

(b) Ships intended solely for the fishing industry;

(c) Pleasure yachts and sports craft;

(d) Ships not carrying cargo or passengers (scientific research vessels, hydrographic vessels, training ships, etc.);

(e) Sailing ships.

¹ See footnote 2, p. 94 of this volume.

Rule 4. In order to obtain a special load line for the restricted area of navigation, a ship must comply with these Rules and, save as otherwise provided in these Rules, with all requirements of the International Load Line Convention of 1930.

On the basis of the foregoing, the ship shall be provided with a special certificate for the restricted area of navigation, issued by a Government which has signed this Agreement¹ or by an organization duly authorized by such a Government. However, the Government shall in every case bear responsibility for the certificate issued.

The special load line for the restricted area of navigation shall be marked on both sides of the ship, as prescribed in rule 6 below. It may be marked in addition to the International Load Line if such Line be marked on the ship's sides.

Rule 5. The form of ship's certificate for restricted navigation is given in the annex² to these Rules. The text of the form must be written in the language of the country to which the ship belongs and in the Russian language.

Rule 6. (1) The special load line for the restricted area of navigation (see form of certificate) shall consist of a vertical line 25 mm in breadth, marked 1,200 mm forward of the middle of the ship's length, and horizontal lines 200 mm in length and 25 mm in breadth meeting the vertical line and representing :

- (a) Summer draught for the restricted area of navigation (J.I.O.)
- (b) Winter draught for the restricted area of navigation (3.O.)
- (c) Fresh water draught for the restricted area of navigation (II.O.).

The draught shall be indicated by the upper edges of the said lines.

At an interval of 200 mm above the fresh water draught line (II.O.), a line 200 mm in length shall be drawn symmetrically about the vertical line and above it shall be placed the letters " RA ", indicating that the load line has been assigned under Regional Agreement Rules.

An additional special timber load line shall be marked in accordance with the diagram given on the form of certificate for timber-carriers.³

(2) If an International Load Line in conformity with the Convention is not marked on the ship's sides, then in addition to the marks referred to in rule 6, paragraph (1), a disc with a horizontal line and a deck line as prescribed by the Convention shall be marked amidships. The organization by which the load lines are assigned shall be indicated by two letters 115 mm in height and 75 mm in breadth marked alongside the disc above the line passing through the centre of the disc. The letters " RA " may be of the same size.

(3) The letters on the lines marked on the ship's sides shall be in the language of the country issuing the certificate and the letters in Russian shall be given in brackets unless they are the same as those of the original inscription.

(4) The disc, line and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be carefully cut in or centre-punched on the sides of steel ships, and on wooden ships they shall be cut into the planking for at least 3mm. The marks shall be plainly visible.

¹ See p. 94 of this volume.

² See p. 110 of this volume.

³ See pp. 114 and 124 of this volume.

II. SUPPLEMENTARY CONDITIONS FOR THE ASSIGNMENT OF SPECIAL LOAD LINES FOR THE RESTRICTED AREA

Rule 7. Ships having an International Load Line shall be assigned a special load line for the restricted area of navigation on the basis of the appropriate computations of freeboard set forth in rules 8-16 below.

NOTE. For load line markings, see rule 6.

Rule 8. The freeboard computation tables (tables 1¹ and 2²) give the basic summer freeboards in salt water.

Table 1 relates to dry-cargo ships and table 2 to tankers.

Intermediate values are obtained by linear interpolation from the table and corrected to the nearest 0.5 cm.

TABLE 1
BASIC FREEBOARD
Steamers

<i>L</i> (metres)	<i>Freeboard</i> (centimetres)	<i>L</i> (metres)	<i>Freeboard</i> (centimetres)	<i>L</i> (metres)	<i>Freeboard</i> (centimetres)
24	20.0	60	54.0	96	105.5
27	22.5	63	57.5	99	111.0
30	25.0	66	61.0	102	116.5
33	27.5	69	65.0	105	122.0
36	30.0	72	69.0	108	128.0
39	32.5	75	73.0	111	134.0
42	35.0	78	77.0	114	140.5
45	38.0	81	81.5	117	147.0
48	41.0	84	86.0	120	153.5
51	44.0	87	90.5	123	160.0
54	47.0	90	95.5	126	167.0
57	50.5	93	100.5	129	174.0

TABLE 2
BASIC FREEBOARD
Tankers

<i>L</i> (metres)	<i>Freeboard</i> (centimetres)	<i>L</i> (metres)	<i>Freeboard</i> (centimetres)	<i>L</i> (metres)	<i>Freeboard</i> (centimetres)
24	19.0	66	59.5	105	113.5
27	21.0	69	63.0	108	118.0
30	23.5	72	67.0	111	123.0
33	26.0	75	71.0	114	128.0

¹ See below.

² See below.

<i>L</i> (metres)	Freeboard (centimetres)	<i>L</i> (metres)	Freeboard (centimetres)	<i>L</i> (metres)	Freeboard (centimetres)
36	28.5	78	75.0	117	133.5
39	31.0	81	79.0	120	139.0
42	33.5	84	83.0	123	144.5
45	36.5	87	87.0	126	150.0
48	39.5	90	91.0	129	155.5
51	42.5	93	95.5	132	161.0
54	45.5	96	100.0	135	167.0
57	49.0	99	104.5	138	173.0
60	52.5	102	109.0	141	180.0
63	56.0				

Rule 9. The figures read off the table against the ship's length should be:

(a) multiplied by the factor $\frac{\delta + \delta_0}{2 \delta_0}$

where δ = coefficient of fineness (see Convention Rule XXXVI)

δ_0 = standard coefficient of fineness, which for all ships is taken to be 0.68;

(b) increased or reduced by the factor:

$$8.33 \left(H - \frac{1}{15} L \right) R \text{ (centimetres)}$$

where H = depth of the ship (see Convention Rule XXXIV)

$$R = \frac{L}{4.00} \text{ when } L \text{ is less than } 119 \text{ m}$$

$$R = 30 \text{ when } L \text{ is } 119 \text{ m or more.}$$

NOTE. For full-deck ships without superstructures, other than tankers, in addition to the above corrections, the figure obtained must be increased by 4 cm for every 30 m of the ship's length

Rule 10. Further corrections to the freeboard obtained in accordance with rule 9 above consist of:

(a) a deduction for superstructures;

(b) corrections for variations from standard sheer.

These corrections are computed as indicated below.

Rule 11. The deduction from freeboard for superstructures is computed from tables 3-5¹ on the basis of the ship's length (L) and the total effective length of superstructures (l), determined in accordance with Convention Rules XXXII and XL.

¹ See p. 106 of this volume.

TABLE 3

Deductions from freeboard for complete superstructures (where length $l = L$):
for steamers (including tankers and timber-carriers)

<i>Length L</i> (metres)	<i>Deduction</i> (centimetres)	<i>Length L</i> (metres)	<i>Deduction</i> (centimetres)	<i>Length L</i> (metres)	<i>Deduction</i> (centimetres)	<i>Length L</i> (metres)	<i>Deduction</i> (centimetres)
24	35.0	51	57.5	78	80.6	105	96.2
27	37.5	54	60.0	81	82.5	108	97.8
30	40.0	57	62.5	84	85.0	111	99.4
33	42.5	60	65.0	87	86.6	114	101.0
36	45.0	63	67.5	90	88.2	117	102.6
39	47.5	66	70.0	93	89.8	120	104.2
42	50.0	69	72.5	96	91.4	123	105.8
45	52.5	72	75.0	99	93.0	126	107.4
48	55.0	75	77.5	102	94.6	129	109.0

TABLE 4

Deductions (in percentages) according to relative length of superstructures:
for steamers

<i>Nature of</i> <i>Superstructures</i>	<i>Total effective length of superstructures</i>										
	0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
All types with fore- castle and without detached bridge	0	5	10	16	25	36	50	66	80	92	100
All types with fore- castle and de- tached bridge	0	6	13	20	29	40	51	66	80	92	100

- NOTE. 1. Where the effective length of a detached bridge is less than 0.2L, the percentages are obtained by interpolation between the two lines, both horizontally and vertically.
2. Where no forecastle is fitted, the figures given in the table are reduced by 5 per cent.

TABLE 5

Deductions (in percentages) according to relative length of superstructures:
for tankers and timber-carriers

<i>Type of ship</i>	<i>Total effective length of superstructures</i>										
	0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
Tankers	0	7	15	23	33	43	54	65	76	88	100
Timber-carriers	21	32	43	54	64	72	78	84	90	95	100

The tables show, first of all, the deductions for "complete" superstructure, of length equal to the length *L* of the ship (table 3). This table gives the deduction (in centimetres) from the freeboard, according to the ship's length, for a superstructure of equal length.

Next, tables 4 and 5, show as a percentage of this last figure, the actual deduction to be made from the freeboard for a given effective length of superstructure, taken as a proportion of the ship's total length (*L*).

These tables (4 and 5) are given separately for tankers and timber-carriers and for all other ships.

Rule 12. The correction for variation from standard sheer is arrived at as indicated in Convention Rules LVII to LIX.

Rule 13. Inasmuch as the load line for restricted navigation shows, in addition to the summer salt water freeboard determined as above, the winter freeboard and fresh water freeboard, these latter are to be computed as indicated in rules 14 and 15.

The summer freeboard in salt water, measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell, must in no case be less than 50 mm.

Rule 14. The minimum safe winter freeboard is the freeboard obtained by an addition to the summer freeboard of 1/48 of the summer draught, measured from the top of the keel to the summer load line, as marked, corrected to the next higher 0.5 cm.

The minimum safe winter timber freeboard is determined by adding to the summer timber freeboard 1/36 of the summer draught, measured as above.

Rule 15. The fresh water freeboard is obtained by deducting from the summer freeboard 1/48 of the summer draught, as indicated by the load line, corrected to the next higher 0.5 cm.

If there is a displacement curve for the ship and the number of tons per centimetre immersion is known, the above figure may be replaced by a value *E*, calculated by the following formula :

$$\bar{E} = \frac{D}{40 \cdot q} \text{ (in centimetres)}$$

where *D* = displacement in tons,

q = tons per cm immersion,

these values being those for the ship's summer draught. The value obtained for *E* is corrected to the next higher 0.5 cm.

Rule 16. The masters of ships having a load line for the restricted area of navigation must be provided with information on the stability of their ships when loaded to the draught for restricted navigation.

Rule 17. The " Rules " are done in one copy in the Russian language.

ANNEX TO THE RULES

1. Form of load line certificate for restricted navigation:
steamers and motor ships

NAME OF STATE

CERTIFICATE

COAT OF ARMS OF THE COUNTRY

SHIP'S LOAD LINE CERTIFICATE FOR RESTRICTED NAVIGATION

Ship

Port of registry Register number of ship

Gross tonnage register tons. Ship's number on shipping list

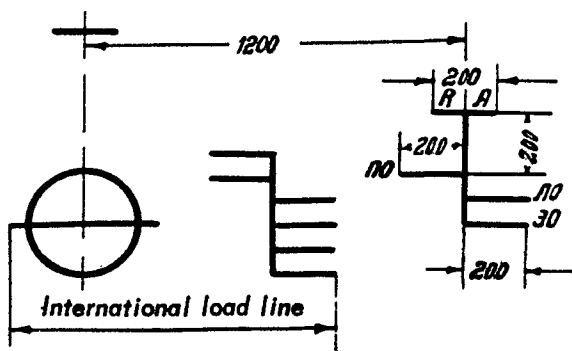
Freeboard from deck line

Summer mm (J1)

Winter mm (3)

Allowance for fresh water for all freeboards mm.

The upper edge of the deck line from which these freeboards are measured is
mm above the top of the deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the rules concerning the load line of ships for restricted navigation.

This certificate remains in force until

Issued at on the day of (month and year)

[L.S.]

Authority issuing the certificate

No.

NOTES :

1. The periods for which seasonal load lines apply are shown in the Convention, annex II.
2. Where sea-going ships navigate a river or inland water, loading beyond the appropriate load line is permitted, according to the quantity of fuel, etc., required for consumption between the point of departure and the open sea.
3. This certificate may be cancelled in the following circumstances :
 - (a) If alterations have taken place in the hull and superstructures of the ship which affect the calculations of freeboard.
 - (b) If the appliance for closing openings, the guard rails, the freeing ports or the means of access to the crew's quarters are not maintained in as effective a condition as they were in when this certificate was issued.
 - (c) If the periodic inspections required by the rules for the marking of load lines have not been carried out.
4. When this certificate expires or is cancelled, it must be returned to the supervisory authorities which issued it.

Appliances for closing access openings in bulkheads at ends of detached superstructures

Forecastle

Bridge

Bow bulkhead

Bridge

Stern bulkhead

Raised quarterdeck

Poop

Temporary appliances for closing openings in superstructure decks :

.....

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

The provisions of the Rules being fully complied with by this ship, this certificate is renewed until

[L.S.] Place Day Month 196...

Authority issuing the certificate

2. *Form of load line certificate for restricted navigation:
timber-carriers*

NAME OF STATE ISSUING THE CERTIFICATE FOR TIMBER-CARRIERS

COAT OF ARMS OF THE COUNTRY

SHIP'S LOAD LINE CERTIFICATE FOR RESTRICTED NAVIGATION

Ship

Port of registry Register number of ship

Gross tonnage register tons. Ship's number on shipping list

Freeboard from deck line

Summer mm (J1)

Winter mm (3)

Allowance for fresh water for all freeboards mm.

The following load lines may be applied only to ships carrying timber deck cargoes in compliance with all requirements of the rules for the transport of such cargoes.

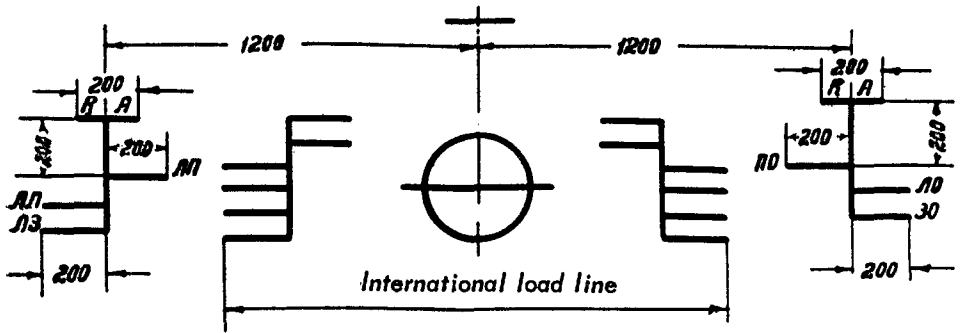
Freeboard from deck line

Position of load line

Summer (timber) mm (J1J1) mm above J1

Winter (timber) mm (J13) mm below J1

The upper edge of the deck line from which these freeboards are measured is mm above the top of the deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the rules concerning the load line of ships for restricted navigation.

This certificate remains in force until

Issued at on the day of (month and year)

No.

Authority issuing the certificate

NOTES :

1. The periods for which seasonal load lines apply are shown in the Convention, annex II.
2. Where sea-going ships navigate a river or inland water, loading beyond the appropriate load line is permitted, according to the quantity of fuel, etc., required for consumption between the point of departure and the open sea.
3. This certificate may be cancelled in the following circumstances :
 - (a) If alterations have taken place in the hull and superstructures of the ship which affect the calculations of freeboard.
 - (b) If the appliance for closing openings, the guard rails, the freeing ports or the means of access to the crew's quarters are not maintained in as effective a condition as they were in when this certificate was issued.
 - (c) If the periodic inspections required by the rules for the marking of load lines have not been carried out.
4. When this certificate expires or is cancelled, it must be returned to the supervisory authorities which issued it.

Appliances for closing access openings in bulkheads at ends of detached superstructures

Forecastle

Bridge
Bow bulkhead

Bridge
Stern bulkhead

Raised quarterdeck

Poop

Temporary appliances for closing openings in superstructure decks :

.....

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.s.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.s.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.s.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.s.] Port Day Month 196...

The provisions of the Rules being fully complied with by this ship, this certificate is renewed until

[L.s.] Place Day Month 196...

Authority issuing the certificate

3. Form of load line certificate for restricted navigation: steamers and motor ships having no International Load Line

NAME OF STATE

CERTIFICATE

COAT OF ARMS OF THE COUNTRY

SHIP'S LOAD LINE CERTIFICATE FOR RESTRICTED NAVIGATION

Ship

Port of registry Register number of ship

Gross tonnage register tons. Ship's number on shipping list

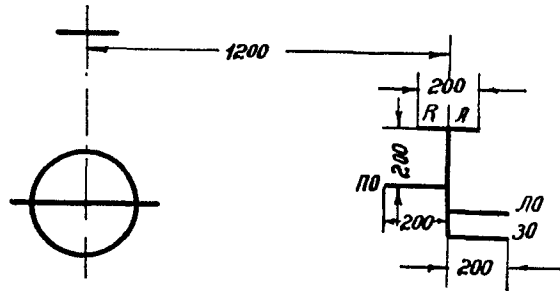
Freeboard from deck line

Summer mm (J1)

Winter mm (3)

Allowance for fresh water for all freeboards mm.

The upper edge of the deck line from which these freeboards are measured is mm above the top of the deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the rules concerning the load line of ships for restricted navigation.

This certificate remains in force until

Issued at on the day of (month and year)

[L.S.]

Authority issuing the certificate

No.

NOTES :

- 1. The periods for which seasonal load lines apply are shown in the Convention, annex II.

2. Where sea-going ships navigate a river or inland water, loading beyond the appropriate load line is permitted, according to the quantity of fuel, etc., required for consumption between the point of departure and the open sea.

3. This certificate may be cancelled in the following circumstances :

(a) If alterations have taken place in the hull and superstructures of the ship which affect the calculations of freeboard.

(b) If the appliance for closing openings, the guard rails, the freeing ports or the means of access to the crew's quarters are not maintained in as effective a condition as they were in when this certificate was issued.

(c) If the periodic inspections required by the rules for the marking of load lines have not been carried out.

4. When this certificate expires or is cancelled, it must be returned to the supervisory authorities which issued it.

Appliances for closing access openings in bulkheads at ends of detached superstructures

Forecastle

Bridge

Bow bulkhead

Bridge

Stern bulkhead

Raised quarterdeck

Poop

Temporary appliances for closing openings in superstructure decks :

.....

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

The provisions of the Rules being fully complied with by this ship, this certificate is renewed until

[L.S.] Place Day Month 196...

Authority issuing the certificate

4. *Form of load line certificate for restricted navigation:
timber-carriers having no International Load Line*

NAME OF STATE ISSUING THE CERTIFICATE FOR TIMBER-CARRIERS

COAT OF ARMS OF THE COUNTRY

SHIP'S LOAD LINE CERTIFICATE FOR RESTRICTED NAVIGATION

Ship

Port of registry Register number of ship

Gross tonnage register tons. Ship's number on shipping list

Freeboard from deck line

Summer mm (JI)

Winter mm (J3)

Allowance for fresh water for all freeboards mm.

The following load lines may be applied only to ships carrying timber deck cargoes in compliance with all requirements of the rules for the transport of such cargoes :

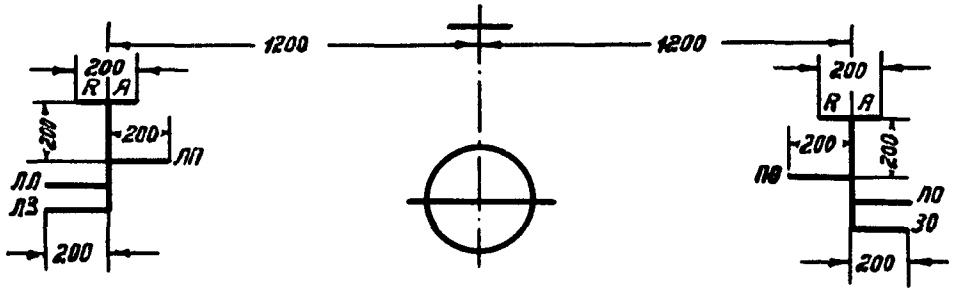
Freeboard from deck line

Position of load line

Summer (timber) mm (JJI) mm above JI

Winter (timber) mm (J13) mm below JI

The upper edge of the deck line from which these freeboards are measured is mm above the top of the deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the rules concerning the load line of ships for restricted navigation.

This certificate remains in force until

Issued at on the day of (month and year)

No.

Authority issuing the certificate

NOTES :

1. The periods for which seasonal load lines apply are shown in the Convention, annex II.
2. Where sea-going ships navigate a river or inland water, loading beyond the appropriate load line is permitted, according to the quantity of fuel, etc., required for consumption between the point of departure and the open sea.
3. This certificate may be cancelled in the following circumstances :
 - (a) If alterations have taken place in the hull and superstructures of the ship which affect the calculations of freeboard.
 - (b) If the appliance for closing openings, the guard rails, the freeing ports or the means of access to the crew's quarters are not maintained in as effective a condition as they were in when this certificate was issued.
 - (c) If the periodic inspections required by the rules for the marking of load lines have not been carried out.
4. When this certificate expires or is cancelled, it must be returned to the supervisory authorities which issued it.

Appliance for closing access openings in bulkheads at ends of detached superstructures

Forecastle

Bridge

Bow bulkhead

Bridge
Stern bulkhead

Raised quarterdeck

Poop

Temporary appliances for closing openings in superstructure decks :

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I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

I the undersigned have inspected the ship to which this certificate relates and find its condition to be such that the certificate may remain in force.

Inspector

[L.S.] Port Day Month 196...

The provisions of the Rules being fully complied with by this ship, this certificate is renewed until

[L.S.] Place Day Month 196...

Authority issuing the certificate
