



All respectful ICS surveyors

With gratitude, respectfully,
According to authenticity & delicacy issuance of ICS's Certificates, attached guideline of issuance of International Load Line Certificate (ILL Cert.) is being sent hereby.

Obviously, preparation manual for all convention certificates can be found in Instruction for Convention Survey.

The document related to the above mentioned subject and also the supplementary attachments are accessible through the following address on ICS Network (ICS-WAN):

[\\server\ICS Organization\Convention and LegislationDepartment\Publication\tech\2013\12](http://server\ICS Organization\Convention and LegislationDepartment\Publication\tech\2013\12)

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کلیه بازرسان محترم ICS

با سلام و احترام

باتوجه به لزوم دقت و صحت گواهینامه های صادره از موسسه رده بندی ایرانیان، به پیوست راهنمای صدور گواهینامه Load Line حضورتان ارسال می گردد.

بدیهی است نسخه اصلی راهنمای صدور کلیه گواهینامه های قانونی در **Instruction For Convention Survey** قابل دسترس می باشد.

این بخشنامه به انضمام پیوست های تکمیلی آن در بخش CLD از شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می باشد.

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ع. غلام ابوالفضل
سرپرست واحد کنوانسیون ها و مقررات دریایی
موسسه رده بندی ایرانیان

ترک دعوی: اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان تا حد ممکن تلاش در دقت و صحت محتوا صورت گرفته است، این موسسه منحل مسئولیتی در قبال هرگونه اشتباهات، خسارت های احتمالی و جرائمی که ممکن است در ارتباط با نکات گری مفاهیم و مطالب ارائه شده رخ دهد، نمی باشد.

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1- GENERAL:

It has long been recognized that limitations on the draught to which a ship may be loaded make a significant contribution to her safety. These limits are given in the form of freeboards, which constitute, besides external weather tight and watertight integrity, the main objective of the Convention. The regulations take into account the potential hazards present in different zones and different seasons. The technical annex contains several additional safety measures concerning doors, freeing ports, hatchways and other items. The main purpose of these measures is to ensure the watertight integrity of ships' hulls below the freeboard deck.

1-1) ILL convention contains three annexes:

A) Annex I: divided into four chapters

- Chapter 1: General;
- Chapter 2: Conditions of assignment of freeboard
- Chapter 3: Freeboards
- Chapter IV: Special requirements for ships assigned timber freeboards.

2- APPLICATION:

ILL Cert. shall be issued for new ships equal or more than 24 meters in length(LF) engaged in international voyages except the follows;

- War ships & fishing vessels.
- Existing ships of less than 150 tons gross.
- Pleasure yachts not engaged in trade.
- The issuing condition, validity and etc. of the conditional certificate to be input at column "Remarks other than above".

3- SHIP'S PARTICULARS:

3-1) Certificate of ILL should be prepared on the basis of Freeboard Assignment.

3-2) Freeboard assigned as:

The term, "new ship" and "existing ship" is decided by the date from which the ILL Convention entered into force for each country. Iranian flagged ships; constructed before the present ICLL 1966 comes into force from the date of 5 JAN 1973(1352/10/15).

3-3) Type of the ship:

To be checked after confirming the Freeboard Assignment. There is Type 'A', Type 'B', Type 'B' with reduced freeboard, Type 'B' with increased freeboard in Type of Ship.

3-3.1) Type "A": is designed to carry only liquid cargoes in bulk; has a high integrity of the exposed deck with only small access openings to cargo compartments, closed by watertight gasket covers of steel or equivalent material, and has low permeability of loaded cargo compartments.

3-3.2) Type "B": All ships which do not come within the provisions regarding type 'A' ships shall be considered as type 'B' ships.

3-3.3) Type "B" with reduced freeboard: Any type 'B' ship of over 100 m in length may be assigned freeboards less than those required under ICLL Reg.27(7), provided that, in relation to the amount of reduction granted, the Administration is satisfied that:

- a) The measures provided for the protection of the crew are adequate.
- b) The freeing arrangements are adequate.
- c) The covers in position 1 and 2 comply with the provisions of Reg.16(1) through (5) and (7)

3-3.4) Type "B" with increased freeboard: Type "B" ships with hatch cover complying with the provisions of regulation 15 (other than paragraph (6)) or Type "B" ships complying with the provisions of paragraph (6) of regulation 16 in position 1 shall be assigned freeboards based upon the values given in table 28.2, increased by the values given in table 27.1.(This is the increase due to the diminution of weather-tightness of hatch cover)

NOTE: Kindly note to following statements:

A) Denotes the positions of International Load Lines as vertical distances from deck line. The horizontal line should be marked forward of the ring.

In case of ships more than 100m in length for which Winter Load Line (W) is identical with the Winter North Atlantic Load Line (WNA), only the Winter Load Line should be marked on both ship's side and Load Line Certificate. However, the freeboard values for both seasons should be recorded in the Load Line assignment and Load Line Certificate.

Where the characteristic of a ship or the nature of the ship's service or navigational limits make any of the seasonal lines inapplicable, these lines should not be marked on neither ship's side nor Load Line Assignment. (ex. In case of international coastal voyages, only the "S" and "F" should be marked.)

B) The timber load lines should be marked abaft the ring in case of ships carrying timber deck cargoes and having timber freeboards assigned.

Attention should be paid to the fact that the timber load lines are assigned to the ships which comply with the relevant requirements of the convention and not to all the ships carrying timber deck cargoes.

C) Denotes Fresh Water freeboards (**F**) or Tropical Fresh Water freeboards (**TF**). F is the distance from Summer freeboards (**S**) and TF is the distance from Tropical freeboards

D) The upper edge of the deck line from which these freeboards are measured is 0 mm below the top of the steel upper deck at side.

E) "Describing "The upper edge of the deck line from which these freeboards are measured is 0 mm below the top of the steel upper deck at side." freeboard assignment to be compared strictly. Mistake on described phrase and freeboard deck were found frequently.

F) In case of ships more than 100m in length for which Winter Load Line (W) is identical with the Winter North Atlantic Load Line (WNA), only the Winter Load Line should be marked on both ship's side and Load Line Certificate. However, the freeboard values for both seasons should be recorded in the Load Line Assignment and Load Line Certificate.

G) Multiple International Load Line Certificate:

- As of January 2010, Multiple International Load Line Certificates can be issued for ships flying the flags of Panama, Liberia, Singapore, Greece, Hong Kong, Malta and Marshall Islands, St Vincent and The Grenadines and Vietnam. If a Multi-ILL certificate is issued, a certificate corresponding to load lines currently marked on the side shell shall be posted and another certificate (original ILL or multi-ILL certificate) shall be kept in a sealed locker under the master's responsibility.

- When issuing multiple LL certificates, convention certificates which deadweight corresponding to multiple load lines shall be presented need not necessarily issued, but on the request of ship owner, may be issued. In this case, for the control of those certificates, certificates not used currently with multiple LL certificates shall be kept in a sealed locker under the master's responsibility to prevent the inattentive use.

- When completed periodical survey, the surveyor shall endorse the entire issued multiple LL certificates. (Including convention certificates which deadweight corresponding to multiple load lines is presented)

- When multiple load line certificates are issued for the first time, the assigned load

lines and their corresponding deadweights and the present load line painted on the side shells shall be stated in the Remark column of the survey report as follows;

G-1) The load lines including multiple ones were assigned and certificates were issued as follows:

a) Fbd = xxxx mm, DWT = OOOO ton

b) Fbd = xxxx mm, DWT = OOOO ton

The load line mark for “a” above was painted on the both side shells at this time.