



Direção-Geral de Recursos Naturais,  
Segurança e Serviços Marítimos

Direção de Serviços de Administração Marítima

Avenida Brasília 1449-030 LISBOA, PORTUGAL

Telefone: 21 3035700 – Fax: 21 3035702

**Circular N.º 17**

**Approved: 22-08-2014**

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<b>Subject:</b>	<b>Multiple Load Lines</b>
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## 1. Objective

The purpose of this circular is to give guidance and ensure correct procedures when assigning and using multiple load lines on Portuguese flagged ships.

## 2. Compliance with rules in all circumstances

1. The use of multiple load lines is conditional upon all safety-related requirements being met for the maximum draught and deadweight determined for the ship.
2. Those safety standards are to be maintained regardless of the deadweight in use.

## 3. Initial survey

1. The initial 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;
2. The initial survey shall be carried out by a surveyor from an Recognized organization (RO);
3. Upon completion of the survey the surveyor shall advice the Mater of his responsibilities related to the management the multiple load lines certificates, providing him with the Load Line certificates issued.

## 4. Master responsibilities

1. 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.
2. The Master shall make an official entry in the ship's deck log book on every occasion the Load Line marks are changed.
3. If that happens in a loading port the Mater must ensure that before loading cargo the Load Line marks for the intended voyage are exhibited and all others painted over.
4. When a periodical Load Lines survey is carried out, the Master is to ensure that each set of Load Line marks are verified and that all corresponding Load Line Certificates, including those not in use, are endorsed.

## **5. Alterations to the Load Line marks**

1. The RO surveyor shall witness each change of marks, verify the correct certificate is in the ship's valid statutory documents file 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.
2. 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 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.

## **6. Statutory documents**

1. 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.
2. The stability booklet shall contain information relating to all the freeboards assigned for which a Load Line Certificate has been issued.

## **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:

1. A vessel requests assignment of multiple load lines.
2. An initial survey is carried out and multiple load lines certificates are issued to a ship. Copies of the certificates are to be added to this report.
3. Every time a ship changes load lines marks and load lines certificate.