

# Load Lines

## International Convention on Load Lines, 1966 and Protocol of 1988, as amended

Consolidated edition, 2005

### Supplement

December 2013

*The following amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended, were adopted by the Maritime Safety Committee in 2012. These amendments to Annex B: Annexes to the Convention as modified by the Protocol of 1988 relating thereto, refer to part 3 of the Consolidated Edition, 2005.*

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*The following amendments to the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto, as amended, were adopted on 24 May 2012 by the Maritime Safety Committee (MSC) at its ninetieth session by resolution MSC.329(90) and enter into force on 1 January 2014.*

## **Annex II**

### *Zones, areas and seasonal periods*

#### **Regulation 47**

##### *Southern Winter Seasonal Zone*

*The existing text of regulation 47 is replaced by the following:*

*“The northern boundary of the Southern Winter Seasonal Zone is:*

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the rhumb line from the east coast of the American continent at Cape Tres Puntas to the point latitude 34° S, longitude 50° W, thence the parallel of latitude 34° S to longitude 16° E, thence the rhumb line to the point latitude 36° S, longitude 20° E, thence the rhumb line to the point latitude 34° S, longitude 30° E, thence along the rhumb line to the point latitude 35°30' S, longitude 118°E, and thence the rhumb line to Cape Grim on the north-west coast of Tasmania; thence along the north and east coasts of Tasmania to the southernmost point of Bruny Island, thence the rhumb line to Black Rock Point on Stewart Island, thence the rhumb line to the point latitude 47° S, longitude 170° E, thence along the rhumb line to the point latitude 33° S, longitude 170° W, and thence the parallel of latitude 33° S to the point latitude 33° S, longitude 79°W, thence the rhumb line to the point latitude 41° S, longitude 75° W, thence the rhumb line to Punta Corona lighthouse on Chiloe Island, latitude 41°47' S, longitude 73°53' W, thence along the north, east and south coasts of Chiloe Island to the point latitude 43°20' S, longitude 74°20' W, and thence the meridian of longitude 74°20' W to the parallel of latitude 45°45' S, including the inner zone of Chiloe channels from the meridian 74°20' W to the east.

*Seasonal periods:*

WINTER: 16 April to 15 October  
SUMMER: 16 October to 15 April”

*The following amendments to the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto, as amended, were adopted on 30 November 2012 by the Maritime Safety Committee (MSC) at its ninety-first session by resolution MSC.345(91) and enter into force on 1 July 2014.*

## **Annex I**

### *Regulations for determining load lines*

### **Chapter III**

#### *Freeboards*

#### **Regulation 27**

##### *Types of ships*

1 *In paragraph (11), the first sentence of paragraph (b)(iv) is replaced by the following:*

*“50% of the ship’s total capacity of tanks and spaces fitted to contain each type of consumables and stores is allowed for.”*

2 *After the existing paragraph (b)(iv), a new paragraph (b)(v) is inserted as follows:*

**(v)** *Ballast water tanks shall normally be considered to be empty and no free surface correction shall be made for them.”*

*and the existing paragraphs (b)(v) and (b)(vi) are renumbered as (b)(vi) and (b)(vii), accordingly.*

3 *The renumbered paragraph (b)(vi) is replaced by the following:*

**(vi)** *Alternative treatment for free surface may be considered when developing the final condition for application of damage specified in regulation 27(12):*

**(aa)** *Method 1 (appropriate to virtual corrections). The virtual centre of gravity for the initial condition is determined as follows:*

**(i)** *the loading condition shall be developed in accordance with paragraphs (i) to (iv);*

**(ii)** *the correction for the free surfaces is added to the vertical centre of gravity;*

- (iii)** one virtual initial condition with all compartments empty is generated on summer load line draught with level trim, using the vertical centre of gravity from the above loading condition; and
  - (iv)** the damage cases will be checked for compliance with the damage stability criteria using the above initial condition.
- (bb)** Method 2 (appropriate to the use of actual free surface moments according to the assumed tank fillings for damage case). The virtual centre of gravity for the initial condition is determined as follows:
- (i)** the loading condition shall be developed in accordance with paragraphs (i) to (iv);
  - (ii)** one virtual initial condition for each damage case with liquid filled compartments may be generated on summer load line draught with level trim, using the initial virtual condition with filled compartments generated on summer load line draught with level trim. Using the vertical centre of gravity and free surface correction from the above loading condition separate calculations for each damage case are performed, only the liquid-filled compartments to be damaged are left empty before damage; and
  - (iii)** the damage cases will be checked for compliance with the damage stability criteria using above initial conditions (one initial condition for each damage case)."

4 *In paragraph (13), a new subparagraph (g) is added after the existing subparagraph (f), as follows:*

- "(g)** Compliance with the residual stability criteria specified in paragraphs (a), (c), (d) and (e) above is not required to be demonstrated in service loading conditions using a stability instrument, stability software or other approved method."