

LOAD LINES CONVENTION, 1966

including revised unified interpretations

2021 Edition

Erratum and Corrigenda/Supplement

December 2023

Erratum and Corrigenda

Part 1

International Convention on Load Lines, 1966

Annex I

Regulations for determining load lines

Chapter III

Freeboards

Regulation 31

Correction for depth

- 1 On page 42, in the first sentence of the first paragraph, replace the text "increased by $(D - \frac{L}{15})$ mm" with "increased by $(D - \frac{L}{15})R$ (mm)".

Annex II

Zones, areas and seasonal periods

- 2 On page 60, in the "**Chart of Zones and Seasonal Areas**", and in accordance with **Regulation 47** Southern Winter Seasonal Zone, in the geographical coordinates for the Tropic of Capricorn, replace the coordinate point at latitude 34° S, longitude 17° E with latitude 34° S, longitude 16° E; replace the coordinate point at latitude 35°10'S, longitude 20° E with latitude 36° S, longitude 20° E; and replace the coordinate point at latitude 34° S, longitude 28° E with latitude 34° S, longitude 30° E. The Chart of Zones and Seasonal Areas is to read as follows:

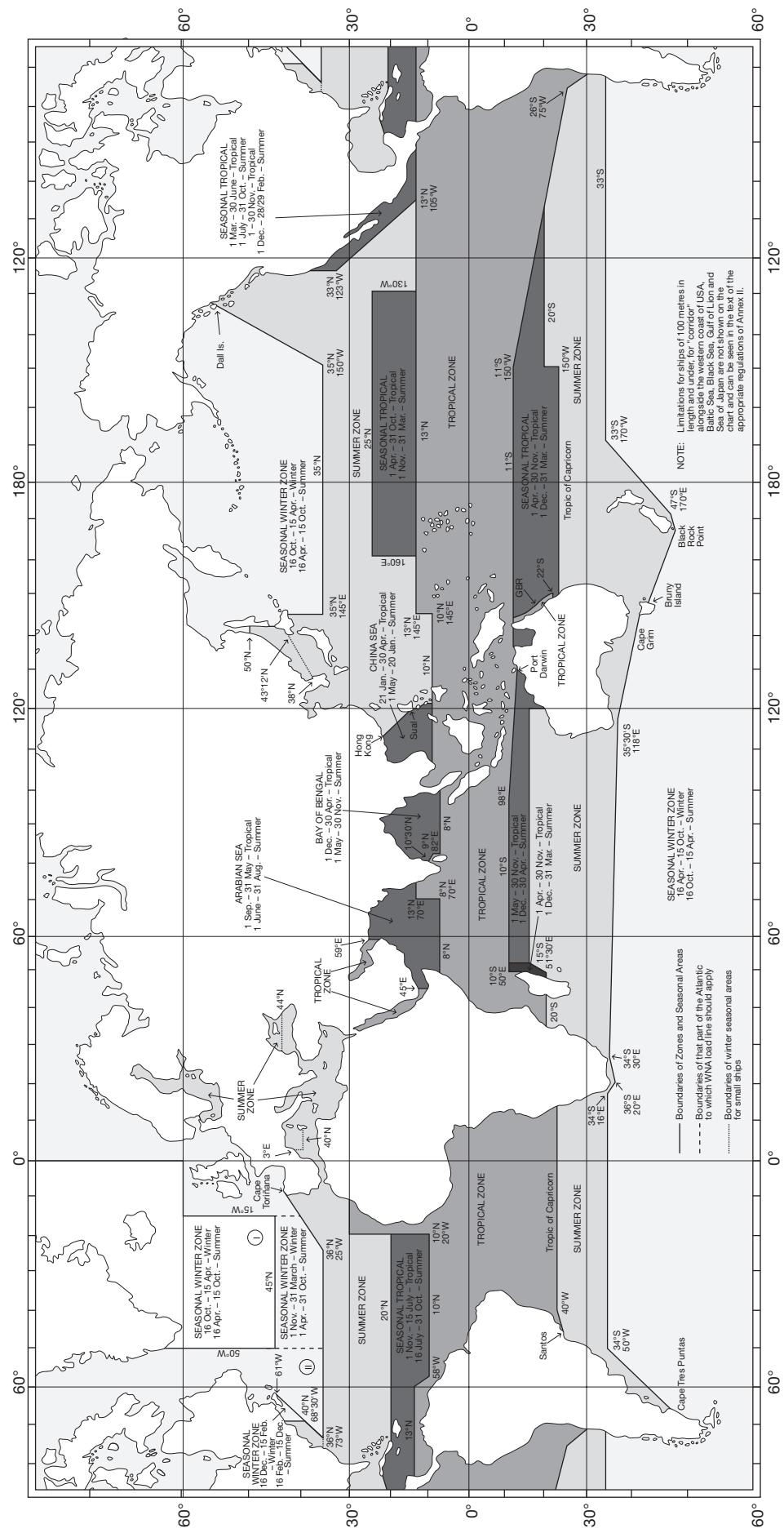


Chart of Zones and Seasonal Areas

Part 3

*Consolidated text of the International Convention
on Load Lines, 1966 as modified by the Protocol of 1988 relating thereto, as amended*

Annex B

Annexes to the Convention as modified by the Protocol of 1988 relating thereto

Annex II

Zones, areas and seasonal periods

3 On page 158, in the “**Chart of Zones and Seasonal Areas**”, and in accordance with **Regulation 47** Southern Winter Seasonal Zone, in the geographical coordinates for the Tropic of Capricorn, replace the coordinate point at latitude 34° S, longitude 17° E with latitude 34° S, longitude 16° E; replace the coordinate point at latitude 35°10'S, longitude 20° E with latitude 36° S, longitude 20° E; and replace the coordinate point at latitude 34° S, longitude 28° E with latitude 34° S, longitude 30° E. The Chart of Zones and Seasonal Areas is to read as follows:

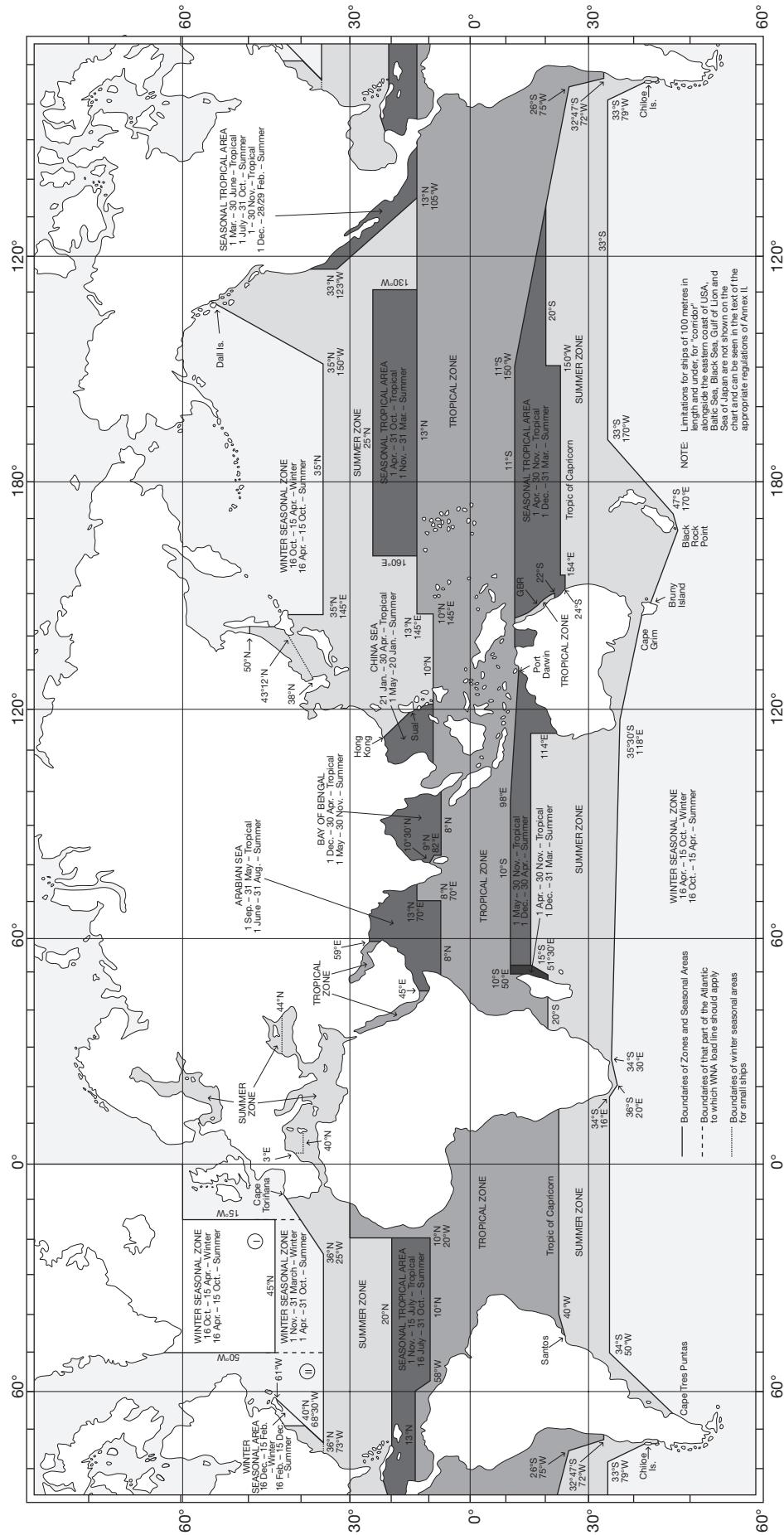


Chart of Zones and Seasonal Areas

Supplement

At its one hundred fourth session, the Maritime Safety Committee (MSC) adopted, by resolution MSC.491(104), amendments to the Protocol of 1988 relating to the International Convention of 1966 on the Load lines (1988 Load Line Protocol) the text of which appears below. These amendments come into force on 1 January 2024.

Part 3

*Consolidated text of the International Convention
on Load Lines, 1966 as modified by the Protocol of 1988
relating thereto, as amended*

Annex B

*Annexes to the Convention as modified by the Protocol
of 1988 relating thereto*

Annex I

Regulations for determining load lines

Chapter II

Conditions of assignment of freeboard

Regulation 22

Scuppers, inlets and discharges

- 1 *The text for Regulation 22(1)(g) is replaced with the following:*

"^{¶88}(g) Table 22.1 provides the acceptable arrangements of scuppers and discharges."

Chapter III

Freeboards

Regulation 27

Types of ships

2 The text for Regulation 27(13)(a) is replaced with the following:

"^{¶88} (13) The condition of equilibrium after flooding shall be regarded as satisfactory provided:

- (a) The final waterline after flooding, taking into account sinkage, heel and trim, is below the lower edge of any opening through which progressive downflooding may take place. Such openings shall include air pipes, ventilators (even if they comply with regulation 19(4)) and openings which are closed by means of weathertight doors (even if they comply with regulation 12) or hatch covers (even if they comply with regulation 16(1) through (5)), and may exclude those openings closed by means of manhole covers and flush scuttles (which comply with regulation 18), cargo hatch covers of the type described in regulation 27(2), remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type (which comply with regulation 23). In the case of doors separating a main machinery space from a steering gear compartment, watertight doors may be of a hinged, quick-acting type kept closed at sea whilst not in use, provided also that the lower sill of such doors is above the summer load waterline."