



Republic of the Philippines
Department of Transportation
MARITIME INDUSTRY AUTHORITY
Bonifacio Drive corner 20th St., Port Area, Manila



MEMORANDUM CIRCULAR NO. SR 2021-02

TO : ALL PHILIPPINE SHIP OWNERS/ OPERATORS/ CHARTERERS/ MANAGERS OF PHILIPPINE REGISTERED SHIPS; ALL RECOGNIZED ORGANIZATIONS AND ALL OTHERS CONCERNED

SUBJECT : REVISED RULES AND REGULATIONS ON LOAD LINE SURVEY, ASSIGNMENT, MARKING AND CERTIFICATION FOR PHILIPPINE REGISTERED SHIPS

Pursuant to the provisions of Presidential Decree No. 474, Executive Order No. 125/125-A and Republic Act No. 9295, its Implementing Rules and Regulations and its Amendments, Philippine Merchant Marine Rules and Regulations 1997, the following Rules and Regulations for the Load Line survey, assignment, marking and certification for Philippine-registered ships in accordance with the International Convention on Load Line (ICLL) 1966 and its Protocol 1988, as amended, are hereby adopted and prescribed.

I. OBJECTIVES

To provide rules and regulations for the implementation, administration and enforcement of load line survey, assignment, marking and certification of Philippine-registered ships.

II. COVERAGE

These rules and regulations shall apply to all Philippine-registered ships except for the following:

- ships less than 15 meters in length;
- ships of war;
- Recreational boats under MC DS 2019-01, not engaged for commercial use;
- fishing vessels except fish carriers;
- Government ships (not engaged in commercial operation); and
- Motor bancas with outrigger regardless of length.

III. DEFINITION OF TERMS

Unless otherwise defined herein, the terms used and defined in International Convention on Load Line (ICLL) shall apply.

1. "Administration" refers to the Maritime Industry Authority (MARINA)

2. **"Anniversary date"** refers to the day and month of each year which will correspond to the date of expiration of the relevant certificate.
3. **"Contracting Government"** refers to the government of a country which has accepted the International Convention on Load Line, 1966 and Protocol of 1988.
4. **"Convention"** refers to the International Convention on Load Lines (ICLL) 1966, as amended.
5. **"Domestic Trade or Voyage"** refers to any operation of a ship within Philippine waters.
6. **"Fish Carrier"** refers to the Cargo vessel used to supply ice and other food provisions as well as listed collect/transport fish catch from fish catcher, which is also owned and operated by the same fishing company as per Philippine Fishing Vessels Safety Rules and Regulations.
7. **"Freeboard Deck"** refers to the uppermost complete deck exposed to weather and sea, which has permanent means of closing all openings in the weather part thereof, and below, which all openings in the sides of the ship are fitted with permanent means of watertight closing.
8. **"Initial survey"** refers to a complete inspection, with test when necessary, of the structure, machinery and equipment to ensure that the requirements relevant to the particular certificate are complied with and that the structure, machinery and equipment are fit for the service for which the ship is intended.
9. **"International Trade or Voyage"** refers to any operation of a ship outside Philippine waters.
10. **"Length"** refers to 96% of the total length on a waterline at 85% at least moulded depth measured from the top of the keel, or the length from the fore-side of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.
11. **"Load Line Certificate"** refers to the Certificate issued by the Administration or its Recognized Organization pursuant to these rules and regulations which indicates the assigned freeboards and load line marks.
12. **"MARINA-Authorized Load Line Assignor"** refers to a Registered Naval Architect (RENA) of the Administration or its Recognized Organization to assign freeboard, compute and approved load line calculation.
13. **"MARINA Load Line Surveyor"** refers to a RENA by the Administration to conduct ship load line survey.

14. **"Overloading"** refers to a situation or event during commencement of the voyage where the actual draft of the ship is above the summer load line.
15. **"Recognized Organization"** refers to an organization that has been assessed by the Administration and has complied with the RO code and has entered into a Memorandum of Agreement (MOA) with the Administration under MC 2018-01.
16. **"Reckoning Date"** refers to the reference date of validity for the issuance and renewal of Load Line Certificate
17. **"RENA"** refers to the Registered Naval Architect.
18. **"Renewal Survey"** is an inspection of the items relating to the particular certificate to ensure that they are in a satisfactory condition and fit for the service for which the ship is intended. It is an inspection that leads to the renewal and issuance of Load Line Certificate.
19. **"Tampering or Alteration of Load Line Marks"** refers to a situation or event where the actual freeboard which is less than or does not correspond to the assigned freeboard in the load line certificate issued by the Administration.

IV. GENERAL PROVISIONS

1. The International Convention on Load Lines (ICLL) 1966, as amended, is hereby adopted to apply to all Philippine-registered ships 15 meters and above in length whether engaged in international or domestic voyage.
2. Ships covered by this Circular shall not proceed to sea on domestic or International trading unless it has been surveyed, marked and issued a Load Line Certificate by the Administration for domestic trade or its Recognized Organization for international trade in accordance with these rules and regulations. Load Line Certificates issued by the Administration or its Recognized Organization prior to the effectivity of this Circular will continue to be valid for five (5) years from their issuance, or until their expiry date if provided, subject to renewal/endorsement upon satisfactory compliance with the required renewal survey.

3. EQUIVALENTS

The Administration may allow any fitting, material, appliance or apparatus to be fitted, or any other provision to be made in a ship, other than that required by this Circular, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or provision, is at least as effective as that required by the Convention.

4. ISSUANCE OR ENDORSEMENT OF LOAD LINE CERTIFICATE (LLC) AS PER ARTICLE 17 OF ILLC 66

- 4.1 The Administration may, at the request of another Contracting Government, cause a ship to be surveyed and, if satisfied that the provisions of the present Convention are complied with, shall issue or authorize the issue of an International Load Line Certificate (1966) to the ship in accordance with the present Convention.
- 4.2 A copy of the certificate, a copy of the survey report used for computing the freeboard, and a copy of the computation shall be transmitted as early as possible to the requesting Government.
- 4.3 A certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the State whose flag the ship is or will be flying and it shall have the same force and receive the same recognition as a certificate issued under Article 16 of ILLC 66.
- 4.4 A Contracting Government may, at the request of this Administration, cause a ship to be surveyed and, if satisfied that the provisions of the present Convention are complied with, shall issue or authorize the issue of an International Load Line Certificate (1966) to the ships accordance with the present Convention.

5. ACCEPTANCE OF CERTIFICATES

The certificate issued under the authority of a Contracting Government in accordance with the present Convention shall be accepted by the other Contracting Governments and regarded for all purposes covered by the present Convention as having the same force as a certificate issued by them.

6. SPECIAL RULES DRAWN UP BY AGREEMENT

When in accordance with the present Convention special rules are drawn up by agreement among all or some of the Contracting Governments, such rules shall be communicated to the Organization for circulars to all Contracting Government.

7. COMMUNICATION OF INFORMATION

The Administration undertakes to communicate to and deposit with the International Maritime Organization (IMO):

- 7.1. a sufficient number of specimens of their certificates issued under the provisions of the present convention for circulation to the Contracting Governments;

- 7.2. the text of the laws, decrees, orders, regulations and other instruments which shall have been promulgated on the various matters within the scope of the present Conventions;
- 7.3. a list of non-governmental agencies which are authorized to act in their behalf in the administration of load line matters for circulation to the Contracting Governments; and,
- 7.4. the Administration shall communicate to the IMO the particular fitting, material, appliance or apparatus, or provision, together with a report on any trials made.

V. SPECIFIC PROVISIONS

1. DETAILS OF LOADLINE MARKINGS

1.1 Deck Line

It is horizontal line 300 mm (12 inches) in length and 25 mm (1 inch) in breadth. It shall be marked amidships on each side of the ship, and each upper edge shall normally pass through the point where the continuation outward of the upper surface of the freeboard deck intersects the outer surface of the shell.

1.2 Load Line Mark

The load line mark shall consist of a ring 300 mm (12 inches) in outside diameter and 25 mm (1 inch) wide which is intersected by a horizontal line 450 mm (18 inches) in length and 25 mm (1 inch) in breadth, the upper edge of which passes through the center of the ring. The center of the ring shall be placed amidships and at a distance equal to the assigned summer freeboard measured vertically below the upper edge of the deck line.

1.3 Ring, Lines and Letters

The ring, lines and letters shall be painted in white and yellow on a dark background or in black on a light background. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and, if necessary, special arrangements shall be made for this purpose.

1.4 Mark of assigning Authority

The "RP" or Republic of the Philippines, whom the load lines are assigned, shall be indicated alongside the load line ring above the horizontal line which passes through the center of the ring, or above and below it. This mark shall consist of not more than four initials to identify the Authority's name, each measuring approximately 115 mm in height and 75 mm in width.

practicable.

- 4.3 Repairs, alterations and modifications of a major character means works undertaken on ships which:
 - 4.3.1 Substantially alter the dimensions or carrying capacity of the ship; or
 - 4.3.2 Change the type of the ship; or
 - 4.3.3 Which in the opinion of the Administration is substantially to prolong its life; or
 - 4.3.4 Otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of this Circular not applicable to it as an existing ship.
5. A Load Line Certificate shall be issued for a period not exceeding five (5) years from the date of issue. It shall be endorsed annually by the Administration or its Recognized Organization, and ceases to be valid if no endorsement has been made.
6. No extension shall be granted after the Five (5) years validity of Load Line Certificate. However, the Administration may extend the validity of the Certificate until the completion of its voyage to the port where the ship is to be surveyed.
7. The Reckoning date for the issuance and/or renewal of the five (5) years of validity of Load Line Certificate shall be, as follows:
 - 7.1 For new ships, the reckoning date for the issuance of the five (5) year validity of Load Line Certificate will be the date after the completion of the initial survey.
 - 7.2 For existing ships in domestic trade, the reckoning date for the renewal of the five (5) year validity of Load Line Certificate shall be the date of the undocking of ships during the mandatory dry-docking period.
 - 7.3 For existing ships in international trade, the reckoning date for the renewal of the five (5) year validity of Load Line Certificate shall be the date of the completion of the renewal survey.
8. A Certificate not endorsed after three (3) months of its anniversary date of issuance shall cease to be valid, in which case, a new Certificate will need to be issued upon application and completion of an afloat survey, and the new Certificate to be issued shall have the same expiry as the previous Certificate. The same rule shall be applied for certificates that have been withdrawn or cancelled as specified in XI (Fines and Penalties).
9. Other Safety Certificate(s) shall not be issued/renewed if the ship has no Load Line Certificate or if the Load Line Certificate ceases to be valid.

10. If the Load Line Certificate ceases to be valid or cancelled either by virtue of Article 19, Sec. 3 of the Convention, as officially ordered by the Administration, the other Safety Certificate(s) issued to the ship is/are deemed automatically suspended and the ship is under a "no sail condition".
11. The Master of the ship under a "no sail condition" is under obligation to warrant that ship not to proceed to voyage.
12. In case the vessel is in stop operation due to lay-off, the ship-owners shall submit a written letter, indicating the reason, to notify the Administration.

VI. IMPLEMENTATION

1. The Administration shall principally undertake the conduct of survey, assignment, marking of load lines, and issuance of Load Line Certificates.
2. In case of Philippine-registered ships engaged in international operations, Recognized Organizations by the Administration shall continue to perform the attendant activities/functions related to Load Line survey, marking, assignment, and issuance of Load Line Certificates and their annual endorsement, in behalf of the Administration.
3. The master and ship owners/ operator shall ensure that their ships issued with a valid Load Line Certificate is not loaded beyond the limit allowed in the Certificate, and the position of the Load Line of the ship also corresponds with the specification in the Certificate.
4. For domestic ships home ported in the regions, the ship owner/ operator/ manager shall apply and have their ships undergo a load line survey, assignment and marking, and subsequent issuance of Load Line Certificate at the concerned MARINA Regional Office (MRO). In cases where there is no RENA in the concerned MRO, they may apply at the next nearest MRO where there is available.

VII. LOAD LINE SURVEYS

After receipt of application and the documents required, the MARINA Load Line Surveyor or MARINA-Authorized Load Line Assignor or surveyor of a Recognized Organization shall survey the ship to ascertain the following:

1. Whether the ship complies with the requirements as applicable to the ship, as well as such other data as may be necessary for assignment of freeboard to the ship in accordance with freeboard requirement per International Convention on Load Line, 1966 as modified by the Protocol of 1988.

2. In the course of the survey to be carried out, the ship and any of its fittings or equipment shall be subjected to such tests if necessary in the opinion of the Administration RENA or Load Line Assignor.
3. Test carried out as to stability shall be subject to the requirements of Regulation 10 of ICLL 1966 as modified by the Protocol of 1988.
4. A ship covered by this Circular shall be subjected to survey/inspection as specified below;
 - 4.1 A survey before the ship is put to service to ensure that the arrangements, materials and scantlings fully comply with the requirements of the ICLL 1966 as modified by the Protocol of 1988;
 - 4.2 A periodical survey/inspection within three (3) months before and after the annual anniversary date of the Load Line Certificate to verify marking and ensure that alterations have not been made to the hull or superstructure of the ship which would affect the calculations determining the position of the Load Line marking;
 - 4.3 Survey also includes the effective maintenance conditions of fittings and appliance for:
 - protection of openings;
 - freeing ports;
 - other openings;
 - guard rails; and,
 - means of access going to deck below main deck.
5. Upon completion of the needed surveys, calculations, assignments, marking, etc., whether undertaken by the Administration or its Recognized Organization, and submission of all requirements, the Full-Term Load Line Certificate shall be issued by the Administration for ships in domestic trade or its Recognized Organization for ships in international trade. However, a copy of the International Load Line Certificate including calculations and Load Line Survey Report shall be submitted to the Administration.
6. The Administration shall adopt a harmonized scheduling in the conduct of the required surveys/inspections in Sec. VII item 4.2 & 4.3 vis-à-vis the annual or dry-dock inspection of a ship, which the concerned ship owner/ operator/ manager can invoke as a prerogative.
7. The load line checklist/survey report shall be confirmed by the Master of the Ship or in his absence the next highest officer in rank and attested by the MARINA Load Line Surveyor or MARINA-Authorized Load Line Assignor or surveyor of a Recognized Organization.
8. The shipyards and ship-owners shall be responsible for ensuring that the installation and location of the load line markings should corresponds with the specification in the Certificate. In case the shipyards re-locate the load

line markings due to alteration, modification and conversion without the approval of the Administration, it shall impose with the corresponding penalties.

9. Philippine-registered Ships shall have on board and displayed in conspicuous place a MARINA Original Copy of the Load Line Certificate.

VIII. DOCUMENTARY REQUIREMENTS:

A. NEW ISSUANCE

1. Letter of application;
2. Load Line Calculation if done by RO, freeboard mark and plan location of Load Line mark;
3. Approved copy of General Arrangement Plan, Lines Drawing, Midship section, longitudinal hull girder strength calculation and Hydrostatic Curves; in case of change Homeport
4. Survey report if done by RO

B. ENDORSEMENT

1. Letter of application;
2. Survey report with recommendation;
3. Original Load Line Certificate.

C. RENEWAL

1. Letter of application;
2. Load Line Survey Report If done by RO;
3. Dry-docking Certificate; and
4. Original Load Line Certificate with complete annual endorsement.

D. RE-ISSUANCE

1. Letter of Application
2. Original Load Line Certificate

Note: All documentary requirements can be submitted online through the MARINA portal.

IX. VERIFICATIONS OF MARKS

The Load Line Certificate shall not be issued to the ship until the MARINA Load Line Surveyor or MARINA-Authorized Load Line Assignor or surveyor of a Recognized Organization has certified that the marks are correctly and permanently indicated on the ship's sides.

X. FEES AND CHARGES:

1. Fees to be charged by the MARINA for the assignment of load line, related survey and issuance of Load Line Certificate shall be the following:

Ship's Tonnage		Non-Propelled	Self-propelled
1.1	Under 200 GT	P 4,800.00	P 6,000.00
1.2	200 and under 400 GT	P 6,000.00	P 7,200.00
1.3	400 and under 700 GT	P 7,200.00	P 8,400.00
1.4	700 and under 1000 GT	P 7,800.00	P 10,200.00
1.5	1000 and under 1500 GT	P 9,000.00	P 12,000.00
1.6	1500 and under 2500 GT	P 10,800.00	P 13,200.00
1.7	2500 and under 3500 GT	P 12,000.00	P 14,400.00
1.8	3500 and under 5000 GT	P 12,600.00	P 15,600.00
1.9	5000 and under 6500 GT	P 14,400.00	P 16,800.00
1.10	6500 and under 8000 GT	P 15,600.00	P 17,800.00
1.11	8000 and under 10000 GT	P 16,800.00	P 18,700.00
1.12	10000 and under 12000 GT	P 18,000.00	P 21,600.00
1.13	12000 and under 15000 GT	P 21,600.00	P 27,600.00
1.14	15000 GT and over	P 24,000.00	P 30,000.00

2. Fees to be charged by the MARINA for the annual endorsement of Load Line Certificate shall be P3,600.00 for non-propelled and P4,800.00 for self-propelled regardless of tonnage.
3. Fees to be charged by the MARINA on Issuance of International Load Line Certificate shall be 30% more of the above rates. Issuance of Extension and Provisional Load Line Certificate for a period, which shall be 50% of current basic fee, or a minimum fee of P 4,000.00.
4. Fees to be charged by the MARINA for the Re-issuance of Domestic and International Load Line Certificate shall be P 400.00 per certificate regardless of Tonnage.
5. Fees to be charged by the MARINA on Domestic ship-owners or operators granted Pioneer Status shall only be charged fifty percent (50%) of the regular fees in all applications and renewals.

XI. FINES AND PENALTIES:

1. Operation/navigation of a vessel without or expired Load Line Certificate

Size Ranges	Violation		
	1 st Violation	2 nd Violation	3 rd Violation
15 GT & below	P 10,000	P 20,000	P 30,000
Above 15 to below 35 GT	P 15,000	P 30,000	P 45,000
35 GT to below 100 GT	P 20,000	P 40,000	P 60,000
100 to below 250 GT	P 25,000	P 50,000	P 75,000

250 to below 500 GT	P 30,000	P 60,000	P 90,000
500 to below 1000 GT	P 35,000	P 70,000	P 105,000
1000 to below 2500 GT	P 40,000	P 80,000	P 120,000
2500 GT and above	P 40,000 plus P10/GT in excess of 2500 GT	P 80,000 plus P10/GT in excess of 2500 GT	P 120,000 plus P10/GT in excess of 2500 GT

2. Operation/ Navigation of a vessel with tampered or altered Load Line marks

Size Ranges	Violation
15 GT & below	P 60,000 + cancellation of certificate
Above 15 to below 35 GT	P 75,000 + cancellation of certificate
35 GT to below 100 GT	P 90,000 + cancellation of certificate
100 to below 250 GT	P 105,000 + cancellation of certificate
250 to below 500 GT	P 120,000 + cancellation of certificate
500 to below 1000 GT	P 135,000 + cancellation of certificate
1000 to below 2500 GT	P 150,000 + cancellation of certificate
2500 GT and above	P 150,000 + (P10/GT in excess of 2500 GT) + cancellation of certificate

3. Violation of Shipyards for tampered or altered Load Line Marks without the approval from the Administration

Regardless of Size Ranges	P 200,000
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4. Operation/Navigation of a vessel without Load Line annual endorsement

Size Ranges	Violation		
	1 st Violation	2 nd Violation	3 rd Violation
15 GT & below	P 10,000	P 20,000	P 30,000
Above 15 to below 35 GT	P 15,000	P 30,000	P 45,000
35 GT to below 100 GT	P 20,000	P 40,000	P 60,000
100 to below 250 GT	P 25,000	P 50,000	P 75,000
250 to below 500 GT	P 30,000	P 60,000	P 90,000
500 to below 1000 GT	P 35,000	P 70,000	P 105,000
1000 to below 2500 GT	P 40,000	P 80,000	P 120,000
2500 GT and above	P 40,000 plus P10/GT in excess of 2500 GT	P 80,000 plus P10/GT in excess of 2500 GT	P 120,000 plus P10/GT in excess of 2500 GT

5. Late renewal or annual endorsement of Load Line Certificate

Size Ranges	Violation		
	1 st Violation	2 nd Violation	3 rd Violation
5 GT & below	P 500/month	P 1,000/month	P 1,500/month

	or a fraction thereof	or a fraction thereof	or a fraction thereof
5 to below 15 GT	P 1,500/month or a fraction thereof	P 3,000/month or a fraction thereof	P 4,500/month or a fraction thereof
15 to below 35 GT	P 2,000/month or a fraction thereof	P 4,000/month or a fraction thereof	P 6,000/month or a fraction thereof
35 GT to below 100 GT	P 2,500/month or a fraction thereof	P 5,000/month or a fraction thereof	P 7,500/month or a fraction thereof
100 to below 250 GT	P 5,000/month or a fraction thereof	P 10,000/month or a fraction thereof	P 15,500/month or a fraction thereof
250 to below 500 GT	P 5,500/month or a fraction thereof	P 11,000/month or a fraction thereof	P 16,500/month or a fraction thereof
500 to below 1000 GT	P 10,000/month or a fraction thereof	P 20,000/month or a fraction thereof	P 30,000/month or a fraction thereof
1000 to below 2500 GT	P 15,000/month or a fraction thereof	P 30,000/month or a fraction thereof	P 45,000/month or a fraction thereof
2500 GT and above	P 20,000/month or a fraction thereof	P 40,000/month or a fraction thereof	P 60,000/month or a fraction thereof

6. Overloading

Size Ranges	Violation		
	1 st Violation	2 nd Violation	3 rd Violation
15 GT & below	P 10,000	P 20,000	P 30,000 + cancellation of certificate
Above 15 to below 35 GT	P 15,000	P 30,000	P 45,000 + cancellation of certificate
35 GT to below 100 GT	P 20,000	P 40,000	P 60,000 + cancellation of certificate
100 to below 250 GT	P 25,000	P 50,000	P 75,000 + cancellation of certificate
250 to below 500 GT	P 30,000	P 60,000	P 90,000 + cancellation of certificate
500 to below 1000 GT	P 35,000	P 70,000	P 105,000 +

			cancellation of certificate
1000 to below 2500 GT	P 40,000	P 80,000	P 120,000 + cancellation of certificate
2500 GT and above	P 40,000 plus P10/GT in excess of 2500 GT	P 80,000 plus P10/GT in excess of 2500 GT	P 120,000 + P10/GT in excess of 2500 GT + cancellation of certificate

7. Cancellation / Withdrawal of Certificates

The Administration may cancel a load line certificate under the following circumstances:

- 7.1 Tampering of Load Line Markings
- 7.2 Alteration, Modification, Conversion without approval of the Administration
- 7.3 Involvement in Marine Accident that involves load line regulations
- 7.4 The structural strength of the ship lowered to such an extent that the ship is unsafe
- 7.5 The certificate is not endorsed to show that the ship has been inspected as provided
- 7.6 The Fittings and appliances mentioned in Article 14.1.c of the Convention are not maintained in an effective condition

XII. TRANSITION CLAUSE

1. Upon the effectivity of this Circular, all existing Philippine Registered Ships shall be required to comply with the load line survey, assignment, marking and certification during their scheduled renewal or annual endorsement.
2. New ships for construction under this circular shall comply upon effectivity of this Circular.

XIII. REPEALING CLAUSE:

Any provisions of existing MARINA Circulars, rules and regulations, Orders or Decisions which are inconsistent with this Circular are hereby repealed or modified accordingly.

XIV. SEPARABILITY CLAUSE


Should any provision or part of this Circular be declared by competent authorities to be invalid or unconstitutional, the remaining provisions or parts thereof shall remain in full force and effect and shall continue to be valid and effective.

XV. EFFECTIVITY

This Memorandum Circular shall take effect fifteen (15) days after its publication in a newspaper of general circulation in the Philippines.

Manila, Philippines, AUG 03 2021 2021.

BY THE AUTHORITY OF THE BOARD:


VADM ROBERT A EMPEDRAD AFP (Ret)
Administrator

SECRETARY'S CERTIFICATE

This is to certify that the Memorandum Circular No. SR 2021-02 was approved by the MARINA Board of Directors during its 285th Regular Board Meeting on 26 May 2021.


ATTY. EUSEBIA A. CADLUM-BOCO
Board Secretary

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Copy filed with the UP Law Center on



Republic of the Philippines
Department of Transportation
MARITIME INDUSTRY AUTHORITY

ANNEX A

Control No. _____

LOAD LINE CERTIFICATE

Issued under the provisions of the International Convention on Load Lines 1966, as amended,
Philippine Merchant Marine Rules and Regulations 1977 and
MARINA Circular No. SR 2021-xx.

Name of Ship	Official Number	Homeport	Length (L) as defined in Article 2(8)

Type of Ship:*

Type "A"

Freeboard
Assigned as:*

A new ship
An existing ship

* Delete whatever is inapplicable.

Type "B"

Type "B" with reduced freeboard

Type "B" with increased freeboard

Freeboard from deck line to center of ring

Tropical _____ mm

Summer _____ mm

Timber Tropical _____ mm

Timber Summer _____ mm

Load Line

(T) _____ mm above (S)

(S) _____ upper edge of line through center of ring

(LT) _____ mm above (LS)

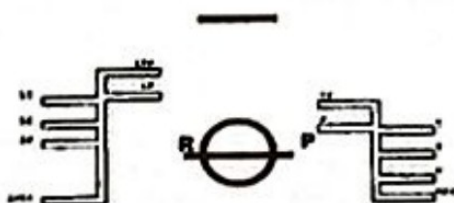
(LS) _____ mm above (S)

Note: Freeboards and Load Lines which are not applicable need not be entered on the certificate.

Allowance for fresh water for all freeboards other than timber _____ mm

Allowance for fresh water for timber freeboards _____ mm

The upper edge of the deck line from which these freeboards are measured is: _____ mm the level Main
Steel deck at side.



THIS IS TO CERTIFY, after this ship has been surveyed by _____ of Maritime Industry Authority on _____ at _____ that the freeboards have been assigned and load lines shown above have been marked in accordance with the International Convention on Load Lines, 1966, as amended, Philippine Merchant Marine Rules and Regulations, 1977 and MARINA Circular No. SR 2021-xx.

This certificate is valid until _____ subject to annual survey in accordance with Article 14 (1)(c) of the Convention.

Note: Due range of annual survey: _____

Issued at _____ on _____

Attested By: _____

FOR THE ADMINISTRATOR:
(A.O. 05-18 dated 18 April 2018)

Division Chief, NAMED _____

Director II
Shipyards Regulation Service

Amount Paid: _____ OR # _____ Date _____

THIS IS TO CERTIFY that, at an annual survey, required by Article 14(1)(c) of the Convention, PMMRR 1997 and MARINA Circular No. SR # 2021-xx, the ship was found to comply with the relevant maritime rules and regulations.

Place: _____	Date: _____
_____ (Name/Signature)	Surveyor of the Maritime Industry Authority
Place: _____	Date: _____
_____ (Name/Signature)	Surveyor of the Maritime Industry Authority
Place: _____	Date: _____
_____ (Name/Signature)	Surveyor of the Maritime Industry Authority
Place: _____	Date: _____
_____ (Name/Signature)	Surveyor, Maritime Industry Authority

The provisions of the Convention being fully complied with by this ship, the validity of this Certificate is, in accordance with Article 19(2) of the Convention, extended until _____.

Place: _____	Date: _____
_____ (Name/Signature)	Surveyor, Maritime Industry Authority

ARTICLE 14(1)(c): A periodical inspection within three months either way of each annual anniversary date of the Certificate is required, to ensure that alterations have not been made to the hull or superstructures which would affect the calculations determining the position of the load line and so as to ensure the maintenance in an effective condition of fitting and appliances for:

- (i) protection of openings;
- (ii) guard rails;
- (iii) freeing port; and
- (iv) means of access to crew's quarters

Notes:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.

2. When a ship is in fresh water density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. When the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.