

CLOSING REMARKS

TRAINING ON LOAD LINE ASSIGNMENT OF SHIPS

26 July 2024, Regional Government Center, Rawis, Legaspi City

SONIA B. MALALUAN

Administrator

To our resource speakers: Mr. Jimmy Ji Ye of Bureau Veritas, Mr Emeric Faure, our French Maritime Expert, our very own Division Chief of NAMED SRS, Engr. Ernesto Caluza, Engr. Ramon Hernandez, Director of the Shipyard Regulation Service, Director Maximo Bañares, the Regional Director of MRO V, to our trainees and participants from the Central and Regional Offices; and dedicated staff of the Shipyards Regulation Service and MRO V, fellow workers in MARINA, good morning to you all.

What is the significance of Loadline of Ships? As all of you very well know, Loadline also known as a Plimsoll line or waterline mark, is a set of markings on a ship's hull that indicates the maximum safe draft to which the vessel can be loaded under different conditions. Loadlines are important for ensuring the ship's safety and stability while at sea.

As with any training course, the primary objective of this training is to equip trainees with the essential tools to become competent, improved technical skills to do your job properly and correctly. This is likely one of the most valuable tools for personnel to perform their jobs efficiently and effectively.

Throughout this training, you have learned of the history of load line assignment of ship, covering both the 1930 and 1966 Load Line Conventions, the conventions even much older than most of you. These conventions include its articles and regulation for determining load lines, conditions, calculation and assignment of

freeboard, Load Line survey procedures, forms of certificates, and the actual load line assignment of ships.

This is essential to all naval architects and marine engineers, as we aim to ensure consistent application of Load Line regulations to all Philippine-registered ships and prevent errors not only to eliminate any public misunderstandings about load line adjustments, but most importantly is to ensure correct waterline mark of ships and be confident of its safety and stability while navigating at sea. Recently, I have informed all MARINA units and offices about malpractices concerning Load Line, Stability and Tonnage computations, that are perceived to be association to graft and corruption. I have instructed all MARINA units and offices to refrain from such practices and to strictly implement and enforce policies and regulations, address all official concerns promptly, and inform those concerned of the actions taken. I will not allow the misdeeds of a few unscrupulous personnel to tarnish the good image of MARINA and its many hardworking, honest employees, and we are all accountable if it is found that we have tolerated such actions.

I would also like to emphasize the implementation of the MARINA BEST, that is aimed to provide seamless services, increase efficiency, improved performance and eliminate discretion and manipulation of data at all levels.

The MARINA Best covers also process on Load Line Assignment of Ships using a web based online related application, processing and issuance of all certificates etc. This will serve as a tool to ensure compliance with our existing rules and regulations such as MC SR-2021-02 on Load Line Assignment of Ships among others and of course, will reduce face to face contact with the client thereby eliminating corruption.

As the new generation surveyors of MARINA, it is my high hopes that you will do your work seriously, properly and diligently. The Management, including your Directors, rely heavily on your competence and expertise from vessel plans approval, tonnage measurement, loadlines and stability. We recognize that during your undergraduate programme, international conventions may not be taught in details that is why it is very important for MARINA to continuously capacitate each one of you on the minute details of these important safety aspects of ship construction and operation. I encourage you to please, read, read and read, for in reading we gain understanding, and in reading repeatedly will give us the confidence of the correct understanding. Discuss with peers, colleagues and even experts, and share best practices, or even bad practice with the aim of changing the bad to best.

Today, another group of trainees have completed the training on Load Line Assignment of Ships. I hope you passed the assessment of this training course. I am confident that you have gained technical learnings on Load Line from this course. Let us demonstrate to our stakeholders that we are competent and proficient in applying and implementing load line and other statutory regulations.

It is my hope, that in sustaining and enriching our knowledge, we continue to be bound by a common purpose and mission which is “To lead a progressive maritime administration for safer people, safer ships and cleaner environment.”

Let’s actively pursue professionalism, integrity and excellence in this field of Load Line Assignment of Ships.

I would like also to express MARINA's profound gratitude to Bureau Veritas, in particular to Mr. Jimmy Ji Ye, for this generous collaboration. We have been receiving technical assistance from BV, if I recall it right, Mr Ji Ye has provided MARINA technical personnel several training. Thank you Mr. Ji Ye for sharing your expertise, time and patience to the trainees, and for continuously assisting us throughout the training.

To all the participants who attentively and actively participated in the lectures and discussions, thank you as well, and congratulate yourselves for a job well done.

Finally, to the Shipyard Regulatory Service and MRO V, Director Ramon and Atty Bong, thank you and congratulations. Director Ramon has always been leading in our technical capacity building program.

Thank you to all and I hope you all have a safe trip back home!

DIOS MABALOS.