

# RECORD OF CONDITION OF ASSIGNMENT OF LOAD LINES

UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966.

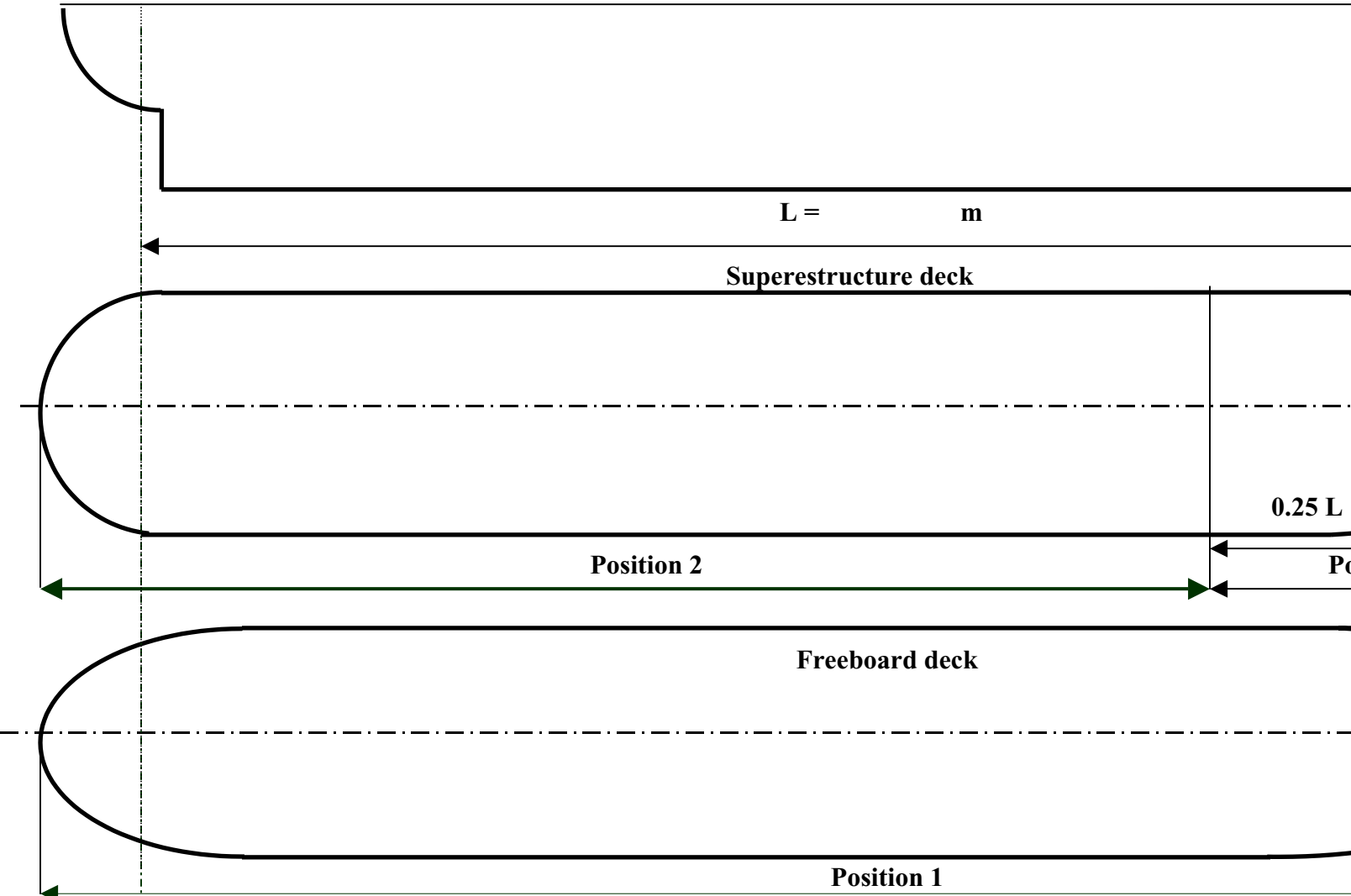
Record of Conditions of Assignment of Load Lines for Newbuilding Ships and for Ships without a Record of Conditions of Assignment of Load Lines or Ships without a previous International Load Lines Certificate issued under the authority of a contracting Government in accordance with the International Convention on Load Line, 1966, by the Administration or by any person or organization duly authorized by it.

Name of Ship	
Port of Registry	
Nationality	
Distinctive Number or Letters	
Shipbuilders	
Yard Number / Registered Number <sup>(1)</sup>	
Date of Build / Conversion <sup>(1)</sup>	
Name of the owner / Operators <sup>(1)</sup>	
Length of ship as defined in Article 2(8)	
Freeboard assigned as a ship of Type	
Classification society	
Date and Place of initial survey	

(1) Delete as Appropriate

**1. SKETCH OF THE SHIP**

Disposition and dimensions of superstructures, trunks, deckhouses, machinery casings, extend of bulkwarks, guard rails and woodwork, and other items that would affect the seaworthiness of the ship, to be shown in the diagrams and tables following; together with positions of hatchways, gangways, and other means for the protection of the crew, and the positions of scuttles, scuppers, ventilators, air pipes, companionways, and other items that would affect the seaworthiness of the ship.



Note: A plan of suitable size may be attached to this Record in preference to sketches. Where appropriate, the information on subsequent pages may be supplemented with , or certain items substituted by sketches or extracts of plan of a size consistent with that of the Record, Provided such sketches or extracts do not take up more space of the sketch or the plan of the ship.

**2. STRENGTH OF HULL (REG.1)**

2.1 The general structural strength of the Hull is sufficient for the draught corresponding to the freeboard assigned in salt w

**3. STABILITY (REG.10)**

3.1 Information on Ship's Loading and Ballasting

Approved by: \_\_\_\_\_ Date of Approved: \_\_\_\_\_

3.2 The ship is supplied with the information on Stability for Master

Approved by: \_\_\_\_\_ Date of Approved: \_\_\_\_\_

**4. STRENGTH OF SUPERSTRUCTURE END BULKHEADS, TRUNKS AND MACHINERY CASINGS (I**

4.1 Bulkheads at exposed ends of enclosed superstructures, trunks and exposed machinery casings are on efficient construc  
of the Convention.

**5. DOORWAYS IN SUPERSTRUCTURES, EXPOSED MACHINERY CASINGS AND DECKHEADS, FREEBOARD AND SUPERSTRUCTURE DECKS (Regs. 12, 17 & 18 )**

POSITION	REF. NO. ON SKETCH OR PLAN	NUMBER AND ZISE OF OPENINGS	HEIGHT OF SILLS (mm)	CLOSURE
				TYPE AND MATERIAL
In Forecastle bulkhead				
In bridge forward bulkhead				
In bridge after bulkhead				
In raised quarter deck bulkhead				
In poop bulkhead				
In exposed machinery casings on freeboard or raised quarter decks				

**5. DOORWAYS IN SUPERSTRUCTURES, EXPOSED MACHINERY CASINGS AND DECKHOUSES  
FREEBOARD AND SUPERSTRUCTURE DECKS (Continued )**

POSITION	REF. NO. ON SKETCH OR PLAN	NUMBER AND ZISE OF OPENINGS	HEIGHT OF SILLS (mm)	CLOSURE
				TYPE AND MATERIAL
In exposed machinery casings on superstructure decks				
In machinery casings within superstructures or deckhouses on freeboard deck				
In deckhouses in Position 1 enclosing openings leading below freeboard deck				
In deckhouses in Position 2 enclosing openings leading within enclosed superstructures or below freeboard deck				
In exposed pump room casings				

**6. HATCHWAYS AT POSITIONS 1 AND 2 CLOSED BY PORTABLE COVERS AND SECURED BY TARPULINS AND BATTENING DEVICE ( Reg. 15 )**

Designation		Hatchway numbers as per ship s					
Hatchway at position 1 or 2							
Dimensions of clear opening at top of coamings, (m)							
Height of Coamings, (mm)							
Width of bearing surface, (mm)							
Hatchways covers with portable beams	Wood covers	finished thickness, (mm)					
		span, (m)					
	Mild steel covers	deflection in fractions of span					
		tensile strength safety factor					
	Mild steel portable beams	deflection in fractions of span					
		tensile strength safety factor					
		means of securing each beam					
	Pontoon covers	deflection of fractions of span					
		tensile strength safety factor					
thickness of plating, (mm)							
Cleats	width, (mm)						
	spacing between centres, (mm)						
	maximum distance from hatch corners, (m)						
Battens and wedges	thickness at the toes, (mm)						
	taper						
Number of tarpaulin layers per each hatchway							

Means of securing each section of covers (Reg. 15): \_\_\_\_\_

Are wood covers fitted with galvanized end bands? \_\_\_\_\_

Note: Some authorities require that galvanized steel bands protecting the ends of wood hatch boards be efficiently secured. Indicated if fitted

**7. HATCHWAYS AT POSITIONS 1 AND 2 CLOSED BY WEATHERTIGHT COVERS OF STEEL MATERIAL FITTED WITH GASKETS AND CLAMPING DEVICES ( Reg. 16 )**

Designation	Hatchway numbers as per ship sketch						
Hatchway at position 1 or 2							
Dimensions of clear opening at top of coamings, (mm)							
Height of coamings, (mm)							
Deflection in fractions of span							
Thickness of plating forming the tops of covers, (mm)							
Type of covers or patent name							
Material							
Tensile strength safety factor							

**7. HATCHWAYS AT POSITIONS 1 AND 2 CLOSED BY WEATHERTIGHT COVERS OF STEEL MATERIAL FITTED WITH GASKETS AND CLAMPING DEVICES ( Reg. 16 ) (CONTINUED)**

Designation	Hatchway numbers as per ship sketch						
Hatchway at position 1 or 2							
Dimensions of clear opening at top of coamings, (mm)							
Height of coamings, (mm)							
Deflection in fractions of span							
Thickness of plating forming the tops of covers, (mm)							
Type of covers or patent name							
Material							
Tensile strength safety factor							







**11. CARGO PORT AND OTHER SIMILAR OPENINGS (Reg. 21 )**

POSITION OF PORT	DIMENSIONS OF OPENING, (mm)	DISTANCE OF LOWER EDGE FROM FREEBOARD DECK, (mm)	SECURING DEVICES





**14. FREEING PORTS (Reg. 24)**

**14.1 Freeing ports in ship's portions where no trunks are fitted**

Number of well	Length of bulwark, (m)	Average height of bulwark, (m)	Area of freeing ports required, (m)		
			With out regard for variations	Correction for sheer variation	Correction for bulwarks height variation
1					
2					
3					
4					

**14.2 Freeing ports in ship's portions where trunks or continous hatchway coaming are fitted.**

Number of well	Breadth of hatchway or trunk in relation to the breadth of ship, (%)	Area of freeing ports in relation to the total area	
		Required	

**14.3 Other data on freeing ports**

- 1 Distance from the lower edges of freeing ports to deck surface \_\_\_\_\_
- 2 Area of freeing ports in the half of the well nearest the lowest point of the sheer curve, in fraction of the total freeing port area in way of \_\_\_\_\_  
\_\_\_\_\_
- 3 Are freeing ports fitted with shutters or bars? Distance between bars, type of shutters, material of bearings or pins, width of clearance \_\_\_\_\_  
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**15. PROTECTION OF THE CREW (REG.25)**

1 Bulwarks and guard rails on exposed parts of the freeboard and superstructure decks, location, height, opening below the lowest course

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2 Passages from quarters and other spaces and machinery space, guard rails, life lines, gangways or underdeck passages. To be specified

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**16. ADDITIONAL INFORMATION FOR TYPE "A" SHIPS (REG.26)**

1 Machinery casings: protection of casings by superstructures or deckhouses, direct access from the freeboard deck, door characteristics

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2 Ganway and means of access

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3 Hatchways: numbers on the sketch, maximum dimensions, material of covers, availability of approval of construction of sealing and ba

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4. Freeing arrangements: length of bulwarks and guard rails, height of sheerstrake edge and freeing ports above the deck

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5. Draught, trim and stability of the ship with flooded empty compartments when loaded up to summer loadline (Reg. 27): to meet the requirements

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**17. Additional information for Type "B" ships with reduced freeboard (Reg.27)**

1 Description of approval structural features ensuring the fulfillment of higher requirements concerning:

1.1 Protection of the crew

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1.2 Freeing arrangements

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1.3 Strength and watertightness of covers in positions 1 and 2, in particular with reduced coaming height

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1.4 Draught, heel, trim and stability of the ship with flooded compartments when loaded up to the summer loadline (Reg.27): to meet the requirements

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**18. ADDITIONAL INFORMATION FOR LIGHTERS, BARGES OR OTHER SHIPS WITHOUT INDEPENDENT CERTIFICATION (REG.27)**

- 1 For barges which are assigned reduced freeboard the availability of only small access openings on the freeboard deck is confirmed. The availability of approval of the constructions of battering and sealing devices are specified.

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**19. Additional information for ships carrying timber deck cargo (Reg.43, 44)**

1. Construction of ship:
- 1.1 Length and height of a forecastle. If there is no poop, is there a raised quarter deck with a strong steel hood or a deckhouse fitted thereon?
- 1.2 Have double bottom tanks fitted within the midship half length of the ship watertight longitudinal subdivision
- 1.3 Have bulwarks a sufficient height and are they specially stiffened or are there rails of an approved construction
- 1.4 Is a deck of a sufficient strength for a cargo to be carried thereon

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2. Stowage:

2.1 Are openings over which cargo is stowed securely closed and ventilators efficiently protected

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2.2 Permissible length and ship's portions for timber stowage in wells, restrictions on stowage height, peculiarities of stowage, peculiarities of navigation and work of the ship

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2.3 Are there stays for securing timber cargo, their dimensions, spacing, means for securing the uprights

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2.4 In what way are eye plates for lashings secured, distance between them and distance from the first eye plate to an end of lashings, means for regulation of the length of lashings

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2.5 Availability and characteristics of lashings over the length of deck cargo

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2.6 What means are provided for protection of steering arrangements from damage by cargo: efficient provision for steering in the event of damage to steering arrangements

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