



Luxembourg, 3rd February 2023

Circular CAM 02/2023

O/Ref.: JS/115811

Subject: Multiple Load Line Certificates

To: All Accredited Shipping Managers, ship owners, ship operators, Designated Persons Ashore, Masters of Luxembourg flagged ships, Recognised Organisations and Flag State Inspectors

The Commissariat aux affaires maritimes would like to bring to your attention the following circular in regards to Multiple Load Line Certificates.

Multiple load line certificates may be directly issued to a ship by the Recognised Organisation (RO). However, the Commissariat aux affaires maritimes shall be notified of such cases and advised of the vessel's highest deadweight tonnage.

When a ship is issued with multiple load line certificates:

- **For paper certificates**, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current ship's certificates file).
- **For electronic certificates**, both the active and inactive certificates shall be displayed on the RO's database and shall be capable of being verified. Preferably the system should highlight which certificate is active.

The following must be verified for issuance or change of Load Lines:

- a) The ship must comply fully with all statutory requirements appropriate for a ship of the maximum deadweight corresponding to the minimum freeboard assigned in the certificates issued;
- b) There must be no reduction in safety standards when sailing at an increased deadweight;
- c) Only one set of load line marks shall be on display at any time, and the other sets shall be obliterated by paint;
- d) The Master must ensure, with a RO surveyor in attendance, that the correct set of marks are displayed together with the corresponding load line certificate, that the other sets of marks are properly obliterated, and that the other load line certificates are in safekeeping and not on display. In the case of RO surveyor unavailability, the change of load line may be carried out on the Master's instructions, provided that arrangements for verification at the next available port have been agreed with the RO;

- e) The option of a remote survey will be accepted in accordance with the RO procedures for remote surveys. When remotely accepting a change of load line, the received documentation shall provide equivalent proof of load line marking as if the RO were attending the ship and visually confirming this.
At least the following documentation shall be provided to the RO prior to perform the remote survey:
- Extract of the deck logbook signed by the master, ensuring date and location where the change took place, and photos of full load line marking with a draught scale at midship on both sides.
 - Photos of the newly painted full load line mark with mid ship draft scale in JPG format.
 - Photos of the previous mark obliterated by paint of the same color than the ship hull in JPG format.
 - Pdf file of the log book entry confirming the date and location of the change of mark signed by the master.
 - A clear photo of punched or cut marks (painting only is not accepted) in JPG format.
 - In case the permanent marking is not clearly visible to the remote surveyor, the master should upon request provide better pictures. The photos received will be the basis for verifying that the load line is permanently marked and must be of high quality, clearly showing that the marking is permanent (welded, stencil/plate, punched, cut).
 - If the received pictures are not convincing, the RO is kindly ask to request further photos or cancel the remote survey and to request an on board survey.
- f) The current version of the IACS UR Z29 - Remote Classification Surveys applies;
- g) The Master is to make an entry in the ship's Official Logbook on every occasion that the load line marks are changed;
- h) The RO is to ensure that all marks are verified, and all their corresponding load line certificates endorsed at each subsequent load line inspection.

You are kindly requested to ensure adequate dissemination of this information within your company and to the relevant Luxembourg flagged vessels.



(s) André Hansen
Government Commissioner
for maritime affairs