

CIRCULAR

Amendments to the 1966 Load Line Convention and its 1988 Protocol

The amendments affect two regulations of the Convention. The first amendment is with regards to Regulation 27, damage stability requirements and the second amendment is Regulation 47 with regards to the Southern Winter Seasonal Zone.

Regulation 27 / Types of Ships

Following the development of guidelines for the verification of damage stability requirements of tankers, a number of discrepancies have been identified for the damage stability requirements in the Load Line Convention and its protocol. Thus, this amendment has been adopted in order to clearly define the requirements for damage stability.

Through the IMO Res. **MSC.345(91)** it is clarified that the filling of ballast tanks as well as the damage stability calculations are not required for service loading conditions. Additionally, two methods for considering the free surface effect are given in detail as outlined below:

- Method 1: appropriate to virtual corrections; and
- Method 2: appropriate to the use of actual free surface moments according to the assumed tank fillings for damage case.

These amendments are applicable to all ships that should comply with the damage stability regulations of the Load Line Convention and come into force on July 1, 2014.

Regulation 47 / Southern Winter Seasonal Zone

IMO Res. **MSC.329(90)** has extended the southern limit of the Summer Zone by about 50 nautical miles around Cape Agulhas in order to give increased sea room to ships passing through this sea area. The reason for this increase is due to the enhance piracy activity recorded to the East of the African Continent.

The new northern boundary of the Southern Winter Seasonal Zone is:

“the rhumb line from the east coast of the American continent at Cape Tres Puntas to the point latitude 34° S, longitude 50° W, thence the parallel of latitude 34° S to longitude 16° E, thence the rhumb line to the point latitude 36° S, longitude 20° E, thence the rhumb line to the point latitude 34° S, longitude 30° E, thence along the rhumb line to the point latitude 35°30' S, longitude 118° E, and thence the rhumb line to Cape Grim on the north-west coast of Tasmania; thence along the north and east coasts of Tasmania to the southernmost point of Bruny Island, thence the rhumb line to Black Rock Point on Stewart Island, thence the rhumb line to the point latitude 47° S, longitude 170° E, thence along the rhumb line to the point latitude 33° S, longitude 170° W, and thence the parallel of latitude 33° S to the point latitude 33° S, longitude 79° W, thence the rhumb line to the point latitude 41° S, longitude 75° W, thence the rhumb line to Punta Corona lighthouse on Chiloe Island, latitude 41°47' S, longitude 73°53' W, thence along the north, east and south coasts of Chiloe Island to the point latitude 43°20' S, longitude 74°20' W, and thence the meridian of longitude 74°20' W to the parallel of latitude 45°45' S, including the inner zone of Chiloe channels from the meridian 74°20' W to the east...”

Ship owners should inform that crew members with regards to the new limits as outlined above. This amendment is applicable to all vessels trading in this sea area from January 1, 2014.

Applicability

Regulation	Ship Type / GT	Date of entry into force
Regulation 47	All vessels that LL Convention applies	1 January 2014
Regulation 27	All ships that should comply with the damage stability regulations of the LL Convention	1 July 2014

NOTICE TO
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YEARS OF GROWTH

