



## TECHNICAL CIRCULAR No. 691 of 7<sup>th</sup> July 2021

To	All Surveyors/Auditors. All flags
Title	<b>Plimsoll Mark Position</b>
Reference	Load Line Convention

### Load Line Marking

Many times the owners and management firms are requesting an additional load line assignment for reducing or increasing deadweight.

Many ports and terminals impose deadweight restrictions on visiting ships, and they ensure that is not breached by requiring the marking of a set of load lines with the summer mark indicating the draft for a deadweight below the restriction limit.

The flag administrations authorize freeboard assignments issued by the classification societies.

The Load Line regulation requires the lines to be used with the load line mark to be placed forward of the center of the ring.

Sometimes, in drydock, the workers move by mistake the marks aft of the center ring.

The surveyor finds that the starboard side Plimsoll mark template was used for marking the both the port and the starboard side. In this case, he/she advises the owner and the shipyard's quality assurance staff to correct the deficiency.

Correct placement of the Plimsoll mark signifies compliance with the Load Line requirements.

Further to this, the port side template was prepared with the load line marks forward of the center of the ring and the correct load line mark and lines were placed on the port side of the vessel.

Thereafter, the surveyor verified the completed markings in accordance with the freeboard assignment.

Since the deficiency was detected early and before welding took place, coating repairs were minimized.

Also, the potential risk of a Port State Control detention associated with the incorrect marking of load lines was mitigated.

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REFERENCES:

- Load Line Convention- Courtesy of ABS

ATTACHMENTS: No

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