

Load Lines Convention

Official reference	International Convention on load lines	
Official website	www.imo.org	
Relevant dates	Document	5/04/1966
	Entry into force	21/07/1968
	Ratification by Belgium	27/12/1968
	Document Protocol 1988	11/11/1988
	Entry into force	3/02/2000
	Ratification by Belgium	15/02/2007
Policy level	International	
Type of instrument	Convention	
Geographical reach	World seas	
International contact point	International Maritime Organization (IMO)	
Federal ratification	<p>Wet van 27 december 1968 houdende goedkeuring van het Internationaal Verdrag betreffende de uitwatering van schepen, 1966, en van de Bijlagen, opgemaakt te Londen op 5 april 1966</p> <p>Protocol: Wet van 15 februari 2007 betreffende de toetreding van België tot het Protocol van 1988 aangaande het Internationaal Verdrag van 1966 betreffende de uitwatering van schepen, gedaan te Londen op 11 november 1988</p>	

// abstract:

The Load Lines Convention (1966) regulates the determination of freeboards (the distance between the upper deck level and the upper load line mark) of ships based on subdivisions and damage stability calculations. The convention includes three annexes with regard to the determination of the load lines and the different regions and seasons. The third annex relates to the Load Lines Certificate, a certificate that is delivered to each inspected and marked ship that is in conformity with the convention. The validity of a certificate, which will never exceed five years, is specified by the respective administration. The technical annex contains several additional safety measures concerning doors, free passages, hatchways and other aspects of the ship. The main purpose of these measures is to ensure the watertight integrity of the hull below the freeboard deck.

The 1988 Protocol harmonised the inspection and certificate requirements with those of the [SOLAS Convention](#) (p.46) and the [MARPOL Convention](#) (p.38). Some instructions within the technical annex were reconsidered, and a tacit amendment procedure was introduced. This means that the adopted amendments enter into force six months after the estimated date of approval, unless they are rejected by one-third of the Parties. Changes to the convention can be suggested at the Maritime Safety Committee and are dealt with in proceedings in which the Contracting Parties can participate.