

No. 9159

**INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION**

**International Convention on Load Lines, 1966 (with annexes).
Done at London, on 5 April 1966**

Official texts: English and French.

*Registered by the Inter-governmental Maritime Consultative Organization on
30 July 1968.*

**ORGANISATION INTERGOUVERNEMENTALE
CONSULTATIVE DE LA NAVIGATION MARITIME**

**Convention internationale ^{de 1966} sur les lignes de charge, ~~1966~~ (avec
annexes). Faite à Londres, le 5 avril 1966**

Textes officiels anglais et français.

*Enregistrée par l'Organisation intergouvernementale consultative de la navigation
maritime le 30 juillet 1968.*

*M. Gilli, 26-IV-1976
see p. 135*

No. 9159. INTERNATIONAL CONVENTION¹ ON LOAD
LINES, 1966. DONE AT LONDON, ON 5 APRIL 1966

The Contracting Governments,

Desiring to establish uniform principles and rules with respect to the limits to which ships on international voyages may be loaded having regard to the need for safeguarding life and property at sea;

Considering that this end may best be achieved by conclusion of a Convention;

Have agreed as follows :

Article 1

GENERAL OBLIGATION UNDER THE CONVENTION

(1) The Contracting Governments undertake to give effect to the provisions of the present Convention and the Annexes hereto, which shall constitute an integral part of the present Convention. Every reference to the present Convention constitutes at the same time a reference to the Annexes.

(2) The Contracting Governments shall undertake all measures which may be necessary to give effect to the present Convention.

Article 2

DEFINITIONS

For the purpose of the present Convention, unless expressly provided otherwise :

(1) " Regulations " means the Regulations annexed to the present Convention.

(2) " Administration " means the Government of the State whose flag the ship is flying.

¹ Came into force on 21 July 1968, twelve months after the date on which fifteen Governments of the States, including seven each with not less than one million gross tons of shipping, had signed without reservation as to acceptance or deposited instruments of acceptance or accession, in accordance with article 28.

For the list of States which signed the Convention without reservation as to acceptance (s) or deposited an instrument of acceptance (A) or accession (a) on the dates indicated, in accordance with article 27, and, in respect of each State, the date of entry into force of the Convention as provided for by article 28, see p. 156 of this volume.

(3) "Approved" means approved by the Administration.

(4) "International voyage" means a sea voyage from a country to which the present Convention applies to a port outside such country, or conversely. For this purpose, every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country.

(5) A "fishing vessel" is a ship used for catching fish, whales, seals, walrus or other living resources of the sea.

(6) "New ship" means a ship the keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention for each Contracting Government.

(7) "Existing ship" means a ship which is not a new ship.

(8) "Length" means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

Article 3

GENERAL PROVISIONS

(1) No ship to which the present Convention applies shall proceed to sea on an international voyage after the date on which the present Convention comes into force unless it has been surveyed, marked and provided with an International Load Line Certificate (1966) or, where appropriate, an International Load Line Exemption Certificate in accordance with the provisions of the present Convention.

(2) Nothing in this Convention shall prevent an Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex I.

Article 4

APPLICATION

(1) The present Convention shall apply to :

(a) ships registered in countries the Governments of which are Contracting Governments;

- (b) ships registered in territories to which the present Convention is extended under Article 32; and
- (c) unregistered ships flying the flag of a State, the Government of which is a Contracting Government.

(2) The present Convention shall apply to ships engaged on international voyages.

(3) The Regulations contained in Annex I are specifically applicable to new ships.

(4) Existing ships which do not fully comply with the requirements of the Regulations contained in Annex I or any part thereof shall meet at least such lesser related requirements as the Administration applied to ships on international voyages prior to the coming into force of the present Convention; in no case shall such ships be required to increase their freeboards. In order to take advantage of any reduction in freeboard from that previously assigned, existing ships shall comply with all the requirements of the present Convention.

(5) The Regulations contained in Annex II are applicable to new and existing ships to which the present Convention applies.

Article 5

EXCEPTIONS

(1) The present Convention shall not apply to :

- (a) ships of war;
- (b) new ships of less than 24 metres (79 feet) in length;
- (c) existing ships of less than 150 tons gross;
- (d) pleasure yachts not engaged in trade;
- (e) fishing vessels.

(2) Nothing herein shall apply to ships solely navigating :

- (a) the Great Lakes of North America and the River St. Lawrence as far as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63°W;
- (b) the Caspian Sea;
- (c) the Plate, Parana and Uruguay Rivers as far east as a rhumb line drawn between Punta Norte, Argentina, and Punta del Este, Uruguay.

Article 6

EXEMPTIONS

(1) Ships when engaged on international voyages between the near neighbouring ports of two or more States may be exempted by the Administration

from the provisions of the present Convention, so long as they shall remain engaged on such voyages, if the Governments of the States in which such ports are situated shall be satisfied that the sheltered nature or conditions of such voyages between such ports make it unreasonable or impracticable to apply the provisions of the present Convention to ships engaged on such voyages.

(2) The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of this Convention the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship.

(3) The Administration which allows any exemption under paragraphs (1) and (2) of this Article shall communicate to the Inter-Governmental Maritime Consultative Organization (hereinafter called "the Organization") particulars of the same and reasons therefor which the Organization shall circulate to the Contracting Governments for their information.

(4) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Convention, provided that it complies with safety requirements which, in the opinion of that Administration, are adequate for the voyage which is to be undertaken by the ship.

Article 7

FORCE MAJEURE

(1) A ship which is not subject to the provisions of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(2) In applying the provisions of the present Convention, the Contracting Governments shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or any other cause of *force majeure*.