

COASTWISE LOAD LINE CERTIFICATE

[Form C3]

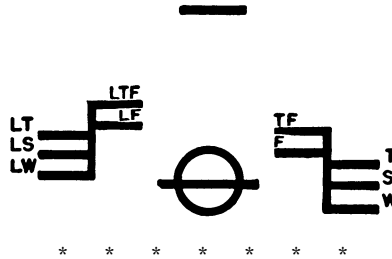
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The timber freeboards given in this certificate are applicable only when this ship carries a timber deck cargo and complies with the special requirements of the Load Line Regulations regarding timber deck cargoes.

FREEBOARD FROM DECK LINE LOAD LINE		LOAD LINE	
Tropical	___ (inches)	(T)	___ (inches) above (S).
Summer	___ (inches)	(S)	Upper edge of line at level of center of ring.
Winter	___ (inches)	(W)	___ (inches) below (S).
Timber—tropical	___ (inches)	(LT)	___ (inches) above (LS).
Timber—summer	___ (inches)	(LS)	___ (inches) above (S).
Timber—winter	___ (inches)	(LW)	___ (inches) below (LS).
Allowance for fresh water for all freeboards other than timber			___ (inches).
Allowance for fresh water for all timber freeboards			___ (inches).

(All measurements are to upper edge of the respective horizontal lines)

The upper edge of the deck line from which these freeboards are measured is ___ inches above or below the top of the ___ deck at side; i.e., freeboard¹ deck.



* * * * *

¹The issuing authority is authorized to delete or change words inapplicable to a specific vessel and to arrange wording so appropriate word insertions may be made, which accurately describe the facts.

[CGFR 68-60, 33 FR 10073, July 12, 1968, as amended by CGFR 68-126, 34 FR 9018, June 5, 1969]

PART 43 [RESERVED]

Subpart B—Rules for Assigning Special Service Load Lines

PART 44—SPECIAL SERVICE LIMITED DOMESTIC VOYAGES

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AUTHORITY: 46 U.S.C. 5101-5116; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGFR 65-50, 30 FR 16755, Dec. 30, 1965, unless otherwise noted.

Subpart A—Administration

§ 44.01-1 Establishment of load lines for special services.

(a) Load lines are established for steam colliers, tugs, barges, and self-propelled barges engaged in special services in conformity with regulations in this part.

(b) Load lines for steam colliers, barges, and self-propelled barges engaged on specially limited coastwise voyages as described in § 44.01-12 shall be established pursuant to the regulations in this part.

(c) Variance for tugs is not permitted.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by USCG-1998-4442, 63 FR 52190, Sept. 30, 1998]

§ 44.01-5 Administration; special service.

(a) The administrative provisions of §§ 42.01-1 to 42.11-20 inclusive of this subchapter, relating to vessels engaged in foreign and coastwise voyages, where applicable, shall apply to vessels subject to this part except as modified in paragraph (b) of this section.

(b) Application for the assignment of load lines under this part for the types of vessels described in § 44.01-1 shall be made in writing to the American Bureau of Shipping unless another society has been specifically approved by the Commandant as a load line assigning authority. In the latter case application shall be made to the society so approved. Applications shall state the following information:

(1) Name of vessel and official number.

(2) Type of vessel (steam collier, barge, or self-propelled barge).

(3) Date keel was laid.

(4) Normal sea speed of vessel.

(5) Limits of voyage for which approval is requested.

(6) Normal maximum distance offshore in course of voyage.

(7) Length of voyage in days and nautical miles.

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(8) Statement of weather conditions to be expected.

(9) Cargo to be carried.

(10) Whether vessel is to be operated manned or unmanned.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.01-10 Approval by Commandant, U.S. Coast Guard, of special service.

(a) Subject to the conditions contained in this part, the Commandant, U.S. Coast Guard, has determined that load lines at variance from the position fixed by the International Convention on Load Lines, 1966, but not above the actual line of safety, may be assigned steam colliers, barges, or self-propelled barges (separately by class) for certain specifically limited coastwise voyages between ports of the continental United States or between islands of a group over which the United States has jurisdiction.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.01-11 Assignment and marking load lines; special service.

(a) The assignment and marking of special service load lines and certifications thereof shall be in accordance with this part to the satisfaction of the American Bureau of Shipping. The load line certificate shall define the voyage limits and seasonal restrictions governing the validity of the load lines.

§ 44.01-12 Voyage limits; special service.

(a) Special service load lines may be assigned for operation not more than a specified limited distance offshore which shall not exceed 20 nautical miles. The offshore distance shall be measured from the coastline except where a line of inland waters has been otherwise established.

(b) For continental United States ports, special service load lines may be issued for operation between but not to exceed the extreme port limits specified below, or for operation between intermediate ports within the extreme limits specified:

(1) Central and Northern Atlantic Coast—From Norfolk, Virginia, to Eastport, Maine.

(2) Southeast Atlantic Coast—from Key West, Florida, to Jacksonville, Florida, except that the special service load line is not valid for manned vessels during the hurricane season, i.e., July 1st to November 15th, both dates inclusive, unless the vessel is operated in accordance with a Coast Guard approved heavy weather plan.

(3) Gulf of Mexico Coast—from the mouth of the Rio Grande River, Texas, to Key West, Florida, except that the special service load line is not valid for manned vessels during the hurricane season, i.e., July 1st to November 15th, both dates inclusive, unless the vessel is operated in accordance with a Coast Guard approved heavy weather plan.

(4) Pacific Coast—From San Francisco, California, to San Diego, California.

(c) Assignment of special service load lines for voyage limits between the islands of a group over which the United States has jurisdiction shall be made only upon authorization by the Commandant, U.S. Coast Guard, after submittal to him of the information called for by § 44.01-5(b).

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGD 79-142, 45 FR 57402, Aug. 28, 1980]

§ 44.01-13 Heavy weather plan.

(a) Each heavy weather plan under § 44.01-12(b) must be prepared by the vessel owner or operator and approved by the cognizant Officer in Charge, Marine Inspection. Approval of a heavy weather plan is limited to the current hurricane season.

(b) The cognizant Officer in Charge, Marine Inspection, is—

(1) The Officer in Charge, Marine Inspection, within whose area the work site is located for a vessel that will be operating in a limited geographical area; or

(2) The Officer in Charge, Marine Inspection, within whose area the point of departure is located for a transiting vessel.

(c) The required content of the heavy weather plan is determined on a case-by-case basis by the cognizant Officer in Charge, Marine Inspection, based on

knowledge of the local conditions. The heavy weather plan may contain weather radio frequencies and time schedules for seeking a harbor of safe refuge. A single heavy weather plan may be accepted for more than one vessel operating at a single work site or on a single route.

(d) The vessel owner or operator must place a copy of the heavy weather plan on each vessel to which it applies and ensure that it remains there throughout the hurricane season.

[CGD 79-142, 45 FR 57402, Aug. 28, 1980]

§ 44.01-15 Special service certificate.

(a) The use of the special service load line certificate issued under this part is limited to voyages only as described in the certificate. If the vessel engages on any voyage not contemplated by the certificate where a load line is required, the load line prescribed by part 42 of this subchapter shall govern.

(b) Vessels engaged on special services in the coastwise trade and the interisland trade will be certificated on the form shown in § 44.05-35.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.01-20 New and existing vessels; special service.

(a) A new vessel marked with load lines for special service on a coastwise or inter-island voyage is a vessel whose keel was laid on or after September 28, 1937. An existing vessel is one whose keel was laid before that date.

Subpart B—Rules for Assigning Special Service Load Lines

§ 44.05-1 General.

(a) The load line regulations in this part are complementary to those in part 42 or part 45 (Great Lakes load line regulations) of this subchapter, as reference is made thereto.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.05-5 Definitions.

(a) A steam collier is a vessel mechanically propelled, and specially designed for the carriage of coal in bulk.

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(b) A towed barge is a vessel without sufficient means of self-propulsion and which requires to be towed.

(c) A self-propelled barge is a vessel mechanically propelled of the type specially designed for use in limited coastwise and Great Lakes service and capable of transiting interconnecting canals.

§ 44.05-10 Load line markings.

(a) The load line marks on the vessel's sides must be in accordance with § 42.13-25(a) of this subchapter, except seasonal markings such as "Winter North Atlantic" which are not applicable to the voyage are omitted.

(b) In the case of vessels which engage in special services on coastwise voyages and voyages on the Great Lakes, the marks on the vessel's sides are to be in accordance with Figure 44.05-10(b), except that the lines marked "SW" and "MS" shall be used only where applicable.

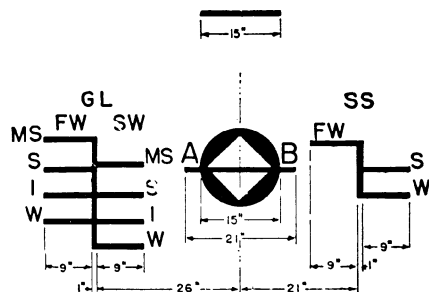


FIGURE 44.05-10(B)

(c) The load lines aft of the combined disk and diamond will be applicable for voyages on the Great Lakes and those on the forward side will be applicable to limited coastwise voyages. The summer line on the ocean will correspond to the summer line on the Lakes and the winter line on the ocean will correspond to the intermediate line on the Lakes.

(d) In the case of vessels which operate both on special service coastwise voyages and on unlimited coastwise voyages, the marks on the ship's sides are to be in accordance with figure 44.05-10 (d). The load lines aft of the disk will be applicable to voyages in special service coastwise or inter-

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land voyages and those on the forward side will be applicable to unlimited coastwise voyages. (A vessel marked for both special service and unlimited coastwise voyages and furnished with a load line certificate on the international form shall, when entering the foreign trade, arrange that the load line markings are in accord with the vessel's international load line certificate by the elimination of the marks aft of the disk.)

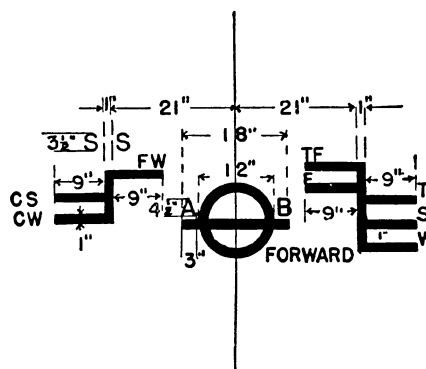


FIGURE 45.05-10(D)

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGD 80-120, 47 FR 5723, Feb. 8, 1982; USCG-2004-18884, 69 FR 58345, Sept. 30, 2004]

§ 44.05-15 Existing vessels.

(a) In assigning load lines to an existing vessel the provisions of the regulations in this part shall be complied with in principle and detail insofar as is reasonable and practicable, having regard to the proven efficacy of existing arrangements for a special service voyage, and having particular regard to the provision of sufficient means for the protection and safety of the crew.

(b) Where it is neither reasonable nor practicable to comply with this part in its entirety, the assigning authority will, in each case, report to the Commandant, U.S. Coast Guard, the specific matters in which the vessel is deficient with such recommendations as may seem desirable. Upon the receipt of this report the Commandant, U.S. Coast Guard, shall determine such addition to the freeboard as will, in the judgment of the Commandant, U.S.

Coast Guard, make the vessel as safe as if it had fully complied with this part.

§ 44.05-20 Conditions of assignment.

(a) *Steam colliers.* The conditions of assignment for steam colliers shall be in accordance with the requirements of part 42 of this subchapter, except that in the case of steam colliers constructed with bulwarks, the freeing port may be of a practically continuous slot type, located as low as possible, the clear area of the slot to be not less than 20 percent of the superficial area of the unpierced bulwarks. If, due to sheer, or other conditions, the assigning authority considers that extra local provision should be made for freeing decks of water, the slots are to be located so as to have maximum efficacy.

(b) *Towed barges.* The conditions of assignment for towed cargo barges where the cargo is carried under deck shall be in accordance with §§ 45.10-5 to 45.10-100 of this subchapter. In the case of tank barges and cargo barges carrying cargo only on deck, compliance will also be required with the supplementary conditions of §§ 45.20-1 to 45.20-70 of this subchapter. In the case of cargo barges of the open type, assignment will be limited to barges in unmanned operation and the construction of the vessel must be such as to satisfy the assigning authority that no unusual hazards will be experienced.

(c) *Self-propelled barges.* The conditions of assignment for self-propelled cargo barges carrying cargo under decks shall be in accordance with the provisions of §§ 45.10-5 to 45.10-100 of this subchapter. In the case of self-propelled tank barges and self-propelled cargo barges carrying cargo only on deck, compliance will also be required with the supplementary conditions of §§ 45.20-1 to 45.20-70 of this subchapter.

[CGFR 65-50, 30 FR 16755, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10076, July 12, 1968]

§ 44.05-25 Freeboards.

(a) *General.* (1) When the assigning authority is satisfied that the requirements of this part as applicable to the type of vessel under consideration are complied with the freeboards will be computed as described in this section.

(2) The requirements in §§ 42.09-1 and 42.09-10 that relate to the assignment of freeboards and to stability are applicable to each vessel subject to the requirements in this part.

(3) The assigning authority that assigns a vessel subject to the requirements in this part a freeboard under part 45 of this chapter shall do so in accordance with the requirements in effect as of October 1, 1972.

(b) *Steam colliers.* Steam colliers that have constructional features similar to those of a tanker which afford extra invulnerability against the sea may be assigned a reduction of freeboard from that determined under part 42 of this subchapter. The amount of such reduction shall be determined by the assigning authority, in relation to the freeboard assigned to tankers, having regard to the degree of compliance with the supplementary conditions of assignment laid down for these ships, but without regard to the degree of subdivision provided. The freeboard assigned to such a vessel shall in no case be less than would be assigned the vessel as a tanker, as determined under part 42 of this subchapter.

(c) *Towed cargo barges with cargo under deck.* The freeboard is to be computed under §§ 45.15-1 to 45.15-97 of this subchapter. The fresh water and seasonal markings where applicable are to be determined under part 42 of this subchapter.

(d) *Towed cargo barges with cargo only on deck.* The freeboard for barges of this type is to be computed in accordance with the requirements of §§ 45.20-1 to 45.20-70 of this subchapter. The fresh water and seasonal markings where applicable are to be the same as determined under part 42 of this subchapter.

(e) *Towed cargo barges of the open type.* The load line shall be placed where, in the judgment of the assigning authority, the draft will be such that no unusual hazard will be experienced. In general, drafts assigned will be such that the barge will remain afloat with a reasonable freeboard after flooding of the net available open space.

(f) *Towed tank barges.* The freeboard is to be computed in accordance with §§ 45.20-1 to 45.20-70 of this subchapter. The fresh water and seasonal markings

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where applicable are to be determined under part 42 of this subchapter.

(g) *Self-propelled cargo barges.* The freeboard is to be computed under §§ 45.15-1 to 45.20-15 of this subchapter. The fresh water and seasonal markings where applicable are to be determined under part 42 of this subchapter.

(h) *Self-propelled tank barges.* The freeboard is to be computed in accordance with §§ 45.20-1 to 45.20-70 of this subchapter. The fresh water and seasonal markings where applicable are to be determined under part 42 of this subchapter.

[CGFR 65-50, 30 FR 17655, Dec. 30, 1965, as amended by CGFR 68-60, 33 FR 10077, July 12, 1968; CGD 73-49R, 38 FR 12290, May 10, 1973]

§ 44.05-30 Load line certificate.

(a) The load line certificates for a special service coastwise or special inter-island voyage shall be issued in addition to any other applicable load line certificates and shall be on the form shown in § 44.05-35.

§ 44.05-35 Form of load line certificate.

(a) Where no other Load Line certificate is issued:

LOAD LINE CERTIFICATE FOR A SPECIAL SERVICE COASTWISE OR INTER-ISLAND VOYAGE

Issued under the authority of the Commandant, U.S. Coast Guard, United States of America, under the provisions of the Coastwise Load Line Act of August 27, 1935, as amended.

[SEAL]

Issued by _____
Certificate No. _____

This certificate is valid only for coastwise or inter-island voyages that are between the limits of _____ and _____ provided the vessel is engaged solely in the trade stated herein.

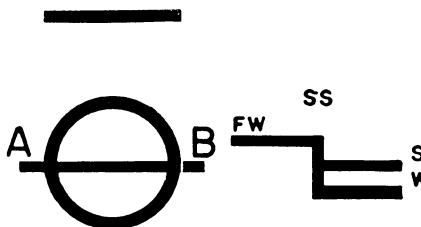
Ship _____
Official No. _____
Port of registry _____
Trade of vessel _____
Gross tonnage _____

Freeboard from deck line	Load line
Tropical (T)	Above (S).
Summer (S)	Upper edge of line through center of disk.
Winter (W)	Below (S).

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*Allowance for fresh water for all freeboards (except on the Great Lakes) _____

The upper edge of the deck line from which these freeboards are measured is _____ inches above the top of the _____ deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the Load Line Regulations of the Commandant, U.S. Coast Guard, applicable to vessels engaged on this special service voyage.

**This certificate remains in force until _____, Issued at _____ on the _____ day of _____, 19____.

(Here follows the signature or seal and description of the assigning authority)

NOTES: (1) In accordance with the Load Line Regulations, the disk or diamond and the lines must be permanently marked by center punch marks or cutting.

(2) The load line assignment given by this certificate necessarily assumes that the nature and stowage of cargo, balast, etc., are such as to secure sufficient stability for the vessel. Accordingly, it is the owner's responsibility to furnish the Master of the vessel with stability information and instructions when this is necessary to maintenance of sufficient stability.

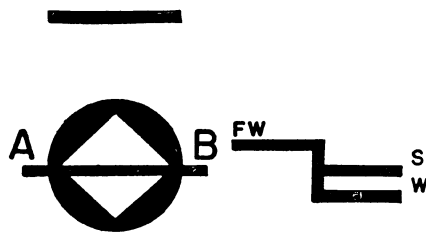
(On the reverse side of the load line certificate, the provision for annual inspection endorsement and for renewal of the certificate is to be the same as for vessels engaged in the foreign trade.)

(b) Where the Special Service Load Line Certificate is issued in addition to _____

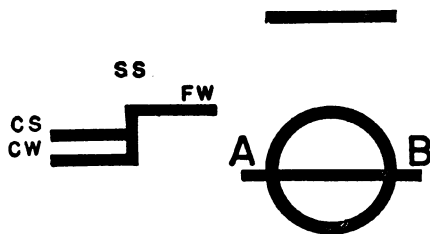
*Where seagoing steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

**Upon the expiration of the certificate renewal must be obtained as provided by the Load Line Regulations and the certificate so endorsed. Endorsement should also be made in the spaces provided on the occasion of each annual inspection required by the Load Line Regulations.

a Great Lakes Load Line Certificate, the wording of the Special Service Load Line Certificate is to be identical to that given in paragraph (a) of this section, but the markings indicated in the form shall be replaced by the following markings:



(c) Where the Special Service Load Line Certificate is issued in addition to an Unlimited Coastwise or International Load Line Certificate, the wording of the Special Service Load Line Certificate is to be identical to that given in paragraph (a) of this section, but the markings indicated in the form shall be replaced by the following markings:



Subpart C—Rules for Assigning Working Freeboards to Hopper Dredges

SOURCE: CGD 76-080, 54 FR 36977, Sept. 6, 1989, unless otherwise noted.

§ 44.300 Applicability.

This subpart applies to each self-propelled hopper dredge—

- (a) For which a working freeboard assignment is desired after January 1, 1990; and
- (b) That operates with a working freeboard assigned under this subpart.

§ 44.310 Definitions.

Hopper dredge means a self-propelled dredge with an open hold or hopper in the hull of the dredge that receives dredged material.

Working freeboard means one-half the distance between the mark of the load line assigned under this subchapter and the freeboard deck.

§ 44.320 Submission of plans and calculations.

To request a working freeboard, calculations, plans, and stability information necessary to demonstrate compliance with this subpart must be submitted to the:

- (a) Commanding Officer, U.S. Coast Guard Marine Safety Center 1900 Half Street, SW., Suite 1000, Room 525, Washington, DC 20024 by visitors, or transmitted by mail to Commanding Officer, U.S. Coast Guard Marine Safety Center, 2100 2nd St. SW., Stop 7102, Washington, DC 20593-7102, in a written or electronic format. Information for submitting the VSP electronically can be found at <http://www.uscg.mil/HQ/MS>; or
- (b) American Bureau of Shipping, ABS Plaza, 16855 Northchase Drive, Houston, TX 77060.

[CGD 76-080, 54 FR 36977, Sept. 6, 1989, as amended by USCG-1998-4442, 63 FR 52190, Sept. 30, 1998; USCG-2000-7790, 65 FR 58459, Sept. 29, 2000; USCG-2007-29018, 72 FR 53965, Sept. 21, 2007; USCG-2009-0702, 74 FR 49228, Sept. 25, 2009]

§ 44.330 Obtaining working freeboards for hopper dredges.

A hopper dredge may be issued a working freeboard on a limited service domestic voyage load line certificate or a Great Lakes load line certificate if the following are met:

- (a) The hopper dredge structure must have adequate strength for any draft up to the working freeboard draft. Dredges built and maintained in conformity with the requirements of a classification society recognized by the Commandant usually meet this requirement.
- (b) The hopper dredge must—
 - (1) Meet subpart I of part 174 of this chapter; and
 - (2) Have on its bridge remote draft indicators that:

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(i) Show the fore, aft, and mean draft of the dredge at all times while the dredge is operating; and

(ii) Have each indicator marked with the assigned freeboard and the working freeboard.

§ 44.340 Operating restrictions.

(a) Each hopper dredge assigned a working freeboard may be operated at drafts from the normal freeboard to the working freeboard if the—

(1) Seas are not more than 10 feet;

(2) Winds are not more than 35 knots;

(3) Area of operation is not more than 20 nautical miles (37 kilometers) from the mouth of a harbor of safe refuge; and

(4) Specific gravity of the spoil carried is not more than the highest specific gravity of spoil used in the stability calculations required by subchapter S of this chapter.

(b) The Assigning Authority designates on the face of the dredge's load line certificate—

(1) Each restriction contained in paragraph (a)(1) through (a)(3) of this section; and

(2) The maximum specific gravity of the spoils allowed to be carried.

PART 45—GREAT LAKES LOAD LINES

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