

Guidance on provisions¹ that include the term "to the satisfaction of the Administration" or equivalent in mandatory IMO instruments

International Convention on Load Lines 1966/88 (LLC)

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No.	Article/Annex	Regulation	Title	Provision	Guidance
1	4(4)	-	Application	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. [.....]	If applicable, BG Verkehr/Dienststelle Schiffssicherheit ² (the Administration) decides on a case-by-case basis or in general.
2	6(1)	-	Exemptions	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	If an exemption is applied for, the Administration will decide in consultation with the other involved Administration(s) on a case-by-case basis.

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- Provisions that require a definite action or determination by the Administration (where "shall" is used in the Convention)
- Provisions that require an approval or determination by the Administration (where "approved" is used in the Convention)
- Provisions that do not require a definite action by the Administration but may require an action or determination in specific circumstances (where "may" is used in the Convention)

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				present Convention to ships engaged on such voyages.	
3	6(2)	-	Exemptions	The Administration may exempt any ship which embodies features of a novel kind from any of the provision 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.	If an exemption is applied for, the Administration will decide on it on a case-by-case basis.
4	6(4)	-	Exemptions	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.	If an exemption is applied for, the Administration will decide on it on a case-by-case basis.
5	8(1)	-	Equivalents	The Administration may allow any fitting, material, appliance or apparatus to be fitted, or any other provision to be made in a ship, other than	If applicable, the Administration decides on a case-by-case basis or in general.

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				that required by the present Convention, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or provision, is at least as effective as that required by the Convention.	
6	9(1)	-	Approvals for Experimental Purposes	Nothing in the present Convention shall prevent an Administration from making specific approvals for experimental purposes in respect of a ship to which the Convention applies.	If applicable, the Administration decides on a case-by-case basis.
7	10(2)	-	Repairs, Alterations and Modifications	Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the Administration deems reasonable and practicable .	If applicable, the Administration decides on a case-by-case basis. Refer to: ➤ MSC-MEPC.2/Circ10 ➤ IACS Unified Interpretations (UI) LL77 Corr.1 for the conversion of single-hull oil tankers:
8	19(1)	-	Duration and Validity of Certificates	An International Load Line Certificate shall be issued for a period specified by the Administration , which shall not exceed 5 years.	The International Load Line Certificate will be issued for a period of five (5) years.
9	19(7)	-	Duration and Validity of Certificates	In special circumstances, as determined by the Administration , a new certificate need not be dated from the date of expiry of the existing certificate as required by paragraphs (2), (5) and (6). [.....]	If applicable, the Administration decides on a case-by-case basis.
10	Annex 1	1(1)	Strength and intact stability of ships	The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned.	The requirements of a classification society authorized by the Administration (RO) must be complied with. The following ROs are authorized by the Administration:

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					<ul style="list-style-type: none"> ➤ ABS ➤ BV ➤ CCS ➤ DNV ➤ LR ➤ Class NK ➤ KR ➤ RINA
11	Annex 1	1(2)	Strength and intact stability of ships	A ship which is designed, constructed and maintained in compliance with the appropriate requirements of an organization, including a classification society, which is recognized by the Administration or with applicable national standards of the Administration in accordance with the provisions of regulation 2-1, may be considered to provide an acceptable level of strength. [.....]	The requirements of a RO must be complied with.
12	Annex 1	1(3)	Strength and intact stability of ships	[.....] Ships constructed before 1 July 2010 shall comply with an intact stability standard acceptable to the Administration .	Refer to: <ul style="list-style-type: none"> ➤ Resolution A.749(18), as amended by Resolution MSC.75(69) for ships constructed before 1 July 2010
13	Annex 1	2(3)	Application	Ships designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of regulations 1 to 40, inclusive. Additional freeboard may be required as determined by the Administration .	If applicable, the Administration decides on a case-by-case basis.
14	Annex 1	2(4)	Application	Ships of wood or of composite construction, or of other materials the use of which the Administration has approved , or ships whose constructional	If applicable, the Administration decides on a case-by-case basis.

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				features are such as to render the application of the provisions of this Annex unreasonable or impracticable, shall be assigned freeboards as determined by the Administration .	
15	Annex 1	2(5)	Application	[.....] Relaxations from these requirements may be granted to a ship to which a greater than minimum freeboard is assigned, on condition that the Administration is satisfied with the safety conditions provided.	<p>Refer to:</p> <ul style="list-style-type: none"> - IACS UI LL51 Rev.2 - IACS UI LL64 Rev.5
16	Annex 1	2-1	Authorization of recognized organizations	The Administration shall authorize organizations, including classification societies, referred to in article 13 of the Convention and regulation 1(2) in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), [.....]	<p>Organizations authorized to perform statutory task in accordance with the Convention are published under www.deutsche-flagge.de.</p> <p>The following ROs are authorized by the Administration:</p> <ul style="list-style-type: none"> ➤ ABS ➤ BV ➤ CCS ➤ DNV ➤ LR ➤ Class NK ➤ KR ➤ RINA
17	Annex 1	3(9) (b)	Definitions of terms used in the Annexes	[.....] At the option of the owner and subject to the approval of the Administration , a lower deck may be designated as the freeboard deck provided it is a complete and permanent deck continuous in a fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships.	<p>If applicable, the Administration decides on a case-by-case basis.</p> <p>Refer to:</p> <ul style="list-style-type: none"> ➤ IACS UI LL39 Rev.1 ➤ IACS UI LL68 Rev.1

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18	Annex 1	8	Details of marking	[.....] They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration . [.....]	Refer to: ➤ IACS UI LL4 Rev.1
19	Annex 1	10(1)	Information to be supplied to the master	The master of every new ship shall be supplied with information to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure, provided that this requirement need not apply to any particular length, design or class of ship where the Administration considers it to be unnecessary .	Refer to: ➤ IACS Unified Requirements (UR) S1 Rev.7
20	Annex 1	10(2)	Information to be supplied to the master	Information shall be provided to the master in a form that is approved by the Administration or a recognised organization. [.....]	Refer to: ➤ Relevant provisions of the Intact Stability (IS) Code 2008 shall apply for ships built on or after 1 July 2010 ➤ Requirements provided in IMO Resolution A.749 (18), as amended by Resolution MSC.75(69) shall apply for ships built before 1 July 2010. ➤ IACS UI LL45 Rev.2
21	Annex 1	10(3)	Information to be supplied to the master	[.....] if the Administration so approves , have its inclining test on completion dispensed with, provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the ship can be obtained [.....] if the Administration decides that the performance of an inclining experiment is not practicable [.....]	If applicable, the Administration decides on a case-by-case basis, according to the IS-Code (2008), Part B, Chapter 8, Rule 8.1.2 and 8.1.3.

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22	Annex 1	11	Superstructure end bulkheads	Bulkheads at exposed ends of enclosed superstructures shall be of an acceptable level of strength.	The requirements of a RO must be complied with.
23	Annex 1	12(2)	Doors	Unless otherwise permitted by the Administration , doors shall open outwards to provide additional security against the impact of the sea.	<u>Pilot Doors</u> : Refer to SOLAS Chapter V, Rule 23-5 <u>For all other cases</u> : In special circumstances and on a case-by-case basis the Administration may permit deviations from this standard provided that an equivalent level of safety is achieved.
24	Annex 1	14(1)	Cargo and other hatchways	The construction and means for securing the watertightness of cargo and other hatchways in position 1 and 2 shall be at least equivalent to the requirements of regulation 16, unless the application of regulation 15 to such hatchways is granted by the Administration .	<u>If applicable</u> : For strength aspects the requirements of the RO must be complied with. For all other aspects the Administration decides on a case-by-case basis.
25	Annex 1	14(2)	Cargo and other hatchways	Coamings and hatchway covers to exposed hatchways on decks above the superstructure deck shall comply with the requirements of the Administration .	The Administration requirement in this context is that such coamings and hatchway cover shall comply with the requirements of a RO, considering the positions as defined in Regulation 13 and in association with its Unified Interpretation (UI) (MSC.1/Circ.1535). Refer to: ➤ IACS UI LL64 Rev.5
26	Annex 1	14-1(2)	Hatchway coamings	In the case of hatchways which comply with regulation 16(2) through (5), the height of these coamings may be reduced, or the coamings omitted entirely, on condition that the Administration is satisfied that the safety of the ship is not thereby impaired in any sea conditions.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be approved. The Note in MSC.1/Circ.1535 with regard to flush bolted access covers may be considered.

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27	Annex 1	15(7)	Hatchways closed by portable covers and secured weathertight by tarpaulins and battening devices	The strength and stiffness of covers made of materials other than mild steel shall be equivalent to those of mild steel to the satisfaction of the Administration.	<p>The requirements of a RO must be complied with.</p> <p>Refer to:</p> <ul style="list-style-type: none"> ➤ IACS UI LL20 Rev.1
28	Annex 1	16(1)	Hatchways closed by weathertight covers of steel or other equivalent materials	[.....] The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. [.....]	<p>The requirements of a RO must be complied with.</p> <p>Refer to:</p> <ul style="list-style-type: none"> ➤ IACS Recommendations (REC)14 Rev.2 <p>The tightness testing of weathertight hatch covers shall be carried out in accordance with REC14 Rev.2.</p>
29	Annex 1	16(6)	Hatchways closed by weathertight covers of steel or other equivalent materials	The means for securing and maintaining weathertightness by other means than gaskets and clamping shall be to the satisfaction of the Administration.	<p>The requirements of a RO must be complied with.</p> <p>Refer to:</p> <ul style="list-style-type: none"> ➤ IACS REC14 Rev.2 <p>The tightness testing of weathertight hatch covers shall be carried out in accordance with REC14 Rev.2.</p>
30	Annex 1	17(4)	Machinery space openings	Where due to ship size and arrangement this is not practicable, lesser heights for machinery space and emergency generator room ventilator coamings, fitted with weathertight closing appliances in accordance with regulation 19(4), may be permitted by the Administration in combination with other suitable arrangements to ensure an uninterrupted, adequate supply of ventilation to these spaces.	<p>If applicable, the Administration decides on a case-by-case basis.</p> <p>The RO shall provide a substantiated proposal for the deviation to be permitted.</p>
31	Annex 1	19(3)	Ventilators	Ventilators in position 1 the coamings of which extend to more than 4.5 m above the deck, and in position 2 the	If applicable, the Administration decides on a case-by-case basis.

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				coamings of which extend to more than 2.3 m above the deck, need not be fitted with closing arrangements unless specifically required by the Administration.	SOLAS Reg. II-2/5.2.1.1 shall be considered in such cases.
32	Annex 1	19(5)	Ventilators	In exposed locations, the height of coamings may be increased to the satisfaction of the Administration.	If applicable, the Administration decides on a case-by-case basis. The height of the coaming may be increased to provide an equivalent level of safety in relation to its position / the design of the vessel.
33	Annex 1	20(2)	Air pipes	Where these heights may interfere with the working of the ship, a lower height may be approved, provided that the Administration is satisfied that the closing arrangements and other circumstances justify a lower height.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be approved.
34	Annex 1	21(1)	Cargo ports and other similar openings	[.....] Unless otherwise granted by the Administration , these opening shall open outwards. [.....]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be approved.
35	Annex 1	21(2)	Cargo ports and other similar openings	Unless otherwise permitted by the Administration , the lower edge of openings referred to in paragraph (1) shall not be below a line drawn parallel to the freeboard deck at side, which is at its lowest point at least 230 mm above the upper edge of the uppermost load line.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be permitted. Refer to: ➤ IACS UI LL21 Rev.1
36	Annex 1	21(5)	Cargo ports and other similar openings	Arrangements for bow doors and their inner doors, side doors and stern doors and their securings shall be in compliance with the requirements of a	The requirements of a RO must be complied with. Refer to: ➤ IACS UI SC220 Rev.1

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				recognised organization, or with the applicable national standards of the Administration which provide an equivalent level of safety.	
37	Annex 1	22(6)	Scuppers, inlets and discharges	[.....] All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration .	The requirements of a RO must be complied with.
38	Annex 1	23(1)	Side scuttles, windows and skylights	Side scuttles and windows, together with their glasses, deadlights and storm covers, if fitted, shall be of an approved design and substantial construction.	The requirements of a RO or accepted international Standards (ISO 3903 for windows, ISO 1751 for side scuttles) must be complied with.
39	Annex 1	25(2)	Protection of the crew	[.....] The height of the bulwarks or guard rails shall be at least 1 m from the deck, provided that where this height would interfere with the normal operation of the ship, a lesser height may be approved, if the Administration is satisfied that adequate protection is provided.	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be approved. Refer to: ➤ IACS UI LL14 Corr.1 ➤ IACS UI LL47 Rev.3
40	Annex 1	27(8)	Types of ships	Any type 'B' ship of over 100 m in length may be assigned freeboards less than those required under paragraph (7), provided that, in relation to the amount of reduction granted, the Administration is satisfied that : [.....]	If applicable, the Administration decides on a case-by-case basis. The RO shall provide a substantiated proposal for the deviation to be approved. Refer to: ➤ IACS UI LL75 Rev.1
41	Annex 1	27(13) (e) (f)	Types of ships	[.....] (e) The Administration shall give consideration to the potential hazard presented by protected or unprotected	Potential hazards should be assessed by a RO. Refer to: ➤ MSC.1/Circ.1535/Corr.1 ➤ IACS UI LL80 Rev.1

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				<p>openings which may become temporarily immersed within the range of residual stability.</p> <p>(f) The Administration is satisfied that the stability is sufficient during intermediate stages of flooding. [.....]</p>	<ul style="list-style-type: none"> ➤ Guidelines for verification of damage stability requirements for tankers (MSC.1/Circ.1461)
42	Annex 1	28(1) 28(2)	Freeboard table	[.....]Ships above 365 m in length shall be dealt with by the Administration.	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ IACS UI LL18 Rev.1
43	Annex 1	39(3)	Minimum bow height	<p>Ships which, to suit exceptional operational requirements, cannot meet the requirements of paragraphs (1) and (2) of this regulation may be given special consideration by the Administration.</p>	If applicable, the Administration decides on a case-by-case basis.
44	Annex 1	44(6)	Stowage	<p>Timber deck cargo shall be effectively secured throughout its length by a lashing system acceptable to the Administration for the character of the timber carried*.</p>	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Provisions contained in the Code of Safe Practice for Ships Carrying Timber Deck Cargoes (Resolution A.715(17))
45	Annex 1	44(9)	Stowage	Where the requirements prescribed in paragraph (8) are impracticable, alternative arrangements satisfactory to the Administration shall be used.	If applicable, the Administration decides on a case-by-case basis.