



# Antigua and Barbuda Maritime Administration

Miscellaneous Circular  
No. 2024-001  
Rev 1  
25 November 2025

**SUBJECT:** Carriage of more than one Load Line Certificate

**REFERENCE:**

- a) *Antigua and Barbuda Merchant Shipping Act (MSA) 2006 and related Regulations (Statutory Instruments, Directives and Circulars, as applicable)*
- b) *Agreement covering the delegation of Statutory Services*
- c) *International Load Line Convention 1966 (LLC)*
- d) [Information Notice 2018-005](#) *Dual Load Lines Policy/Change of Load Lines/Attendance of Class Surveyor*

**TO:** Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships, and recognized organizations

**1. PURPOSE**

This Circular provides guidance for Antigua and Barbuda flagged ships on how to practically handle more than one Load Line Certificate and clarifies the acceptance of punching or cut-in methods for permanent markings under Regulation 8 of the ICLL.

**2. APPLICATION**

This Circular applies to all Antigua and Barbuda flagged ships.

**3. BACKGROUND**

A load line is a special marking positioned amidships which depicts the draft of the vessel and the maximum permitted limit in distinct types of waters to which the ship can be loaded.

Nothing shall prevent a flag Administration from assigning a greater freeboard than the minimum freeboard determined in accordance with Annex I of Annex B of the 1988 Protocol to the International Load Line Convention.

Regulation 8 of the International Convention on Load Lines (ICLL) requires that the load line ring, lines, and letters be permanently marked on the ship's sides to the satisfaction of the Administration and painted to ensure clear visibility.

This Circular therefore provides clarification on the acceptance of such methods by the Antigua and Barbuda Administration.

#### 4. OBLIGATIONS AND RESPONSIBILITIES

1. The general conditions for the issuance and carriage of additional International Load Line Certificates onboard Antigua and Barbuda ships are as follows:
  1. The ship must fully comply with all the relevant safety requirements in force for a ship of maximum draught/deadweight, for which minimum freeboard could be assigned.
  2. Each set of Load Line marks corresponding to the certificates shall be permanently marked on the ship's sides and be verified by a surveyor from a Recognised Organisation (RO).
  3. Only the set of load line marks corresponding to the least freeboard assigned shall normally show the full grid markings. The additional increased freeboard shall be marked as all seasonal, and only the load line mark and the Fresh Water Load Line need be marked. However, in individual cases and at the discretion of the owner, a full grid of density and seasonal load lines may be marked.
  4. Only one set of load line marks shall be visible at any one time and the remaining load line marks shall be effectively obliterated with paint.
  5. The Master may alter the load line marks for the vessel in accordance with the applicable Load Line Certificate and item .4 above. The new marks shall be verified by the Master who, when satisfied with the alterations and the condition of the vessel, makes an official entry in the ship's deck logbook stating the certificate in use. The Master must ensure that the correct load line mark and associated certificate are on display, and that all other certificates are placed in a sealed envelope on board. If electronic certificates are issued by the RO, the Master shall ensure that the correct electronic certificates are on display in the database.
  6. The RO should attend the ship at the first convenient port to survey and endorse the change, in accordance with the requirements above.

7. Punching or cut-in methods may be accepted as permanent means of marking the Load Line rings, lines, and letters in accordance with Regulation 8 of the International Convention on Load Lines, provided that:
  1. The marks are of sufficient depth to remain clear and legible for the service life of the vessel.
  2. The marks are placed in a location and orientation that ensures unobstructed visibility.
  3. The marks are painted in accordance with Load Line Regulation 8 to provide clear contrast.
  4. The attending RO surveyor is satisfied that the marking method used achieves durability and permanence equivalent to welded marking.

Where these conditions are met, punching or cut-in markings may be accepted in lieu of welded marks.

**Issued by**

Antigua and Barbuda  
Department of Marine Services and Merchant Shipping  
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