

RESOLUTION A.514(13)

*Adopted on 17 November 1983
Agenda item 10(b)*

**AMENDMENTS TO THE REGULATION EQUIVALENT TO REGULATION 27
OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966**

THE ASSEMBLY,

NOTING Article 16(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations concerning maritime safety,

RECALLING that it adopted in resolution A.320(IX) the regulation equivalent to regulation 27 of the International Convention on Load Lines, 1966,

RECOGNIZING the need for further improvement of this equivalent regulation,

HAVING CONSIDERED the recommendation by the Maritime Safety Committee at its forty-eighth session,

1. ADOPTS the amendments to the regulation equivalent to regulation 27 of the International Convention on Load Lines, 1966, the text of which is annexed to the present resolution;
2. RECOMMENDS Governments concerned to accept the amendments when applying the regulation equivalent to regulation 27;
3. REQUESTS the Maritime Safety Committee to keep the requirements of the International Convention on Load Lines, 1966, under review and to report as necessary to the Assembly.

ANNEX

**AMENDMENTS TO THE REGULATION EQUIVALENT TO REGULATION 27
OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966
(RESOLUTION A.320(IX))**

Paragraph (3)

Delete "if over 225 metres (738 feet) in length" in the second sentence.

Paragraph (8)(d)

Amend "225 metres (738 feet)" to read "150 metres (492 feet)" in the second sentence.

Paragraph (10)(b)

Amend "225 metres (738 feet)" to read "150 metres (492 feet)"

Paragraph (13)(a)

Amend the paragraph to read:

“The final waterline after flooding, taking into account sinkage, heel and trim, is below the lower edge of any opening through which progressive downflooding may take place. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors (even if they comply with regulation 12) or hatch covers (even if they comply with regulation 16 or 19(4)), and may exclude those openings closed by means of manhole covers and flush scuttles (which comply with regulation 18), cargo hatch covers of the type described in regulation 27(2), remotely operated sliding watertight doors, and side scuttles of the non-opening type (which comply with regulation 23). However, in the case of doors separating a main machinery space from a steering gear compartment, watertight doors may be of a hinged, quick acting type kept closed at sea, whilst not in use, provided also that the lower sill of such doors is above the summer load waterline.”