

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.

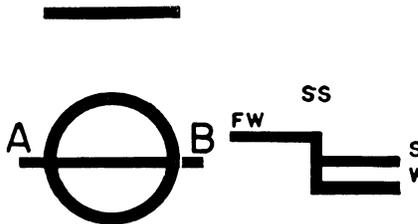
Ship _____
Official No. _____
Port of registry _____
Trade of vessel _____
Gross tonnage _____

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.