load lines shall comply with the requirements in this part.


§ 46.15–10 Subdivision load lines.

(a) Subdivision load lines shall be located by measuring vertically down from the deck line required by part 42 of this subchapter.

(b) The length, width, and manner of marking the lines shall be as provided in subpart 42.13 of this subchapter.

(c) No subdivision load line is to be placed so that the freeboard is reduced from that determined by the highest seasonal mark permitted by part 42.

(d) When the highest subdivision load line is located on a vessel used as a passenger vessel in a position between the highest and lowest seasonal load line marks, the seasonal load line marks above the subdivision load line will be omitted and those below will be marked.

(e) When the freeboard from the highest subdivision load line on a vessel used as a passenger vessel is greater than the freeboard from the lowest load line permitted by part 42 of this subchapter, the load lines required by part 42 of this subchapter shall be omitted and the disk with its horizontal line located in line with the highest subdivision load line.

(f) One fresh water line shall be marked. When a subdivision and a normal load line are combined, the normal fresh water line only shall be used unless the position of the subdivision load line is such that confusion will result, in which case a subdivision fresh water line may be used, marked FC1 and the normal fresh water line omitted.

(g) Subdivision load lines shall be aft of the vertical line. The vertical line shall be extended as necessary to connect the lowest and highest load lines marked on the vessel.

(h) When a vessel has spaces used for cargo and passengers alternatively so that the position of the subdivision load line varies with the service, subdivision load lines for the principal passenger condition shall be marked and denoted by C1 and the alternative conditions marked and denoted by C2, C3, etc. The position of each load line and the conditions under which a particular load line is applicable shall be noted in the certificate.

(i) The principal passenger condition for a vessel having spaces used for passengers and cargo alternatively is the condition where only those spaces appropriated exclusively to passengers are taken into consideration for determination of the subdivision load line.
(j) For Great Lakes vessels, references to part 42 shall read part 45 and a “diamond” shall be substituted for the “disk”. No “fresh water” line will be marked.


PART 47—COMBINATION LOAD LINES

Subpart A—General

Sec. 47.100 Purpose.
47.110 Definitions used in this part.

Subparts B–E [Reserved]

Subpart F—International and Great Lakes Service; Stability Limited Deck Cargo Barges

47.600 Description of service.
47.610 Conditions of assignment.
47.620 Load line marks.
47.630 Restrictions.
47.640 Form of certificate.

Subpart G [Reserved]


Subpart A—General

§ 47.100 Purpose.
(a) The purpose of the regulations in this part is to set forth simplified alternative marking schemes for those vessels operating in more than one service. Operating requirements for a given vessel could vary depending on the service, the season of the year, stability requirements, manning requirements and tonnage requirements. The conditions of assignment, restrictions applicable, form of the certificate and the load line marks are described.

§ 47.110 Definitions used in this part.
(a) International service means:
(1) A voyage by sea between a port under the jurisdiction of the United States and a port of a foreign country, its colonies, territories, or protectorates, or conversely (a voyage exclusively on the Great Lakes is excepted); or
(2) A voyage that proceeds beyond 20 nautical miles from the territorial sea baseline.

(b) Great Lakes service means a voyage from a United States port or place on the Great Lakes to another United States port or place on the Great Lakes or to a Canadian port or place on the Great Lakes, or conversely. In accordance with related Canadian regulations, the waters of the St. Lawrence River west of a rhumb line drawn from Cap de Rosiers to West Point, Anticosti Island, and west of a line along 63° W. Longitude from Anticosti Island to the north shore of the St. Lawrence River shall be considered as part of the Great Lakes. In addition, the Victoria Bridge, Montreal, Canada, is the dividing line between fresh water and salt water in the St. Lawrence River.

Subparts B–E [Reserved]