

AMSA REGULATORY REVIEW

Draft Marine Order 16 (Load lines) 2025 is open for consultation until 31 March 2025

Who does this Order apply to?

Marine Order 16 (Load lines) 2014 (MO16) gives effect to the International Convention on Load Lines (Load Lines Convention). It deals with certification of vessels for evidence of survey and compliance with the Load Lines Convention, provides for the marking of vessels, sets out the circumstances when a vessel is overloaded, and applies to regulated Australian vessels and foreign vessels.

Background

The International Load Lines Convention is applicable to commercial recreational vessels $\geq 24\text{m}$ length on international voyages. The marine order is not clear that if an Australian recreational vessel is a regulated Australian vessel (RAV) and operates as a commercial yacht, it is subject to the Load Lines Convention and therefore MO16 applies to it.

MO16 was last issued in 2014 and it is appropriate to have a full review of the marine order for any necessary updating and to reissue it in the current drafting style, which will improve its usability.

What are the key changes?

Marine Order 16 (Load Lines) 2025 will be issued to clarify that the issuing body can issue International Load Lines Certificates to Australian recreational vessels operating as commercial yachts. Other stylistic and editorial updates will be made as appropriate.

A summary of the main changes are:

- a. clarifying that if an Australian recreational vessel is a RAV and operates as a commercial yacht, it is subject to the Load Lines Convention and MO16 applies to it; and
- b. making the marine order up to date, consistent with the current drafting style, and easy to understand.

Commencement

It is intended that Marine Order 16 (Load lines) 2025 will commence on **1 July 2025**.

The table below compares the current Marine Order 16 (2014) and the draft Marine Order 16 (2025).

All Changes are **yellow highlighted** and deleted texts from the current MO16 are shown as ~~strikethrough~~

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
Division 1 Preliminary.....3 1 Name of Order.....3 2 Purpose3 3 Power3 4 Definitions.....3 5 Interpretation4 6 Application5 7 Exemptions.....5 8 Equivalents.....5 Division 2 Certificates issued under the Navigation Act6 Subdivision 2.1 Various matters about certificates.....6 9 Certificates required6 10 Applying for certificates6 11 Commencement and duration of certificates6 12 Variation of certificates6 13 Criteria for the revocation of certificates7 Subdivision 2.2 International Load Lines Certificates7 14 Criteria for issue of an International Load Lines Certificate7 15 Conditions on an International Load Lines Certificate7 16 Endorsement on an International Load Lines Certificate8 Subdivision 2.3 International Load Lines Exemption Certificates.....8 17 Criteria for issue of an International Load Lines Exemption Certificate 8 18 Conditions on an International Load Lines Exemption Certificate8 19 Endorsement on an International Load Lines Exemption Certificate8 Division 3 Requirements for foreign vessels9 20 Certificates required for foreign vessels.....9 21 Requirements for foreign vessels.....9 Division 4 Information requirements9 22 Loading stress information9 23 Stability information 10 Division 5 Vessels not to be overloaded10 24 The meaning of <i>overloaded</i> 10 25 Appropriate load line 11	Division 1 Preliminary3 1 Name of Marine Order 3 1A Commencement 3 1B Repeal of <i>Marine Order 16 (Load Lines) 2014</i>..... 3 2 Purpose3 3 Power.....3 4 Definitions4 5 Interpretation.....4 6 Application5 7 Exemptions5 8 Equivalents6 Division 2 Certificates issued under the Navigation Act.....6 Subdivision 2.1 Various matters about certificates.....6 9 Certificates required6 10 Applying for certificates6 11 Commencement and duration of certificates7 12 Variation of certificates7 13 Criteria for the revocation of certificates7 Subdivision 2.2 International Load Lines Certificates.....8 14 Criteria for issue of an International Load Lines Certificate.....8 15 Conditions on an International Load Lines Certificate....8 16 Endorsement on an International Load Lines Certificate8 Subdivision 2.3 International Load Lines Exemption Certificates.....9 17 Criteria for issue of an International Load Lines Exemption Certificate9 18 Conditions on an International Load Lines Exemption Certificate.....9 19 Endorsement on an International Load Lines Exemption Certificate.....9 Division 3 Requirements for foreign vessels.....9 20 Certificates required for foreign vessels9 21 Requirements for foreign vessels.....9 Division 4 Information requirements10 22 Loading stress information10 23 Stability information170 Division 5 Vessels not to be overloaded.....11 24 The meaning of <i>overloaded</i>181	Updated table as necessary.

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
Division 6 Other matters12 26 Entries to be made in the official logbook 12 27 Notifying alterations..... 12 28 Marking requirements for regulated Australian vessels 12 29 Minimum bow height 12	25 Appropriate load line..... 191 Division 6 Other matters12 26 Entries to be made in the official logbook..... 12 27 Notifying alterations 12 28 Marking requirements for regulated Australian vessels12	
Division 1 Preliminary	Division 1 Preliminary	
1 Name of Order This Order is <i>Marine Order 16 (Load lines) 2014</i> .	1 Name of Marine Order This Marine Order is <i>Marine Order 16 (Load lines) 2025</i> .	Issue date updated. Added the word “Marine” before the word “Order” throughout as appropriate.
	1A Commencement This Marine Order commences on 1 July 2025.	New section added as required.
	1B Repeal of <i>Marine Order 16 (Load lines) 2014</i> <i>Marine Order 16 (Load lines) 2014</i> is repealed.	New section added as required.
2 Purpose This Order: <ul style="list-style-type: none"> (a) gives effect to the Load Lines Convention; and (b) deals with certification of vessels for evidence of survey and compliance with the Load Lines Convention; and (c) provides for the marking of vessels; and (d) sets out the circumstances when a vessel is overloaded; and (e) prescribes entries relating to load lines to be made in the official logbook of a regulated Australian vessel. 	2 Purpose This Marine Order: <ul style="list-style-type: none"> (a) gives effect to the Load Lines Convention; and (b) deals with certification of vessels for evidence of survey and compliance with the Load Lines Convention; and (c) provides for the marking of vessels; and (d) sets out the circumstances when a vessel is overloaded; and (e) prescribes entries relating to load lines to be made in the official logbook of a regulated Australian vessel. 	Added the word “Marine” before the word “Order” throughout as appropriate.

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>3 Power</p> <p>(1) The following provisions of the Navigation Act provide for this Order to be made:</p> <ul style="list-style-type: none"> (a) section 98 which provides that the regulations may provide for safety certificates including giving effect to the Load Lines Convention; (b) subsection 309(2) which provides that the regulations may provide for the keeping of logbooks; (c) section 113 which provides that the regulations may provide for when a vessel is overloaded; (d) section 314 which provides that the regulations may provide for matters relating to certificates; (e) paragraph 340(1)(d) which provides that the regulations may provide for giving effect to the Load Lines Convention; (f) subsection 341(1) which provides that the regulations may provide for the imposition of penalties and civil penalties for a contravention of certain instruments including an order. <p>(2) Subsection 339(1) of the Navigation Act provides for regulations to be made prescribing matters required or permitted to be prescribed, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.</p> <p>(3) Subsection 342(1) of the Navigation Act provides that AMSA may make orders about matters that can be provided for by regulation.</p>	<p>3 Power</p> <p>(1) The following provisions of the Navigation Act provide for this Marine Order to be made:</p> <ul style="list-style-type: none"> (a) section 98 which provides that the regulations may provide for safety certificates including giving effect to the Load Lines Convention; (b) subsection 309(2) which provides that the regulations may provide for the keeping of logbooks; (c) section 113 which provides that the regulations may provide for when a vessel is overloaded; (d) section 314 which provides that the regulations may provide for matters relating to certificates; (e) paragraph 340(1)(d) which provides that the regulations may provide for giving effect to the Load Lines Convention; (f) subsection 341(1) which provides that the regulations may provide for the imposition of penalties and civil penalties for a contravention of certain instruments including an order. <p>(2) Subsection 339(1) of the Navigation Act provides for regulations to be made prescribing matters required or permitted to be prescribed, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act.</p> <p>(3) Subsection 342(1) of the Navigation Act provides that AMSA may make orders about matters that can be provided for by regulation.</p> <p>(4) Subsection 342(4) of the Navigation Act allows a Marine Order to provide for a matter by applying, adopting or incorporating any matter contained in any instrument or document in force or existing from time to time.</p>	<p>New power added as appropriate to ensure there is power to say, “as in force from time to time”.</p>

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>4 Definitions</p> <p>In this Order:</p> <p><i>conditions of assignment</i> means the regulations in Chapter II of Annex I to the Load Lines Convention, including any application of the regulations to vessels not engaged on international voyages or to which the Load Lines Convention does not apply.</p> <p><i>International Load Lines Certificate</i>, for a regulated Australian vessel, means a safety certificate relating to the survey and marking of load lines that is:</p> <ul style="list-style-type: none"> (a) issued under section 100 of the Navigation Act; and (b) in the form of the International Load Lines Certificate set out in Annex III to the Load Lines Convention. <p><i>International Load Lines Exemption Certificate</i>, for a regulated Australian vessel, means a safety certificate that is:</p> <ul style="list-style-type: none"> (a) issued under section 100 of the Navigation Act exempting the vessel from requirements of the Load Lines Convention; and (b) in the form of the International Load Lines Exemption Certificate set out in Annex III to the Load Lines Convention. <p><i>Note 1</i> Some terms used in this Order are defined in <i>Marine Order 1 (Administration) 2013</i>, including:</p> <ul style="list-style-type: none"> • equivalent • fishing vessel • IMO • passenger vessel • recognised organisation (for organisations that have been prescribed for the definition — see <i>Marine Order 1 (Administration) 2013</i>)) 	<p>4 Definitions</p> <p>In this Marine Order:</p> <p><i>conditions of assignment</i> means the regulations in Chapter II of Annex I to the Load Lines Convention, including any application of the regulations to vessels not engaged on international voyages or to which the Load Lines Convention does not apply.</p> <p><i>International Load Lines Certificate</i>, for a regulated Australian vessel, means a safety certificate relating to the survey and marking of load lines that is:</p> <ul style="list-style-type: none"> (a) issued under section 100 of the Navigation Act; and (b) in the form of the International Load Lines Certificate set out in Annex III to the Load Lines Convention. <p><i>International Load Lines Exemption Certificate</i>, for a regulated Australian vessel, means a safety certificate that is:</p> <ul style="list-style-type: none"> (a) issued under section 100 of the Navigation Act exempting the vessel from requirements of the Load Lines Convention; and (b) in the form of the International Load Lines Exemption Certificate set out in Annex III to the Load Lines Convention. <p><i>Note 1</i> Some terms used in this Marine Order are defined in <i>Marine Order 1 (Administration) 2013</i>, including:</p> <ul style="list-style-type: none"> • equivalent • fishing vessel • IMO • passenger vessel • recognised organisation (for organisations that have been prescribed for the definition — see <i>Marine Order 1 (Administration) 2013</i>)) 	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<ul style="list-style-type: none"> • SOLAS • use. <p><i>Note 2</i> Other terms used in this Order are defined in the Navigation Act, including:</p> <ul style="list-style-type: none"> • issuing body • Load Lines Convention • master • regulated Australian vessel. <p><i>Note 3</i> Information on obtaining copies of IMO documents mentioned in this Order is available from AMSA’s website at http://www.amsa.gov.au.</p> <p><i>Note 4</i> For delegation of AMSA’s powers under this Order — see the AMSA website Marine Orders link at http://www.amsa.gov.au.</p>	<ul style="list-style-type: none"> • SOLAS • use. <p><i>Note 2</i> Other terms used in this Marine Order are defined in the Navigation Act, including:</p> <ul style="list-style-type: none"> • issuing body • Load Lines Convention • master • regulated Australian vessel. <p><i>Note 3</i> Information on obtaining any IMO Resolution or document mentioned in this Marine Order is available from AMSA’s website at www.amsa.gov.au. The text of the original Load Lines Convention and SOLAS, and any amendments in force, are accessible through the Australian Treaties Library on the AustLII website at www.austlii.edu.au.</p> <p><i>Note 4</i> For delegation of AMSA’s powers under this Marine Order — see the AMSA website Marine Orders link at www.amsa.gov.au.</p>	<p>Note 3 re-drafted as appropriate and directing to the AustLII website for accessing conventions.</p>
<p>5 Interpretation</p> <p>In this Order:</p> <p>(a) a term that is used but is not defined for this Order, and is defined in the Load Lines Convention, has the meaning given by Load Lines Convention; and</p> <p>(b) for a regulated Australian vessel — a reference in the Load Lines Convention to <i>the Administration</i> is taken to mean AMSA; and</p> <p>(c) the unified interpretations of the Load Lines Convention, published by the IMO, are to be taken into account in complying with the requirements of the convention.</p> <p><i>Note for paragraph (b)</i> — AMSA has an agreement with each of the recognised organisations mentioned in Schedule 1 of <i>Marine Order 1 (Administration) 2013</i> for the provision of survey and certification</p>	<p>5 Interpretation</p> <p>(1) For a provision of the Load Lines Convention applied, adopted or incorporated by this Marine Order, the Administration is:</p> <p>(a) for a regulated Australian vessel — AMSA; or</p> <p>(b) for a foreign vessel — the Administration of the country where the vessel is registered.</p> <p>(2) If an expression used in this Marine Order is also used in a provision of an instrument (such as the Load Lines Convention) or other writing applied, adopted or incorporated by this Marine Order, the expression has the same meaning as in that instrument or other writing, unless the contrary intention appears.</p>	<p>Re-drafted for clarity and consistency with current drafting style.</p> <p>For simplification and consistency with other current MOs, removed the first Note as not required.</p>

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>services for vessels registered in Australia. These bodies are authorised to provide these services on behalf of AMSA.</p> <p>Note for paragraph (e) The following circulars are relevant: LL.3/Circ.55, LL.3/Circ.69, LL.3/Circ.77, LL.3/Circ.130, LL.3/Circ.155, LL.3/Circ.162, LL.3/Circ.194 and LL.3/Circ.208.</p>	<p>(3) The unified interpretations of the Load Lines Convention, published by the IMO, are to be taken into account in complying with the requirements of the convention.</p> <p>Note The following IMO circulars are relevant: LL.3/Circ.55, LL.3/Circ.69, LL.3/Circ.77, LL.3/Circ.130, LL.3/Circ.155, LL.3/Circ.162, LL.3/Circ.194 and LL.3/Circ.208.</p>	<p>“IMO” inserted after the word “following” for clarity.</p>
<p>6 Application</p> <p>This Order applies to:</p> <p>(a) a regulated Australian vessel; and</p> <p>(b) other than Divisions 2 and 6 — a foreign vessel.</p>	<p>6 Application</p> <p>This Marine Order applies to:</p> <p>(a) a regulated Australian vessel; and</p> <p>(b) other than Divisions 2 and 6 — a foreign vessel.</p> <p>Note A yacht that is used in connection with a commercial activity is subject to this Marine Order if the vessel is a regulated Australian vessel — see paragraph (1)(d) of Article 5 of the Load Lines Convention and the definition of regulated Australian vessel in section 15 of the Navigation Act.</p>	<p>New Note added to clarify that if an Australian recreational vessel operates as a commercial yacht and is a regulated Australian vessel it is subject to application of the Load Lines Convention and hence this marine order. This implies that an International Load Lines Certificate can be issued to such a commercial yacht.</p>
<p>7 Exemptions</p> <p>(1) An owner of a regulated Australian vessel may apply for an exemption of a vessel from a requirement of this Order in accordance with the application process set out in Division 3 of <i>Marine Order 1 (Administration) 2013</i>.</p> <p>Note For a vessel ordinarily engaged on international voyages, or a vessel intending to undertake a single international voyage, that is seeking an International Load Lines Exemption Certificate in accordance with paragraph (2) or (4) of Article 6 of the Load Lines Convention — see Division 2.</p> <p>(2) AMSA may give an exemption only if satisfied that:</p>	<p>7 Exemptions</p> <p>(1) A requirement of this Marine Order does not apply in relation to a regulated Australian vessel if AMSA, under this section, exempts the vessel from the requirement.</p> <p>(2) An owner of a regulated Australian vessel may apply to AMSA, in accordance with the application process set out in Division 3 of <i>Marine Order 1 (Administration) 2013</i>, for an exemption of the vessel from a requirement of this Marine Order.</p> <p>Note 1 For a vessel ordinarily engaged on international voyages, or a vessel intending to undertake a single international voyage, that is</p>	<p>New subsection added for clarity and consistency with current drafting style and subsections re-numbered as necessary.</p> <p>Subsection (1) becomes subsection (2) and redrafted for clarity.</p>

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>(a) compliance with the requirement would be unnecessary or unreasonable having regard to the vessel, its equipment and its intended voyage; and</p> <p>(b) the exemption would be consistent with the Load Lines Convention.</p> <p><i>Note</i> <i>Marine Order 1 (Administration) 2013</i> deals with the following matters about exemptions and equivalents:</p> <ul style="list-style-type: none"> • making an application • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. <p>(3) An exemption is subject to any conditions AMSA imposes to ensure the safety of the vessel.</p> <p><i>Note</i> The owner of a vessel should attach a copy of an exemption to the record of conditions of assignment of load lines carried on board the vessel.</p> <p>(4) The owner of a vessel must comply with any conditions mentioned in subsection (3).</p>	<p>seeking an International Load Lines Exemption Certificate in accordance with paragraph (2) or (4) of Article 6 of the Load Lines Convention — see Division 2.</p> <p><i>Note 2</i> AMSA may consider an application for an exemption in relation to a vessel with a lesser bow height on the basis that the vessel embodies features of a novel kind — see regulation 39(3) of Annex I to the Load Lines Convention.</p> <p>(3) AMSA may exempt the vessel only if satisfied that:</p> <p>(a) compliance with the requirement would be unnecessary or unreasonable having regard to the vessel, its equipment and its intended voyage; and</p> <p>(b) giving the exemption would not contravene the Load Lines Convention.</p> <p><i>Note 1</i> <i>Marine Order 1 (Administration) 2013</i> deals with the following matters about exemptions:</p> <ul style="list-style-type: none"> • making an application • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. <p><i>Note 2</i> The owner of a vessel should attach a copy of an exemption to the record of conditions of assignment of load lines carried on board the vessel.</p>	<p>Note 2 added lifting section 29 and re-drafting as more appropriate. As a consequence, section 29 is deleted.</p> <p>Modified as appropriate.</p> <p>For simplicity, subsections (3) and (4) deleted as redundant, enforcement is ensured by the Navigation Act.</p> <p>Note numbers updated as appropriate.</p>
<p>8 Equivalents</p> <p>(1) A person may apply, in accordance with the application process set out in Division 3 of <i>Marine Order 1 (Administration) 2013</i>, for approval to use an equivalent on a regulated Australian vessel.</p> <p><i>Note</i> For definitions of <i>equivalent</i> and <i>use</i> — see section 6 of <i>Marine Order 1 (Administration) 2013</i>.</p>	<p>8 Equivalents</p> <p>(1) A requirement under this Marine Order, in relation to a regulated Australian vessel, is taken to be complied with if:</p> <p>(a) AMSA, under this section, approves the use of an equivalent for the vessel in relation to the requirement; and</p> <p>(b) the equivalent is used for the vessel in accordance with the approval.</p>	<p>New subsection added for clarity and consistency with current drafting style and subsections re-numbered as necessary.</p>

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>(2) AMSA may approve use of an equivalent only if satisfied that use of the equivalent would be at least as effective as compliance with the requirement to which the equivalent is an alternative.</p>	<p><i>Note</i> For definitions of <i>equivalent</i> and <i>use</i> — see section 6 of <i>Marine Order 1 (Administration) 2013</i>.</p> <p>(2) An owner of a regulated Australian vessel may apply to AMSA, in accordance with the application process set out in Division 3 of <i>Marine Order 1 (Administration) 2013</i>, for approval to use an equivalent on a regulated Australian vessel.</p> <p>(3) AMSA may approve use of an equivalent only if satisfied that</p> <p>(a) use of the equivalent would be at least as effective as compliance with the requirement to which the equivalent is an alternative; and</p> <p>(b) approving the use of the equivalent would not contravene the Load Lines Convention.</p> <p><i>Note</i> <i>Marine Order 1 (Administration) 2013</i> deals with the following matters about equivalents:</p> <ul style="list-style-type: none"> • making an application • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. 	<p>Note moved under new subsection (1) as more appropriate.</p> <p>Subsection (1) becomes subsection (2) and redrafted for clarity.</p> <p>Subsection (2) becomes subsection (3) and re-drafted by adding paragraph (b) as more appropriate and consistent with current drafting style in other marine orders.</p>
<p>Division 2 Certificates issued under the Navigation Act <i>Subdivision 2.1 Various matters about certificates</i></p>	<p>Division 2 Certificates issued under the Navigation Act <i>Subdivision 2.1 Various matters about certificates</i></p>	
<p>9 Certificates required</p> <p>(1) For subsection 98(3) of the Navigation Act (which enables the regulations to provide that specified kinds of vessels are required to have specified safety certificates), a regulated Australian vessel to which the Load Lines Convention</p>	<p>9 Certificates required</p> <p>(1) For subsection 98(3) of the Navigation Act (which enables the regulations to provide that specified kinds of vessels are required to have specified safety certificates), a regulated Australian vessel to which the Load Lines</p>	

<p align="center">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p align="center">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p align="center">Reason</p>
<p>applies, or would apply if engaged on an international voyage, must have an International Load Lines Certificate.</p> <p><i>Note</i> It is an offence under sections 103 and 104 of the Navigation Act if a vessel is taken to sea without a certificate of a specified kind in force for the vessel.</p> <p>(2) However, a vessel mentioned in subsection (1) that is exempted in accordance with paragraph (2) or (4) of Article 6 of the Load Lines Convention must have an International Load Lines Exemption Certificate.</p>	<p>Convention applies, or would apply if engaged on an international voyage, must have an International Load Lines Certificate.</p> <p><i>Note 1</i> It is an offence under sections 103 and 104 of the Navigation Act if a vessel is taken to sea without a certificate of a specified kind in force for the vessel.</p> <p>(2) However, a vessel mentioned in subsection (1) that is exempted in accordance with paragraph (2) or (4) of Article 6 of the Load Lines Convention must have an International Load Lines Exemption Certificate.</p>	
<p>10 Applying for certificates</p> <p>(1) For subsection 99(1) of the Navigation Act (which enables a person to apply to an issuing body for a safety certificate specified in the regulations), the following certificates are specified:</p> <p>(a) an International Load Lines Certificate;</p> <p>(b) an International Load Lines Exemption Certificate.</p> <p>(2) Division 3 of <i>Marine Order 1 (Administration) 2013</i> (other than section 17) applies to an application to AMSA for a certificate mentioned in subsection (1).</p> <p><i>Note</i> Division 3 of <i>Marine Order 1 (Administration) 2013</i> prescribes some general rules about the making and determination of various kinds of applications. Section 17 of that Order provides for internal review of decisions about applications. That section does not apply to safety certificates because those decisions are reviewable under subsection 313(1) of the Navigation Act.</p>	<p>10 Applying for certificates</p> <p>(1) For subsection 99(1) of the Navigation Act (which enables a person to apply to an issuing body for a safety certificate specified in the regulations), the following certificates are specified:</p> <p>(a) an International Load Lines Certificate;</p> <p>(b) an International Load Lines Exemption Certificate.</p> <p>(2) Division 3 of <i>Marine Order 1 (Administration) 2013</i> (other than section 17) applies to an application to AMSA for a certificate mentioned in subsection (1).</p> <p><i>Note</i> Division 3 of <i>Marine Order 1 (Administration) 2013</i> prescribes some general rules about the making and determination of various kinds of applications. Section 17 of that Order provides for internal review of decisions about applications. That section does not apply to safety certificates because those decisions are reviewable under subsection 313(1) of the Navigation Act.</p>	
<p>11 Commencement and duration of certificates</p> <p>(1) An International Load Lines Certificate comes into force, and ceases to be in force, in accordance with paragraphs (1), (2) and (7) of Article 19 of the Load Lines Convention.</p>	<p>11 Commencement and duration of certificates</p> <p>(1) An International Load Lines Certificate comes into force, and ceases to be in force, in accordance with paragraphs (1), (2) and (7) of Article 19 of the Load Lines Convention.</p>	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
(2) An International Load Lines Exemption Certificate comes into force, and ceases to be in force, in accordance with paragraph (10) of Article 19 of the Load Lines Convention.	(2) An International Load Lines Exemption Certificate comes into force, and ceases to be in force, in accordance with paragraph (10) of Article 19 of the Load Lines Convention.	
<p>12 Variation of certificates</p> <p>For section 101 of the Navigation Act, the criteria for variation of an International Load Lines Certificate or an International Load Lines Exemption Certificate are that:</p> <ul style="list-style-type: none"> (a) the vessel has been surveyed in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention; and (b) to the extent that the variation relates to matters mentioned in paragraphs (3), (4), (5), (6) and (8) of Article 19 of the Load Lines Convention — the variation is in accordance with that regulation. <p><i>Note for paragraph (b)</i> A variation may be in the form of an endorsement on a certificate.</p>	<p>12 Variation of certificates</p> <p>For section 101 of the Navigation Act, the criteria for variation of an International Load Lines Certificate or an International Load Lines Exemption Certificate are that:</p> <ul style="list-style-type: none"> (a) the vessel has been surveyed in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention; and (b) to the extent that the variation relates to matters mentioned in paragraphs (3), (4), (5), (6) and (8) of Article 19 of the Load Lines Convention — the variation is in accordance with that regulation. <p><i>Note for paragraph (b)</i> A variation may be in the form of an endorsement on a certificate.</p>	
<p>13 Criteria for the revocation of certificates</p> <p>For section 102 of the Navigation Act, the criteria for revocation of a certificate are that:</p> <ul style="list-style-type: none"> (a) the hull or superstructures of the vessel are altered to the extent that assignment of increased freeboard is required; or (b) the structural strength of the vessel has been lowered to the extent that the vessel is unsafe; or (c) a condition of the certificate has been breached; or (d) a condition of exemption has been breached; or (e) the vessel to which the certificate applies ceases to be registered in Australia; or 	<p>13 Criteria for the revocation of certificates</p> <p>For section 102 of the Navigation Act, the criteria for revocation of a certificate are that:</p> <ul style="list-style-type: none"> (a) the hull or superstructures of the vessel are altered to the extent that assignment of increased freeboard is required; or (b) the structural strength of the vessel has been lowered to the extent that the vessel is unsafe; or (c) a condition of the certificate has been breached; or (d) a condition of exemption has been breached; or (e) the vessel to which the certificate applies ceases to be registered in Australia; or 	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>(f) the owner of the vessel asks in writing that the vessel’s certificate be revoked; or</p> <p>(g) the certificate contains incorrect information.</p>	<p>(f) the owner of the vessel asks in writing that the vessel’s certificate be revoked; or</p> <p>(g) the certificate contains incorrect information.</p>	
Subdivision 2.2 International Load Lines Certificates	Subdivision 2.2 International Load Lines Certificates	
<p>14 Criteria for issue of an International Load Lines Certificate</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of an International Load Lines Certificate are that:</p> <p>(a) the vessel has completed the initial or renewal survey mentioned in Article 14 of the Load Lines Convention; and</p> <p>(b) freeboards have been assigned in accordance with Annex I of the Load Lines Convention; and</p> <p>(c) the vessel has a record of the conditions of assignment of load lines in the form set out on LL.3/Circ.19 as published by the IMO.</p> <p><i>Note 1</i> IMO Resolution A.1053(27) <i>Survey guidelines under the harmonised system of survey and certification (HSSC), 2011</i>, as in force from time to time, is relevant to the survey of the vessel.</p> <p><i>Note 2</i> If a regulated Australian vessel is not required to have a certificate mentioned in section 9, the owner may apply for and be issued a certificate if the vessel meets the requirements mentioned in this section.</p> <p><i>Note 3</i> The form of the record of the conditions of assignment of load lines is published by the IMO as Part 6 in <i>Load lines — International Convention on Load Lines, 1966 and Protocol of 1988, as amended in 2003, Consolidated Edition, 2005</i>.</p>	<p>14 Criteria for issue of an International Load Lines Certificate</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of an International Load Lines Certificate are that:</p> <p>(a) the vessel has completed the initial or renewal survey mentioned in Article 14 of the Load Lines Convention; and</p> <p>(b) freeboards have been assigned in accordance with Annex I of the Load Lines Convention; and</p> <p>(c) the vessel has a record of the conditions of assignment of load lines in the form set out on LL.3/Circ.19 as published by the IMO.</p> <p><i>Note 1</i> IMO Resolution A.1186(33) <i>Survey guidelines under the harmonised system of survey and certification (HSSC), 2023</i>, as in force from time to time, is relevant to the survey of the vessel.</p> <p><i>Note 2</i> If a regulated Australian vessel is not required to have a certificate mentioned in section 9, the owner may apply for and be issued a certificate if the vessel meets the requirements mentioned in this section.</p> <p>Note 3 The form of record of conditions of assignment of load lines can be found in the Load Lines Convention.</p>	<p>IMO resolution number updated to the latest version.</p> <p>Note 3 simplified and made future proof.</p>

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>15 Conditions on an International Load Lines Certificate</p> <p>For paragraph 100(2)(a) of the Navigation Act, an International Load Lines Certificate is subject to the following conditions:</p> <ul style="list-style-type: none"> (a) fittings and appliances, mentioned in subparagraph (1)(c) of Article 14 of the Load Lines Convention, are maintained in effective condition; (b) deck line and load line marks are correctly and permanently indicated in accordance with the Load Lines Convention; (c) for a passenger vessel to which SOLAS applies — subdivision load line marks are correctly and permanently indicated in accordance with regulation 18 of Chapter II-I of SOLAS; (d) the vessel is marked with draft marks in accordance paragraph 6 of regulation 5 of Chapter II-I of SOLAS; (e) annual surveys are completed in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention and endorsed on the International Load Lines Certificate; (f) after any survey has been completed, any change to the structure, equipment, arrangements, material or scantlings covered by survey must be approved by an issuing body. 	<p>15 Conditions on an International Load Lines Certificate</p> <p>For paragraph 100(2)(a) of the Navigation Act, an International Load Lines Certificate is subject to the following conditions:</p> <ul style="list-style-type: none"> (a) fittings and appliances, mentioned in subparagraph (1)(c) of Article 14 of the Load Lines Convention, are maintained in effective condition; (b) deck line and load line marks are correctly and permanently indicated in accordance with the Load Lines Convention; (c) for a passenger vessel to which SOLAS applies — subdivision load line marks are correctly and permanently indicated in accordance with regulation 18 of Chapter II-I of SOLAS; (d) the vessel is marked with draft marks in accordance paragraph 6 of regulation 5 of Chapter II-I of SOLAS; (e) annual surveys are completed in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention and endorsed on the International Load Lines Certificate; (f) after any survey has been completed, any change to the structure, equipment, arrangements, material or scantlings covered by survey must be approved by an issuing body. 	
<p>16 Endorsement on an International Load Lines Certificate</p> <p>For section 15, an endorsement on an International Load Lines Certificate must be made by an issuing body.</p>	<p>16 Endorsement on an International Load Lines Certificate</p> <p>For section 15, an endorsement on an International Load Lines Certificate must be made by an issuing body.</p>	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.	<i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.	
Subdivision 2.3 International Load Lines Exemption Certificates	Subdivision 2.3 International Load Lines Exemption Certificates	
<p>17 Criteria for issue of an International Load Lines Exemption Certificate</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of an International Load Lines Exemption Certificate are that:</p> <ul style="list-style-type: none"> (a) for a vessel that has features of novel kind — the initial or renewal survey mentioned in Article 14 of the Load Lines Convention, has been completed; and (b) for a vessel that is to undertake a single international voyage — AMSA is satisfied that the vessel complies with safety requirements that are adequate for the voyage to be undertaken. <p><i>Note for paragraph (b)</i> An owner may be required to provide evidence of statutory surveys and certification in force for the vessel.</p>	<p>17 Criteria for issue of an International Load Lines Exemption Certificate</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of an International Load Lines Exemption Certificate are that:</p> <ul style="list-style-type: none"> (a) for a vessel that has features of novel kind — the initial or renewal survey mentioned in Article 14 of the Load Lines Convention, has been completed; and (b) for a vessel that is to undertake a single international voyage — AMSA is satisfied that the vessel complies with safety requirements that are adequate for the voyage to be undertaken. <p><i>Note for paragraph (b)</i> An owner may be required to provide evidence of statutory surveys and certification in force for the vessel.</p>	
<p>18 Conditions on an International Load Lines Exemption Certificate</p> <p>For paragraph 100(2)(a) of the Navigation Act, an International Load Lines Exemption Certificate is subject to the condition that annual surveys for vessels mentioned in paragraph 17(1)(a) are to be completed and endorsed on the certificate in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention.</p>	<p>18 Conditions on an International Load Lines Exemption Certificate</p> <p>For paragraph 100(2)(a) of the Navigation Act, an International Load Lines Exemption Certificate is subject to the condition that annual surveys for vessels mentioned in paragraph 17(1)(a) are to be completed and endorsed on the certificate in accordance with subparagraph (1)(c) of Article 14 of the Load Lines Convention.</p>	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
<p>19 Endorsement on an International Load Lines Exemption Certificate</p> <p>For section 18, an endorsement on an International Load Lines Exemption Certificate must be made by an issuing body.</p> <p><i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.</p>	<p>19 Endorsement on an International Load Lines Exemption Certificate</p> <p>For section 18, an endorsement on an International Load Lines Exemption Certificate must be made by an issuing body.</p> <p><i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.</p>	
<p>Division 3 Requirements for foreign vessels</p>	<p>Division 3 Requirements for foreign vessels</p>	
<p>20 Certificates required for foreign vessels</p> <p>A foreign vessel to which the Load Lines Convention applies must have on board any certificate that it is required to have under Article 3 of the Load Lines Convention.</p> <p><i>Note</i> It is an offence under sections 106 and 107 of the Navigation Act if a vessel is taken to sea without a certificate of a specified kind in force for the vessel.</p>	<p>20 Certificates required for foreign vessels</p> <p>A foreign vessel to which the Load Lines Convention applies must have on board any certificate that it is required to have under Article 3 of the Load Lines Convention.</p> <p><i>Note</i> It is an offence under sections 106 and 107 of the Navigation Act if a vessel is taken to sea without a certificate of a specified kind in force for the vessel.</p>	
<p>21 Requirements for foreign vessels</p> <p>(1) A foreign vessel to which the Load Lines Convention applies must:</p> <ul style="list-style-type: none"> (a) have load lines marked in accordance with any International Load Lines Certificate in force for the vessel; and (b) have a record of the conditions of assignment of load lines in the form set out on LL.3/Circ.19 as published by the IMO; and (c) maintain in an effective condition its fittings and appliances for the protection of openings, guard rails, 	<p>21 Requirements for foreign vessels</p> <p>(1) A foreign vessel to which the Load Lines Convention applies must:</p> <ul style="list-style-type: none"> (a) have load lines marked in accordance with any International Load Lines Certificate in force for the vessel; and (b) have a record of the conditions of assignment of load lines in the form set out on LL.3/Circ.19 as published by the IMO; and (c) maintain in an effective condition its fittings and appliances for the protection of openings, guard rails, 	

<p>Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p>Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p>Reason</p>
<p>freeing ports and means of access to the crew’s quarters; and</p> <p>(d) not have its hull or superstructures materially altered without the assignment of freeboard being increased since the issue of any International Load Lines Certificate in force for the vessel; and</p> <p>(e) comply with any conditions imposed by any Load Lines Exemption Certificate in force for the vessel.</p> <p>(2) A foreign vessel to which the Load Lines Convention does not apply must:</p> <p>(a) be marked in accordance with the requirements of the Administration of the country where the vessel is registered; and</p> <p>(b) have certificates or documentation required by the Administration of the country where the vessel is registered.</p>	<p>freeing ports and means of access to the crew’s quarters; and</p> <p>(d) not have its hull or superstructures materially altered without the assignment of freeboard being increased since the issue of any International Load Lines Certificate in force for the vessel; and</p> <p>(e) comply with any conditions imposed by any Load Lines Exemption Certificate in force for the vessel.</p> <p>(2) A foreign vessel to which the Load Lines Convention does not apply must:</p> <p>(a) be marked in accordance with the requirements of the Administration of the country where the vessel is registered; and</p> <p>(b) have certificates or documentation required by the Administration of the country where the vessel is registered.</p>	
<p>Division 4 Information requirements</p>	<p>Division 4 Information requirements</p>	
<p>22 Loading stress information</p> <p>(1) The master or the owner of a vessel must not take the vessel to sea if the following is not on board the vessel:</p> <p>(a) for a regulated Australian vessel — loading stress information mentioned in paragraph (1) of regulation 10 of Annex I to the Load Lines Convention if approved by an issuing body; and</p> <p>(b) for a foreign vessel — loading stress information mentioned in paragraph (1) of regulation 10 of Annex I to the Load Lines Convention if approved by the</p>	<p>22 Loading stress information</p> <p>(1) The master or the owner of a vessel must not take the vessel to sea if the following is not on board the vessel:</p> <p>(a) for a regulated Australian vessel — loading stress information mentioned in paragraph (1) of regulation 10 of Annex I to the Load Lines Convention if approved by an issuing body; and</p> <p>(b) for a foreign vessel — loading stress information mentioned in paragraph (1) of regulation 10 of Annex I to the Load Lines Convention if approved by the</p>	

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>Administration of the country where the vessel is registered. Penalty: 50 penalty units.</p> <p>(2) An offence against subsection (1) is a strict liability offence.</p> <p>(3) A person is liable to a civil penalty if the person contravenes subsection (1). Civil penalty: 50 penalty units.</p> <p><i>Note 1</i> Stability information requirements are also mentioned in regulation 5 of Chapter II-1 of SOLAS for vessels to which SOLAS applies.</p> <p><i>Note 2</i> Loading stress information will require re-approval if the vessel undergoes structural modification.</p> <p>(4) For paragraph (1)(a), a loading instrument includes a computer and any associated computer program:</p> <p>(a) for a regulated Australian vessel — approved by an issuing body; and</p> <p>(b) for a foreign vessel — approved by the Administration of the country in which the vessel is registered.</p>	<p>Administration of the country where the vessel is registered. Penalty: 50 penalty units.</p> <p>(2) An offence against subsection (1) is a strict liability offence.</p> <p>(3) A person is liable to a civil penalty if the person contravenes subsection (1). Civil penalty: 50 penalty units.</p> <p><i>Note 1</i> Stability information requirements are also mentioned in regulation 5 of Chapter II-1 of SOLAS for vessels to which SOLAS applies.</p> <p><i>Note 2</i> Loading stress information will require re-approval if the vessel undergoes structural modification.</p> <p>(4) For paragraph (1)(a), a loading instrument includes a computer and any associated computer program:</p> <p>(a) for a regulated Australian vessel — approved by an issuing body; and</p> <p>(b) for a foreign vessel — approved by the Administration of the country in which the vessel is registered.</p>	
<p>23 Stability information</p> <p>(1) The master of a foreign vessel must not take the vessel to sea if the stability information mentioned in paragraph (3) of Regulation 10 of Annex I to the Load Lines Convention is not on board the vessel. Penalty: 50 penalty units.</p> <p>(2) The stability information must be approved by the Administration of the country in which the vessel is registered.</p> <p><i>Note</i> For a vessel to which SOLAS does not apply, paragraph (3) of Regulation 10 of Annex I requires approved stability information to be</p>	<p>23 Stability information</p> <p>(1) The master of a foreign vessel must not take the vessel to sea if the stability information mentioned in paragraph (3) of Regulation 10 of Annex I to the Load Lines Convention is not on board the vessel. Penalty: 50 penalty units.</p> <p>(2) The stability information must be approved by the Administration of the country in which the vessel is registered.</p> <p><i>Note</i> For a vessel to which SOLAS does not apply, paragraph (3) of Regulation 10 of Annex I requires approved stability information to be</p>	

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>on board for use of the master. For a vessel to which SOLAS does apply, regulation 5 of Chapter II-1 details weight survey, inclining test and stability information requirements.</p> <p>(3) An offence against subsection (1) is a strict liability offence.</p> <p>(4) A person is liable to a civil penalty if the person contravenes subsection (1).</p> <p style="text-align: center;">Civil penalty: 50 penalty units</p>	<p>on board for use of the master. For a vessel to which SOLAS does apply, regulation 5 of Chapter II-1 details weight survey, inclining test and stability information requirements.</p> <p>(3) An offence against subsection (1) is a strict liability offence.</p> <p>(4) A person is liable to a civil penalty if the person contravenes subsection (1).</p> <p style="text-align: center;">Civil penalty: 50 penalty units</p>	
<p>Division 5 Vessels not to be overloaded</p>	<p>Division 5 Vessels not to be overloaded</p>	
<p>24 The meaning of <i>overloaded</i></p> <p>(1) This section sets out the circumstances in which a vessel is overloaded for paragraph 23(b) of the Navigation Act.</p> <p><i>Note</i> It is an offence under section 109 of the Navigation Act if an unseaworthy vessel is taken to sea.</p> <p>(2) A vessel, other than a passenger vessel, is overloaded if:</p> <p>(a) the appropriate load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025; or</p> <p>(b) the vessel is engaged on, or is about to engage on, a voyage during which a load line, other than the appropriate load line, would:</p> <p>(i) become the appropriate load line (the <i>second load line</i>) during the voyage; and</p> <p>(ii) the second load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025.</p> <p><i>Note</i> The fuel and other material that would normally be consumed or discharged before the second load line became the appropriate load line may be taken into account.</p>	<p>24 The meaning of <i>overloaded</i></p> <p>(1) This section sets out the circumstances in which a vessel is overloaded for paragraph 23(b) of the Navigation Act.</p> <p><i>Note</i> It is an offence under section 109 of the Navigation Act if an unseaworthy vessel is taken to sea.</p> <p>(2) A vessel, other than a passenger vessel, is overloaded if:</p> <p>(a) the appropriate load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025; or</p> <p>(b) the vessel is engaged on, or is about to engage on, a voyage during which a load line, other than the appropriate load line, would:</p> <p>(i) become the appropriate load line (the <i>second load line</i>) during the voyage; and</p> <p>(ii) the second load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025.</p> <p><i>Note</i> The fuel and other material that would normally be consumed or discharged before the second load line became the appropriate load line may be taken into account.</p>	

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>(3) A passenger vessel is overloaded if the appropriate subdivision load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025.</p> <p>(4) For this section, the <i>appropriate load line</i> or <i>appropriate subdivision load line</i> is determined in accordance with section 25.</p>	<p>(3) A passenger vessel is overloaded if the appropriate subdivision load line would be submerged if the vessel were floating without a list in still salt water of a specific gravity of 1.025.</p> <p>(4) For this section, the <i>appropriate load line</i> or <i>appropriate subdivision load line</i> is determined in accordance with section 25.</p>	
<p>25 Appropriate load line</p> <p>(1) For a regulated Australian vessel to which the Load Lines Convention applies, or would apply if engaged on an international voyage, the appropriate load line is the load line marked on the vessel, in accordance with the Load Lines Convention, that applies to the season of the year and the zone in which the vessel is located.</p> <p>(2) For a foreign vessel, the appropriate load line is:</p> <p>(a) if the Load Lines Convention applies — the load line marked on the vessel, in accordance with the Load Lines Convention, that applies to the season of the year and the zone in which the vessel is located; or</p> <p>(b) if the Load Lines Convention does not apply:</p> <p>(i) if the vessel is marked in accordance with the Load Lines Convention — the load line that applies to the season of the year and the zone in which the vessel is located; or</p> <p>(ii) if the vessel is marked in any other manner — the load line that is required by the Administration of the country where the vessel is registered or, if that load line cannot be ascertained, the lowest load line marked on the vessel.</p> <p>(3) For a passenger vessel, the appropriate subdivision load line is:</p>	<p>25 Appropriate load line</p> <p>(1) For a regulated Australian vessel to which the Load Lines Convention applies, or would apply if engaged on an international voyage, the appropriate load line is the load line marked on the vessel, in accordance with the Load Lines Convention, that applies to the season of the year and the zone in which the vessel is located.</p> <p>(2) For a foreign vessel, the appropriate load line is:</p> <p>(a) if the Load Lines Convention applies — the load line marked on the vessel, in accordance with the Load Lines Convention, that applies to the season of the year and the zone in which the vessel is located; or</p> <p>(b) if the Load Lines Convention does not apply:</p> <p>(i) if the vessel is marked in accordance with the Load Lines Convention — the load line that applies to the season of the year and the zone in which the vessel is located; or</p> <p>(ii) if the vessel is marked in any other manner — the load line that is required by the Administration of the country where the vessel is registered or, if that load line cannot be ascertained, the lowest load line marked on the vessel.</p> <p>(3) For a passenger vessel, the appropriate subdivision load line is:</p>	

<p style="text-align: center;">Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)</p>	<p style="text-align: center;">Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A</p>	<p style="text-align: center;">Reason</p>
<p>(a) if only 1 subdivision load line is marked on the vessel — that subdivision load line; or</p> <p>(b) the lowest subdivision load line, if:</p> <p style="padding-left: 20px;">(i) more than 1 subdivision load line is marked on each side of the vessel; and</p> <p style="padding-left: 20px;">(ii) passengers are at any time being carried in the spaces mentioned for a subdivision load line in a certificate, mentioned in subsection (5), for the vessel; or</p> <p>(c) the subdivision load line approved by:</p> <p style="padding-left: 20px;">(i) for a regulated Australian vessel — an issuing body;</p> <p style="padding-left: 20px;">(ii) for a foreign vessel — the Administration of the country where the vessel is registered.</p> <p>(4) For a regulated Australian vessel not mentioned in subsection (1), the appropriate load line is the design waterline corresponding to the maximum full load displacement (in tonnes).</p> <p>(5) For subsection (3), the certificate is:</p> <p style="padding-left: 20px;">(a) for a regulated Australian vessel — the passenger ship safety certificate or the certificate of survey for a passenger ship issued to the vessel in accordance with <i>Marine Order 31 (SOLAS and non-SOLAS certification) 2019</i>; or</p> <p style="padding-left: 20px;">(b) for a foreign vessel to which SOLAS applies — the passenger ship safety certificate issued to the vessel in accordance with Regulation 12 of Chapter I of SOLAS.</p>	<p>(a) if only 1 subdivision load line is marked on the vessel — that subdivision load line; or</p> <p>(b) the lowest subdivision load line, if:</p> <p style="padding-left: 20px;">(i) more than 1 subdivision load line is marked on each side of the vessel; and</p> <p style="padding-left: 20px;">(ii) passengers are at any time being carried in the spaces mentioned for a subdivision load line in a certificate, mentioned in subsection (5), for the vessel; or</p> <p>(c) the subdivision load line approved by:</p> <p style="padding-left: 20px;">(i) for a regulated Australian vessel — an issuing body;</p> <p style="padding-left: 20px;">(ii) for a foreign vessel — the Administration of the country where the vessel is registered.</p> <p>(4) For a regulated Australian vessel not mentioned in subsection (1), the appropriate load line is the design waterline corresponding to the maximum full load displacement (in tonnes).</p> <p>(5) For subsection (3), the certificate is:</p> <p style="padding-left: 20px;">(a) for a regulated Australian vessel — the passenger ship safety certificate or the certificate of survey for a passenger ship issued to the vessel in accordance with <i>Marine Order 31 (SOLAS and non-SOLAS certification) 2019</i>; or</p> <p style="padding-left: 20px;">(b) for a foreign vessel to which SOLAS applies — the passenger ship safety certificate issued to the vessel in accordance with Regulation 12 of Chapter I of SOLAS.</p>	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
Division 6 Other matters	Division 6 Other Matters	
<p>26 Entries to be made in the official logbook</p> <p>For section 309 of the Navigation Act, the master of a regulated Australian vessel must make the entries in the official logbook that are mentioned in Parts II and III of the approved form of the official logbook.</p>	<p>26 Entries to be made in the official logbook</p> <p>For section 309 of the Navigation Act, the master of a regulated Australian vessel must make the entries in the official logbook that are mentioned in Parts II and III of the approved form of the official logbook.</p>	
<p>27 Notifying alterations</p> <p>For paragraph 105(1)(c) of the Navigation Act, AMSA and the issuing body must be informed of an alteration to a vessel before it is made.</p>	<p>27 Notifying alterations</p> <p>For paragraph 105(1)(c) of the Navigation Act, AMSA and the issuing body must be informed of an alteration to a vessel before it is made.</p>	
<p>28 Marking requirements for regulated Australian vessels</p> <p>(1) The master and owner of a regulated Australian vessel to which the Load Lines Convention applies, or would apply if engaged on an international voyage, must not take it to sea if:</p> <ul style="list-style-type: none"> (a) the vessel is not marked, in the position specified in its Load Lines Certificate, with a deck line and load line; and (b) for a passenger vessel to which SOLAS applies — a subdivision load line is not marked in accordance with regulation 18 of Chapter II-I of SOLAS; and (c) the vessel is not marked with draft marks in accordance with paragraph 6 of regulation 5 of Chapter II-I of SOLAS. <p>Penalty: 50 penalty units.</p> <p>(2) An offence against subsection (1) is a strict liability offence.</p>	<p>28 Marking requirements for regulated Australian vessels</p> <p>(1) The master and owner of a regulated Australian vessel to which the Load Lines Convention applies, or would apply if engaged on an international voyage, must not take it to sea if:</p> <ul style="list-style-type: none"> (a) the vessel is not marked, in the position specified in its Load Lines Certificate, with a deck line and load line; and (b) for a passenger vessel to which SOLAS applies — a subdivision load line is not marked in accordance with regulation 18 of Chapter II-I of SOLAS; and (c) the vessel is not marked with draft marks in accordance with paragraph 6 of regulation 5 of Chapter II-I of SOLAS. <p>Penalty: 50 penalty units.</p> <p>(2) An offence against subsection (1) is a strict liability offence.</p>	

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason
(3) A person is liable to a civil penalty if the person contravenes subsection (1). Penalty: 50 penalty units.	(3) A person is liable to a civil penalty if the person contravenes subsection (1). Penalty: 50 penalty units.	
29 Minimum bow height For regulation 39(3) of Annex I to the Load Lines Convention, AMSA may determine a lesser bow height if satisfied the safety of the vessel and any person on board will not be adversely affected.		Deleted as captured in a new Note under section 7 as more appropriate.
Notes to <i>Marine Order 16 (Load lines) 2014</i> Note 1 <i>Marine Order 16 (Load lines) 2014</i> (in force under subsection 342(1) of the <i>Navigation Act 2012</i>) as shown in this compilation comprises <i>Marine Order 16 (Load lines) 2014</i> amended as indicated in the following tables.	Note 1. All legislative instruments and compilations of legislative instruments are registered on the Federal Register of Legislation under the <i>Legislation Act 2003</i> . See www.legislation.gov.au .	Re-drafted in current drafting style for consistency.

Existing text of <i>Marine Order 16 (Load lines) 2014</i> MO16 issue F2024C00339 (24034Z)	Text as modified by draft <i>Marine Order 16 (Load lines) 2025</i> MO16 issue 250130A	Reason																														
<p>Table of Orders</p> <table border="1"> <thead> <tr> <th>Year and number</th> <th>Registration date</th> <th>FRLI number</th> <th>Commencement date</th> <th>Application, saving or transitional provisions</th> </tr> </thead> <tbody> <tr> <td>Marine Order 16 (Load lines) 2014 (MO 2014/15)</td> <td>20-Oct-2014</td> <td>F2014L01368</td> <td>1-Nov-2014</td> <td></td> </tr> <tr> <td>Marine Orders Amendment (Marine Order 31 consequential changes) Order 2019 (MO 2019/3)</td> <td>14-Oct-2019</td> <td>F2019L01327</td> <td>1-Nov-2019</td> <td></td> </tr> <tr> <td>Marine Orders Amendment (Marine Order 12 consequential changes) Order 2023 (MO 2023/8)</td> <td>23-Nov-2023</td> <td>F2023L01538</td> <td>1-Jan-2024</td> <td></td> </tr> </tbody> </table> <p>Table of amendments</p> <p>ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted</p> <table border="1"> <thead> <tr> <th>Provision affected</th> <th>How affected</th> </tr> </thead> <tbody> <tr> <td>4A</td> <td>rep. Legislation Act 2003, s.48D</td> </tr> <tr> <td>4B</td> <td>rep. Legislation Act 2003, s.48C</td> </tr> <tr> <td>23</td> <td>rs. MO 2023/8</td> </tr> <tr> <td>25(5)(a)</td> <td>am. MO 2019/3</td> </tr> </tbody> </table>	Year and number	Registration date	FRLI number	Commencement date	Application, saving or transitional provisions	Marine Order 16 (Load lines) 2014 (MO 2014/15)	20-Oct-2014	F2014L01368	1-Nov-2014		Marine Orders Amendment (Marine Order 31 consequential changes) Order 2019 (MO 2019/3)	14-Oct-2019	F2019L01327	1-Nov-2019		Marine Orders Amendment (Marine Order 12 consequential changes) Order 2023 (MO 2023/8)	23-Nov-2023	F2023L01538	1-Jan-2024		Provision affected	How affected	4A	rep. Legislation Act 2003, s.48D	4B	rep. Legislation Act 2003, s.48C	23	rs. MO 2023/8	25(5)(a)	am. MO 2019/3		
Year and number	Registration date	FRLI number	Commencement date	Application, saving or transitional provisions																												
Marine Order 16 (Load lines) 2014 (MO 2014/15)	20-Oct-2014	F2014L01368	1-Nov-2014																													
Marine Orders Amendment (Marine Order 31 consequential changes) Order 2019 (MO 2019/3)	14-Oct-2019	F2019L01327	1-Nov-2019																													
Marine Orders Amendment (Marine Order 12 consequential changes) Order 2023 (MO 2023/8)	23-Nov-2023	F2023L01538	1-Jan-2024																													
Provision affected	How affected																															
4A	rep. Legislation Act 2003, s.48D																															
4B	rep. Legislation Act 2003, s.48C																															
23	rs. MO 2023/8																															
25(5)(a)	am. MO 2019/3																															