Short Term

INTERNATIONAL LOAD LINE CERTIFICATE (1966)

Issued under the provisions of the INTERNATIONAL CONVENTION ON LOAD LINE, 1966, as modified by the Protocol of 1988 relating thereto, under the authority of the Government of **GAMBIA** by **MCBG CLASS**

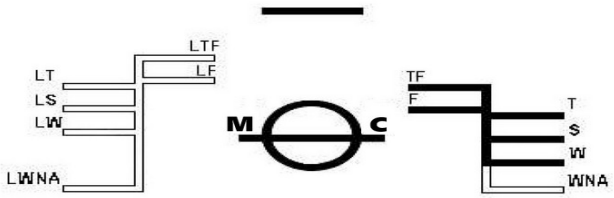
Particulars of Ship

Name of ship:	**ADHARA**	
Distinctive number or letters:	**C5J758**	
Port of registry:	**BANJUL**	
Length (L) as defined in article 2(8) (meters):	**184.33**	
IMO number:	**9353125**	
Freeboard assigned as:	A New Ship	☑
	An Existing Ship	☒
Type of ship:	**OIL TANKER**	
	Type “A”	☑
	Type “B”	☒
	Type “B” with reduced freeboard	☒
	Type “B” with increased freeboard	☒

Freeboard from Deck Line[1]		**Load Line[1]**
Tropical	**5474** mm (T)	**240** mm above (S)
Summer	**5714** mm (S)	Upper edge of line through center of ring
Winter	**5954** mm (W)	**240** mm below (S)
Winter North Atlantic	**-** mm (WNA)	**-** mm below (S)
Timber Tropical	**-** mm (LT)	**-** mm above (LS)
Timber Summer	**-** mm (LS)	**-** mm above (S)
Timber Winter	**-** mm (LW)	**-** mm below (LS)
Timber Winter North Atlantic	**-** mm (LWNA)	**-** mm below (LS)

Allowance for fresh water for all freeboards other than timber	**257** mm
Allowance for fresh water for timber freeboards	**-** mm
The upper edge of the deck line from which these freeboards are measured is	**-** mm

~~From the top of the steel~~ / Below the top of the steel * upper deck at side.



* Delete as appropriate

1. Freeboards and load lines which are not applicable need not be entered on the certificate. Subdivision load lines may be entered on the certificate on a voluntary basis.

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
2. That the survey showed that the freeboard have been assigned and load lines shown above have been marked in accordance with the Convention.

This certificate is valid until **22/11/2025** (dd/mm/yyyy) subject to annual survey in accordance with Art. 14(1) (c) of the Convention.

This ship is assigned a summer moulded draught that is less than or equal to the maximum geometric Type B draught. Damage stability calculations demonstrating compliance with Reg.27 of the 1966 Load Lines Convention are therefore not required.

Completion date of survey on which this Certificate is based **04/09/2023** (dd/mm/yyyy)

Issued at **BANJUL** on **03/09/2025** (dd/mm/yyyy)

MCBG CLASS

Digitally signed by: A JALLOW
Surveyor/Auditor to MCBG CLASS

Name and Signature of authorized official issuing the Certificate

Notes:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.
2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of fresh water allowance shown above. Where the density is other than unity, the allowance shall be made proportional to the difference

between 1.025 and the actual density.