



INTERNATIONAL LOAD LINE CERTIFICATE
*Issued under the provisions of the International Convention on Load Lines, 1966,
as modified by the Protocol of 1988 relating thereto*
Under the authority of the Government of
THE REPUBLIC OF PALAU

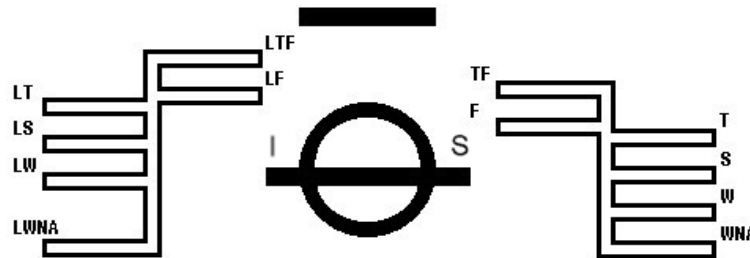
Certificate Number:

PARTICULARS OF SHIP

Name Of Ship : **NIKOLAY AKSENEKO**
Distinctive Number Or Letters : -
Port Of Registry : **Malakal Harbour**
Length (L) as defined in article 2(8) (meters) : **64.95**
IMO Number : **9711250**
Freeboard assigned as¹ : ~~New Ship / Existing Ship~~
Type Of Ship¹ : ~~Type A/Type B/Type B with reduced/increased freeboard~~

| Freeboard From Deck Line | | Load Line |
|---------------------------------|-------------------|---|
| Tropical | - mm (T) | - mm above (S) |
| Summer | 970 mm (S) | Upper edge of line through center of ring |
| Winter | - mm (W) | - 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 - mm
Allowance for Fresh Water for timber freeboards - mm
The upper edge of the deck line from which these freeboards are measured is below the top of the steel upper deck at/continued to side - mm



THIS IS TO CERTIFY:

- That the ship has been surveyed in accordance with the requirements of Article 14 of the Convention;
- That the survey showed that the freeboards have been assigned and load lines shown on page 1 have been marked in accordance with the Convention.

This certificate is valid until **19th July, 2019** subject to annual surveys in accordance with article 14(1) (c) of the Convention.

Completion date of the survey on which this certificate is based: **20th February, 2019**

Issued at **Port Kavkaz, Russia** on **20th February, 2019**

PROVISIONAL – Validity not to exceed five months

Francisco Carrion Gonzalez
Surveyor to International Register of Shipping*

NOTES

- 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.
- 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.
- It is agreed that same as provided below the society, its subsidiaries, bodies, officers, directors, employees and agents shall have no liability for any loss, damage or expense allegedly caused directly or indirectly by their mistake or negligence, breach of warranty, or any other act, omission or error by them including gross negligence or Willful misconduct by any such person with the exception of gross negligence or Willful misconduct by the governing bodies or senior executive officers of the society. If any person used the services of the Society or its subsidiaries or relies on any decision made or information given by or on behalf of them and in consequence suffers a loss, damage or expense proved to be due to their negligence, omission or default, then the Society will pay by way of compensation to such person a sum limited to the value of fees paid to the Society. Under no circumstances whatsoever shall the individual or individuals who have personally caused the loss, damage or expense be held liable.