



PROVISIONAL INTERNATIONAL LOAD LINE CERTIFICATE (1966)

CERT NO: **VRS-P-ILL-254/19**

Issued under the Provisions of the International Convention on Load Lines, 1966, in accordance with Assembly resolution A.883(21) relating to the global implementation of the harmonized system survey and certification under the authority of the Government of

BELIZE

BY VERITAS REGISTER OF SHIPPING LTD.

Name of Ship	Distinctive Number or Letters	Port of Registry	Length (L) as defined in art 2(8)	IMO Number
DEEB BREEZE	V3WF2	BELIZE CITY	107.020	9191577

Freeboard assigned as: * A new ship, * An existing ship

Type of ship: * Type A, * Type B with * reduced / * increased freeboard

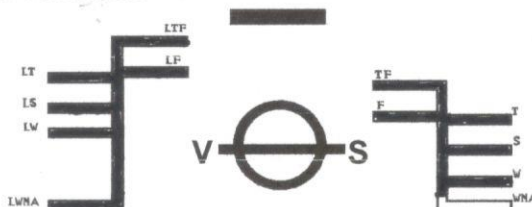
Freeboard from Deck Line		Load Line	
Tropical	2203 mm (T)	168 mm above (S)	
Summer	2371 mm (S)	Upper edge of line through center of ring	
Winter	2539 mm (W)	168 mm below (S)	
Winter North Atlantic	NA mm (WNA)	- mm below (S)	
Timber Tropical	1846 mm (LT)	175 mm above (LS)	
Timber, Summer	2021 mm (LS)	350 mm above (S)	
Timber, Winter	2254 mm (LW)	233 mm below (LS)	
Timber Winter North Atlantic	2539 mm (LWNA)	518 mm below (LS)	

Allowance for fresh water for all freeboards other than timber **171** mm

For timber freeboards **178** mm. The upper edge of the deck line from which these freeboards are measured is **0.0** mm **above top of steel upper** deck at side.

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 freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.



This certificate is valid until **The 12TH of August 2025**

Completion date of the survey on which this certificate is based **13.03.2025**

Issued at **Tripoli, Lebanon** the **13TH** day of **March** 20 **25**

AHMAD KAHEELA

For: VERITAS REGISTER OF SHIPPING LTD.

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 the fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

* delete as appropriate