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LL.3/Circ.208
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UNIFIED INTERPRETATIONS OF THE 1966 LOAD LINES CONVENTION AND THE 1988 LOAD LINES PROTOCOL AS MODIFIED BY RESOLUTION MSC.143(77)

1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), approved unified interpretations of the 1966 LL Convention, as set out in annex 1, and the 1988 LL Protocol as modified by resolution MSC.143(77), as set out in annex 2, with a view to providing more specific guidance for the application of requirements concerning guard rails of the 1966 LL Convention and the 1988 LL Protocol, prepared by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its fifty-fourth session.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of the 1966 LL Convention and the 1988 LL Protocol as modified by resolution MSC.143(77), on or after 22 May 2012 and to bring the interpretations to the attention of all parties concerned.

3 The annexed interpretations revise the unified interpretations of regulation 25(2) and (3) of the 1966 LL Convention, as contained in LL.3/Circ.69.

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ANNEX 1

UNIFIED INTERPRETATIONS OF THE 1966 LL CONVENTION

Regulation 25(2) and (3) – Protection of the crew

1 Fixed, removable or hinged stanchions should be fitted about 1.5 m apart.

2 At least every third stanchion should be supported by a bracket or stay. In lieu of this, flat steel stanchions should be of increased breadth as given in figure 1, and aligned with member below deck, unless the deck plating thickness exceeds 20 mm.

3 Wire ropes may only be accepted in lieu of guard rails in special circumstances, and then only in limited lengths.

4 Lengths of chain may only be accepted in lieu of guard rails if they are fitted between two fixed stanchions and/or bulwarks.

5 The openings between courses should be in accordance with regulation 25(3) of the Convention.

6 Wires should be made taut by means of turnbuckles.

7 Removable or hinged stanchions should be capable of being locked in upright position.

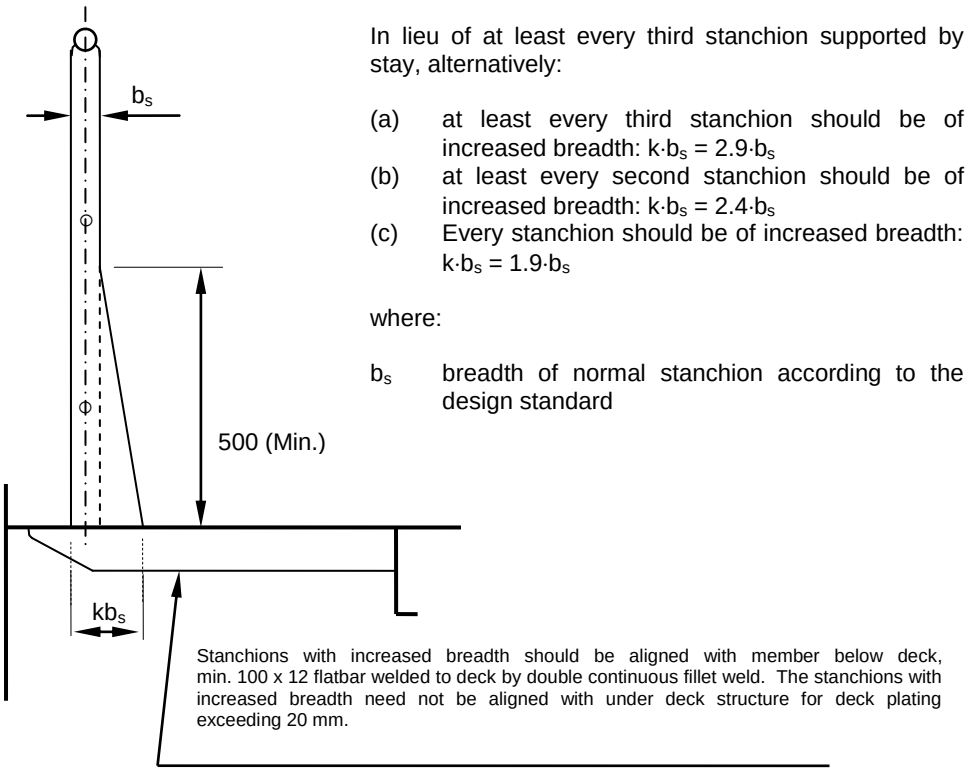


Figure 1 – Guard rail stanchion of increased breadth, welded to deck with double continuous fillet weld with leg size of minimum 7 mm or as specified by the design standard

ANNEX 2

UNIFIED INTERPRETATIONS OF THE 1988 LL PROTOCOL AS MODIFIED BY RESOLUTION MSC.143(77)

Regulation 25(2) and (3) – Protection of the crew

1 Fixed, removable or hinged stanchions should be fitted about 1.5 m apart.

2 At least every third stanchion should be supported by a bracket or stay. In lieu of this, flat steel stanchions should be of increased breadth as given in figure 1, and aligned with member below deck, unless the deck plating thickness exceeds 20 mm.

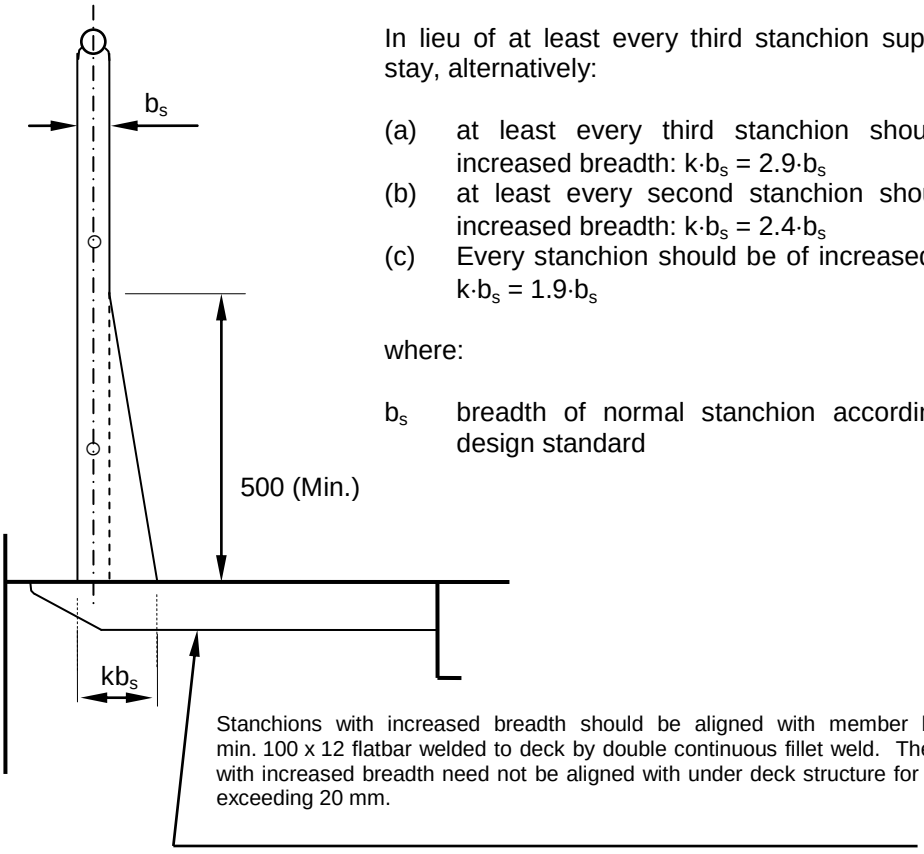
3 Wire ropes may only be accepted in lieu of guard rails in special circumstances, and then only in limited lengths.

4 Lengths of chain may only be accepted in lieu of guard rails if they are fitted between two fixed stanchions and/or bulwarks.

5 The openings between courses should be in accordance with regulation 25(3) of the Convention.

6 Wires should be made taut by means of turnbuckles.

7 Removable or hinged stanchions should be capable of being locked in upright position.



In lieu of at least every third stanchion supported by stay, alternatively:

(a) at least every third stanchion should be of increased breadth: $k \cdot b_s = 2.9 \cdot b_s$
(b) at least every second stanchion should be of increased breadth: $k \cdot b_s = 2.4 \cdot b_s$
(c) Every stanchion should be of increased breadth: $k \cdot b_s = 1.9 \cdot b_s$

where:

b_s breadth of normal stanchion according to the design standard

Figure 1 – Guard rail stanchion of increased breadth, welded to deck with double continuous fillet weld with leg size of minimum 7 mm or as specified by the design standard

Regulation 25(3)(b) – Protection of the crew

As alternate arrangements, flat steel stanchions should be of increased breadth, as given in figure 1, and aligned with members below deck unless the deck plating thickness exceeds 20 mm.