INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7587 3152
Fax: 020 7587 3210

IMO

E

Ref. T4/5.03

LL.3/Circ.162
24 May 2005

UNIFIED INTERPRETATIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AND THE 1988 LL PROTOCOL AND ITS AMENDMENTS

1 The Maritime Safety Committee at its eightieth session (11 to 20 May 2005), following a recommendation of the forty-seventh session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, approved unified interpretations of the requirements of the 1966 LL Convention and the 1988 LL Protocol and its amendments, as set out in the annexes 1, 2 and 3.

2 Member Governments are invited to:

.1 take note of the annexed unified interpretations and use them when applying the relevant requirements of the 1966 LL Convention, the 1988 LL Protocol and its amendments in order to ensure the uniform application thereof; and

.2 bring the annexed unified interpretations to the attention of all interested parties.

***

ANNEX 1

UNIFIED INTERPRETATIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966

1 LENGTH OF SUPERSTRUCTURE (REGULATIONS 34(1) AND 34(2))

(IACS unified interpretation LL.15)

Regulation 34(1)

1.1 Where a superstructure bulkhead is recessed, the effective length of the superstructure should be reduced by an amount equivalent in area to the area of the recess related to the breadth of the ship at the mid-length of the recess.

1.2 Where the recess is unsymmetrical about the centre line, the largest portion of the recess should be considered as applying to both sides of the ship. It is considered that such a recess need not be decked over.

1.3 Where a cargo hatchway, complying with the requirements of regulation 16 and having a coaming height that extends above the level of the superstructure deck, is fitted in the recess and covering the whole area of the recess, the hatchway may be taken into account as forming a part of the superstructure, and the effective length of the superstructure need not be reduced by the amount equivalent in area to the area of the recess.

1.4 The hatchway coaming height should be in accordance with regulation 16(1), measured from the superstructure deck level.

Regulation 34(2)

1.5 Where there is an extension to a superstructure, which extension has a breadth on each side of the centre line at least 30% of the breadth of the ship, the effective length of the superstructure may be increased by considering an equivalent superstructure bulkhead in the form of a parabola. This parabola should extend from the extension at the centre line and pass through the junction of the actual superstructure bulkhead with the sides of the extension and extend to the sides of the ship. This parabola should be completely contained within the boundary of the superstructure and its extensions.

1.6 If the superstructure is set-in from the side, up to the limit allowed under regulation 3(10), the equivalent bulkhead should be calculated on the basis of the actual breadth of the superstructure (not the breadth of the ship).

2 POSITION OF FREEBOARD DECK ON FLOAT ON/FLOAT OFF BARGE CARRIERS (REGULATION 3(9))

(IACS unified interpretation LL.68)

2.1 Float on/float off barge carriers are designed to be ballasted such that the bottom of their cargo space(s) (well deck) submerges below the waterline to allow barges being floated in and out.

2.2 If such a ship is fitted with weathertight closures for the cargo space(s) and a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck.

2.3 If such a ship is not fitted with weathertight closures for the cargo space(s) or a watertight enclosure at the stern, the well deck should be taken as the freeboard deck, while buoyant spaces above may be considered as superstructures in accordance with the provisions of the interpretation relating to regulation 34(1) of the Convention referred to in section 1 or regulation 34(1) of the 1988 Protocol.

2.4 If such a ship is not fitted with weathertight closures for the cargo space(s) but has a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck provided that:

.1 the structure of the freeboard deck complies with the provisions of the interpretation relating to regulation 3(9) of the Convention referred to in circular LL.3/Circ.77;

.2 the calculated freeboard is corrected for any missing buoyancy above the well deck in accordance with the provisions of the interpretation relating to regulations 3(5)(c) and 3(9) of the Convention referred to in circular LL.3/Circ.69; and

.3 a satisfactory safety level at the resulting draught is demonstrated according to alternative concepts.

3 TREATMENT OF THE VOLUME OF THE FORECASTLE, WHICH IS LOCATED OVER THE FOREMOST CARGO HOLD FOR DAMAGE STABILITY CALCULATION IN ACCORDANCE WITH REGULATION 27 OF THE CONVENTION AND PARAGRAPH (12) OF THE ANNEX TO RESOLUTION A.320(IX)

(IACS unified interpretation LL.69)

3.1 In the case where the forecastle overlaps foremost cargo hold, provided the forecastle bulkhead is not more than 3 m aft of the forward bulkhead of the hold and the deck forming the step in way is watertight, then the bulkhead should be considered as continuous and not subject to damage.

***

ANNEX 2

UNIFIED INTERPRETATIONS OF THE 1988 PROTOCOL RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966

1 LENGTH OF SUPERSTRUCTURE (REGULATIONS 34(1) AND 34(2))

(IACS unified interpretation LL.15)

Regulation 34(1)

1.1 Where a superstructure bulkhead is recessed, the effective length of the superstructure should be reduced by an amount equivalent in area to the area of the recess related to the breadth of the ship at the mid-length of the recess.

1.2 Where the recess is unsymmetrical about the centre line, the largest portion of the recess should be considered as applying to both sides of the ship. It is considered that such a recess need not be decked over.

1.3 Where a cargo hatchway, complying with the requirements of regulation 16 and having a coaming height that extends above the level of the superstructure deck, is fitted in the recess and covering the whole area of the recess, the hatchway may be taken into account as forming a part of the superstructure, and the effective length of the superstructure need not be reduced by the amount equivalent in area to the area of the recess.

1.4 The hatchway coaming height should be in accordance with regulation 16(1), measured from the superstructure deck level.

Regulation 34(2)

1.5 Where there is an extension to a superstructure, which extension has a breadth on each side of the centre line at least 30% of the breadth of the ship, the effective length of the superstructure may be increased by considering an equivalent superstructure bulkhead in the form of a parabola. This parabola should extend from the extension at the centre line and pass through the junction of the actual superstructure bulkhead with the sides of the extension and extend to the sides of the ship. This parabola should be completely contained within the boundary of the superstructure and its extensions.

1.6 If the superstructure is set-in from the side, up to the limit allowed under regulation 3(10), the equivalent bulkhead should be calculated on the basis of the actual breadth of the superstructure (not the breadth of the ship).

2 POSITION OF FREEBOARD DECK ON FLOAT ON/FLOAT OFF BARGE CARRIERS (REGULATION 3(9))

(IACS unified interpretation LL.68)

2.1 Float on/float off barge carriers are designed to be ballasted such that the bottom of their cargo space(s) (well deck) submerges below the waterline to allow barges being floated in and out.

2.2 If such a ship is fitted with weathertight closures for the cargo space(s) and a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck.

2.3 If such a ship is not fitted with weathertight closures for the cargo space(s) or a watertight enclosure at the stern, the well deck should be taken as the freeboard deck, while buoyant spaces above may be considered as superstructures in accordance with the provisions of the interpretation referred to in section 1 relating to regulation 34(1) of the Convention or regulation 34(1).

2.4 If such a ship is not fitted with weathertight closures for the cargo space(s) but has a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck provided that:

.1 the structure of the freeboard deck complies with the provisions of the interpretation relating to regulation 3(9) of the Convention referred to in circular LL.3/Circ.77;

.2 the calculated freeboard is corrected for any missing buoyancy above the well deck in accordance with the provisions of the interpretation relating to regulations 3(5)(c) and 3(9) of the Convention referred to in circular LL.3/Circ.69; and

.3 a satisfactory safety level at the resulting draught is demonstrated according to alternative concepts.

3 TREATMENT OF THE VOLUME OF THE FORECASTLE, WHICH IS LOCATED OVER THE FOREMOST CARGO HOLD FOR DAMAGE STABILITY CALCULATION (REGULATION 27)

(IACS unified interpretation LL.69)

3.1 In the case where the forecastle overlaps foremost cargo hold, provided the forecastle bulkhead is not more than 3 m aft of the forward bulkhead of the hold and the deck forming the step in way is watertight, then the bulkhead should be considered as continuous and not subject to damage.

***

ANNEX 3

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

1 LENGTH OF SUPERSTRUCTURE (REGULATION 34(1))

(IACS unified interpretation LL.15)

1.1 Where a cargo hatchway, complying with the requirements of regulation 16 and having a coaming height that extends above the level of the superstructure deck, is fitted in the recess and covering the whole area of the recess, the hatchway may be taken into account as forming a part of the superstructure, and the effective length of the superstructure need not be reduced by the amount equivalent in area to the area of the recess.

1.2 The hatchway coaming height should be in accordance with regulation 16(1), measured from the superstructure deck level.

2 HATCH COVER STRESS/DEFLECTION CALCULATION (REGULATIONS 16(5) (A) AND (B))

(IACS unified interpretation LL.66)

2.1 In the calculation of stress and deflection from the prescribed mass per unit area, the design pressure is to be determined by using a vertical acceleration equal to 1g.

3 POSITION OF FREEBOARD DECK ON FLOAT ON/FLOAT OFF BARGE CARRIERS (REGULATION 3(9))

(IACS unified interpretation LL.68)

3.1 Float on/float off barge carriers are designed to be ballasted such that the bottom of their cargo space(s) (well deck) submerges below the waterline to allow barges being floated in and out.

3.2 If such a ship is fitted with weathertight closures for the cargo space(s) and a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck.

3.3 If such a ship is not fitted with weathertight closures for the cargo space(s) or a watertight enclosure at the stern, the well deck should be taken as the freeboard deck, while buoyant spaces above may be considered as superstructures in accordance with the provisions of the interpretation referred to in section 1 relating to regulation 34(1) of the Convention or regulation 34(1).

3.4 If such a ship is not fitted with weathertight closures for the cargo space(s) but has a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck provided that:

.1 the structure of the freeboard deck complies with the provisions of the interpretation relating to regulation 3(9) of the Convention referred to in circular LL.3/Circ.77;

.2 the calculated freeboard is corrected for any missing buoyancy above the well deck in accordance with the provisions of the interpretation relating to regulations 3(5)(c) and 3(9) of the Convention referred to in circular LL.3/Circ.69; and

.3 a satisfactory safety level at the resulting draught is demonstrated according to alternative concepts.

4 TREATMENT OF THE VOLUME OF THE FORECASTLE, WHICH IS LOCATED OVER THE FOREMOST CARGO HOLD FOR DAMAGE STABILITY CALCULATION (REGULATION 27)

(IACS unified interpretation LL.69)

4.1 In the case where the forecastle overlaps foremost cargo hold, provided the forecastle bulkhead is not more than 3 m aft of the forward bulkhead of the hold and the deck forming the step in way is watertight, then the bulkhead should be considered as continuous and not subject to damage.