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**UNIFIED INTERPRETATIONS OF THE 1966 LL CONVENTION AND THE 1988 LL PROTOCOL AS MODIFIED BY RESOLUTION MSC.143(77)**

1 The Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010), with a view to providing more specific guidance for application of the relevant requirements of the 1966 LL Convention and the 1988 LL Protocol, approved unified interpretations of the 1966 LL Convention and the 1988 LL Protocol as modified by resolution MSC.143(77), prepared by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its fifty-second session, as set out in annexes 1 and 2, respectively.

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), to ships constructed on or after 21 May 2010 and to bring the unified interpretations to the attention of all parties concerned.

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# ANNEX 1

## UNIFIED INTERPRETATIONS OF THE 1966 LL CONVENTION

**Regulation 24 – Freeing ports**
**Regulation 26 – Special conditions of assignment for type "A" ships**

Where gutter bars are installed on the weather decks of tankers in way of cargo manifolds and are extended aft as far as the after house front for the purpose of containing cargo spills on deck during loading and discharge operations, the free surface effects caused by containment of a cargo spill during liquid transfer operations or of boarding seas while underway require consideration with respect to the ship's available margin of positive initial stability (GMo).

Where the gutter bars installed are greater than 300 mm in height, they should be treated as bulwarks according to the Load Line Convention with freeing ports arranged in accordance with regulation 24 and effective closures provided for use during loading and discharge operations. Attached closures should be arranged in such a way that jamming cannot occur while at sea, ensuring that the freeing ports will remain fully effective.

On ships without deck camber, or where the height of the installed gutter bars exceeds the camber, and for tankers having cargo tanks exceeding 60% of the ship's maximum beam at midships regardless of gutter bar height, gutter bars should not be accepted without an assessment of the initial stability (GMo) for compliance with the relevant intact stability requirement taking into account the free surface effect caused by liquids contained by the gutter bars.

**Regulation 27(3) and (7) – Types of ships**

The permeability assumed in the damage stability calculation for the flooding of any store space should be 0.95.

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# ANNEX 2

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

**Regulation 24 – Freeing Ports**
**Regulation 26 – Special conditions of assignment for type "A" ships**

Where gutter bars are installed on the weather decks of tankers in way of cargo manifolds and are extended aft as far as the after house front for the purpose of containing cargo spills on deck during loading and discharge operations, the free surface effects caused by containment of a cargo spill during liquid transfer operations or of boarding seas while underway require consideration with respect to the ship's available margin of positive initial stability (GMo).

Where the gutter bars installed are greater than 300 mm in height, they should be treated as bulwarks according to the Load Line Convention with freeing ports arranged in accordance with regulation 24 and effective closures provided for use during loading and discharge operations. Attached closures should be arranged in such a way that jamming cannot occur while at sea, ensuring that the freeing ports will remain fully effective.

On ships without deck camber, or where the height of the installed gutter bars exceeds the camber, and for tankers having cargo tanks exceeding 60% of the ship's maximum beam at midships regardless of gutter bar height, gutter bars should not be accepted without an assessment of the initial stability (GMo) for compliance with the relevant intact stability requirement taking into account the free surface effect caused by liquids contained by the gutter bars.

**Regulation 27(3) and (8d) – Types of ships**

The permeability assumed in the damage stability calculation for the flooding of any store space should be 0.95.