

LL65 Ships with assigned or reassigned reduced freeboards and intended to carry deck cargo

(June 2000)
(Rev.1 June 2007)

(LLC 66, Regulation 27 and SOLAS, Chapter II-1, Reg. 25-1 footnote 6)

(SOLAS, Chapter II-1, Regulation 4, footnotes .6 and .7)

“Cargo ships shown to comply with the following regulations may be excluded from the application of part B-1:

.6 Damage stability requirements of regulation 27 of the 1966 Load Lines Convention as applied in compliance with resolutions A.320(IX) and A.514(13), provided that in the case of cargo ships to which regulation 27(9) applies, main transverse watertight bulkheads, to be considered effective, are spaced according to paragraph (12)(f) of resolution A.320(IX), except ships intended for the carriage of deck cargo; and

.7 Damage stability requirements of regulation 27 of the 1988 Load Lines Protocol, except ships intended for the carriage of deck cargo”.

General:

1. This UI pertains to ships intended to carry deck cargo and assigned or reassigned reduced freeboards in accordance with Regulation 27 of the International Convention on Load Lines, 1966 (ILLC ICLL 1966) and intended to carry deck cargo or the ICLL 1966 as amended by the 1988 Protocol.
2. In .6 and .7 of the footnotes to SOLAS Chapter II-1, Regulation 4 25-1, ships shown to comply with ICLL 1966 Regulation 27 as applied in compliance with IMO Res. A.320 and A.514, may be excluded from the application of SOLAS Chapter II-1 Part B-1, except if they carry deck cargo.

~~The footnote accepts the deterministic damage stability analysis according to the load line regulations in lieu of the probabilistic method of Part B-1. This was considered an acceptable substitution because of the very conservative assumptions of the initial load case made in the deterministic calculation under Regulation 27(7) of the 1966 ICLL. This can only be presumed for bulk carriers where the cargo is carried solely within the cargo holds, but may not always be true for bulk carriers which may occasionally also carry deck cargo, or other cargo ships intended for carriage of deck cargo which have been designed to take advantage of a reduced freeboard assignment.~~

3. ~~Therefore for such ships damage stability calculations shall be carried out: identified in item 1), above, shall:~~
 - a) ~~according~~ Due to the assigned reduced freeboards, in compliance ~~comply with~~ damage stability requirements of Regulation 27 of ICLL 1966 and the 1988 Protocol to the ICLL 1966; and-
 - b) ~~according~~ Due to the intended deck cargo capacity, be provided with the limiting GM or KG curve required by SOLAS Chapter II-1, Regulation 25-8 5-1.4 shall be provided to the master for guidance, based on ~~in~~ compliance with the probabilistic damage stability analysis of SOLAS Chapter II-1 Part B-1.

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(cont)

4. The KG used for demonstrating compliance with the criteria in 3 a) shall be the same as that used for the criteria in 3 b) ~~deterministic damage stability requirements of ICLL Regulation 27 should be the same as that used for the probabilistic damage stability calculations required by SOLAS Chapter II-1, Part B-1, at the deepest subdivision load line.~~

Note:

1. This UI LL 65 is to be uniformly implemented by IACS Members and Associates from 1 July 2001.
2. Revision 1 is to be uniformly implemented by IACS Members and Associates from 1 January 2009.

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