

# LL75 Permeability of Store Space in the Damage Stability Calculation (Regulation 27(3) & (8.d))

(Sept  
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## Regulation

1. Reg.27(3) of 1988 protocol of 1966 ICLL and its amendment MSC.143(77) reads:

*“(3) A type ‘A’ ship, if over 150 m in length, to which a freeboard less than type ‘B’ has been assigned, when loaded in accordance with the requirements of paragraph (11), shall be able to withstand the flooding of any compartment or compartments, with an assumed permeability of 0.95, consequent upon the damage assumptions specified in paragraph (12), and shall remain afloat in a satisfactory condition of equilibrium, as specified in paragraph (13). In such a ship, the machinery space shall be treated as a floodable compartment, but with a permeability of 0.85.”*

2. Reg.27(8.d) of 1988 protocol of 1966 ICLL and its amendment MSC.143(77) reads:

*“the ship, when loaded in accordance with the requirements of paragraph (11), shall be able to withstand the flooding of any compartment or compartments, with an assumed permeability of 0.95, consequent upon the damage assumptions specified in paragraph (12), and shall remain afloat in a satisfactory condition of equilibrium, as specified in paragraph (13). In such a ship, if over 150 m in length, the machinery space shall be treated as a floodable compartment, but with a permeability of 0.85.”*

## Interpretation

The permeability assumed in the damage stability calculation for the flooding of any store space shall be 0.95 under 1988 Protocol of 1966 ICLL.

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### Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Members and Associates for ships contracted for construction ~~any ship for which damage stability calculations are carried out~~ on or after 1 ~~July~~ April 2009.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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