LL15 Length of superstructure (Regulation 34(1) and 34(2))

(1968) (Rev.1 1993) (Rev.2 July 2003) (Rev.3 July 2008) (Rev.4 Nov 2021)

Interpretation of the 1966 International Convention on Load Lines, regulations 34(1) and 34(2) and the 1988 Protocol relating to the 1966 International Convention on Load Lines, regulations 34(1) and 34(2), as amended by resolutions MSC.143(77), MSC.329(90), MSC.356(92) and MSC.375(93)

Regulations 34(1) and 34(2) of the International Convention on Load Lines, 1966 reads as follows:

(1) Except as provided in paragraph (2) of this Regulation, the length of a superstructure (S) shall be the mean length of the parts of the superstructure which lie within the length (L).

(2) Where the end bulkhead of an enclosed superstructure extends in a fair convex curve beyond its intersection with the superstructure sides, the length of the superstructure may be increased on the basis of an equivalent plane bulkhead. This increase shall be two-thirds of the fore and aft extent of the curvature. The maximum curvature which may be taken into account in determining this increase is one-half the breadth of the superstructure at the point of intersection of the curved end of the superstructure with its side.

Regulations 34(1) and 34(2) of the 1988 Protocol relating to the International Convention on Load Lines 1966 reads as follows:

(1) Except as provided in paragraph (2), the length of a superstructure (S) shall be the mean length of the parts of the superstructure which lie within the length (L).

Where a superstructure bulkhead is recessed, the effective length of the superstructure shall be reduced by an amount equal to the area of the recess in plan view divided by the breadth of the superstructure at the midlength of the recess. Where the recess is unsymmetrical about the centreline, the largest portion of the recess shall be considered as applying to both sides of the ship. A recess need not be decked over.

Note:
1. Changes introduced in Rev.2 (July 2003) are to be uniformly implemented by IACS Members and Associates from 1 January 2004.

2. Changes introduced in Rev.4 (Nov 2021) are to be uniformly implemented by IACS Members from 1 January 2022.

Footnotes:

~~1. This UI is also applicable to Regulation 34(1) and 34(2) of the 1988 Protocol.~~

~~2. Changes introduced in Rev.2 (July 2003) are also applicable to Regulation 34(1) of the revised 1988 Protocol.~~

1. All paragraphs of the UI are applicable to Regulation 34 (1) and 34(2) of ICLL 1966 and to ICLL 1966 as amended in 1988
2. Paragraphs 4 and 5 of the UI are also applicable to ICLL 1966 as amended in 1988 and 2003.

LL15
(1968)
(Rev.1 1993)
(Rev.2 July 2003)
(Rev.3 July 2008)
(Rev.4 Nov 2021)

(2) Where the end bulkhead of an enclosed superstructure extends in a fair convex curve beyond its intersection with the superstructure sides, the length of the superstructure may be increased on the basis of an equivalent plane bulkhead. This increase shall be two-thirds of the fore and aft extent of the curvature. The maximum curvature which may be taken into account in determining this increase is one-half the breadth of the superstructure at the point of intersection of the curved end of the superstructure with its side.

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 shall extend from the extension at the centreline 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 shall be completely contained within the boundary of the superstructure and its extensions.

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 (and not the breadth of the ship).

Interpretations

Regulation 34(1):

1.Where a superstructure bulkhead is recessed, the effective length of the superstructure shall 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.

2. Where the recess is unsymmetrical about the centre line, the largest portion of the recess shall be considered as applying to both sides of the ship.

3. It is considered that such a recess need not be decked over.

4. 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.

5. The hatchway coaming height shall be in accordance with Regulation 16(1), measured from the superstructure deck level.

Regulation 34(2):

6. 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.

7. 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).

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