

LL65

(June 2000)
 (Rev.1
 June 2007)
 (Rev.2
 July 2008)
 (Rev.3
 Feb 2021)

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

SOLAS II-1/4.2.1.2.4 & 4.2.1.2.5 (as amended by Res. MSC.421(98))

“For cargo ships, the requirements in parts B-1 to B-4 shall apply as follows:

2.1 In part B-1:

.2 Regulation 6 to regulation 7-3 shall apply to cargo ships having a length (L) of 80 m and upwards, but may exclude those ships subject to the following instruments and shown to comply with the subdivision and damage stability requirements of that instrument:

.4 the 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 that ships intended for the carriage of deck cargo shall be in compliance with regulation 6 to regulation 7-3; or

.5 the damage stability requirements of regulation 27 of the 1988 Load Lines Protocol, except that ships intended for the carriage of deck cargo shall be in compliance with regulation 6 to regulation 7-3;”

(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”.~~

Notes:

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.
3. Rev. 3 is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 2021.

Footnote: This UI is also applicable to the revised 1988 Protocol.

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(cont)

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 (ICLL 1966) or the ICLL 1966 as amended by the 1988 Protocol.
2. ~~As per SOLAS II-1/4.2.1.2.4 & 4.2.1.2.5, in .6 and .7 of the footnotes to SOLAS Chapter II-1, Regulation 4,~~ 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 Regulation 6 to regulation 7-3, except if they carry deck cargo.
3. Therefore ships identified in item 1), above, shall:
 - a) according to the assigned reduced freeboards, comply with damage stability requirements of Regulation 27 of ICLL 1966 and the 1988 Protocol to the ICLL 1966; and
 - b) according to the intended deck cargo capacity, be provided with the limiting GM or KG curve required by SOLAS Chapter II-1, Regulation 5-1.4 in compliance with the probabilistic damage stability analysis of SOLAS Chapter II-1 Part B-1.
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) at the deepest subdivision load line.

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