

LL44 Freeing ports (Regulation 24(3))

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The effectiveness of the freeing area in bulwarks required by Regulation 24(1) and (2) depends on free flow across the deck of a ship. Where there is no free flow due to the presence of a continuous trunk or hatchway coaming, the freeing area in bulwarks is calculated in accordance with Regulation 24(3).

The free flow area on deck is the net area of gaps between hatchways, and between hatchways and superstructures and deck houses up to the actual height of the bulwark.

The freeing port area in bulwarks should be assessed in relation to the net flow area as follows:

- i. If the free flow area is not less than the freeing area calculated from Regulation 24(3) as if the hatchway coamings were continuous, then the minimum freeing port area calculated from Regulation 24(1) and (2) should be deemed sufficient.
- ii. If the free flow area is equal to, or less than the area calculated from Regulations 24(1) and (2), then the minimum freeing area in the bulwarks should be determined from Regulation 24(3).
- iii. If the free flow area is smaller than that calculated from Regulation 24(3), but greater than that calculated from Regulation 24(1) and (2), the minimum freeing area in the bulwark should be determined from the following formula:

$$F = F_1 + F_2 - f_p \text{ (m}^2\text{)}$$

where F_1 is the minimum freeing area calculated from Regulations 24(1) and (2),
 F_2 is the minimum freeing area calculated from Regulation 24(3),
 f_p is the total net area of passages and gaps between hatch ends and superstructures or deckhouses up to the actual height of bulwark.

Footnote: This UI is also applicable to Regulation 24(3) of the 1988 Protocol.

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