

LL64

(December 1998)

(Rev.1, March 1999)

(Rev.2 June 2000)

(Rev.3 July 2001)

(Rev.4 July 2005)

(Rev.5 July 2008)

Non-weathertight hatch covers above superstructure deck (Load Line Convention 1966 Regulations 2(5) and 14(2))

The requirements for coaming height and weathertightness of hatch covers located above the superstructure deck are left to the satisfaction of the flag Administration by Regulations 2(5) and 14(2) of the Load Line Convention. Exposed coamings and hatch covers situated above the second tier of the superstructure, or equivalent, or above the third tier, or equivalent, in the forward quarter of the ship's length, may be regarded to be above the superstructure deck in the application of 14(2). Non-weathertight covers in these locations may be accepted subject to the approval of the flag Administration and conditional upon the following:

1. Their acceptance should be limited to use on container ships.
2. They may be fitted to hatchways located on weatherdecks which are at least two standard superstructure heights above an actual freeboard deck or an assumed freeboard deck from which a freeboard can be calculated which will result in a draught not less than that corresponding to the freeboard actually assigned. Where any part of a hatchway is forward of a point located one quarter of the ship's length (0.25L) from the forward perpendicular, that hatchway is to be located on a weatherdeck at least three standard superstructure heights above the actual or assumed freeboard deck. It is to be noted that the assumed freeboard deck is used only for the purpose of measuring the height of the deck on which the hatchways are situated and may be an imaginary, or virtual deck and in this case is not to be used for the actual assignment of freeboard. The vessels freeboard is to be assigned from an actual deck, designated as the freeboard deck, which is to be determined in accordance with the Convention and LL39.
3. The hatchway coamings should be not less than 600 mm in height.
4. The non-weathertight gaps between hatch cover panels should be considered as unprotected openings with respect to the requirements of intact and damage stability calculations. They should be as small as possible commensurate with the capacity of the bilge system and expected water ingress, and the capacity and operational effectiveness of the fire-fighting system and, generally, should not exceed 50 mm.

Notes:

1. This Unified Interpretation is to be uniformly implemented by all Members and Associates from 1 July 1999, unless otherwise instructed by a Flag State.
2. Changes introduced in Rev.3 are to be uniformly implemented by IACS Members and Associates from 1 January 2002.
3. Changes introduced in Rev.4 are to be uniformly implemented by IACS Members and Associate from 1 January 2006.

Footnote: This UI is also applicable to Regulations 2(5) and 14(2) of the 1988 Protocol and the revised 1988 Protocol.

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5. Labyrinths, gutter bars, or equivalents should be fitted proximate to the edges of each panel in way of the gaps to minimise the amount of water that can enter the container hold from the top surface of each panel.
6. Scantlings of the hatch cover panels are to be equivalent to those for weathertight covers and in accordance with the applicable requirements of UR S21 and UI LL70. The details on the securing arrangements to the vessel's support structure and coamings are provided in IACS Recommendation No. 14.
7. Bilge alarms should be provided in each hold fitted with non-weathertight covers.

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