

LL68 Position of Freeboard Deck on Float On/Float Off Barge Carriers

(Regulation 3(9))

(May
2004)
(Rev.1
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Reg.3(9):

Freeboard Deck. The freeboard deck is normally the uppermost complete deck exposed to weather and sea, which has permanent means of closing all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a discontinuous freeboard deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck. At the option of the owner and subject to the approval of the Administration, a lower deck may be designated as the freeboard deck provided it is a complete and permanent deck continuous in fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships. When this lower deck is stepped the lowest line of the deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck. When a lower deck is designated as the freeboard deck, that part of the hull which extends above the freeboard deck is treated as a superstructure so far as concerns the application of the conditions of assignment and the calculation of freeboard. It is from this deck that the freeboard is calculated."

Interpretation:

1. Float On/Float Off Barge Carriers are designed to be ballasted such that the bottom of their cargo space(s) (well deck) submerges below the waterline to allow barges being floated in and out.
2. If such a ship is fitted with weathertight closures for the cargo space(s) and a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck.
3. If such a ship is not fitted with weathertight closures for the cargo space(s) or a watertight enclosure at the stern, the well deck shall be taken as the freeboard deck, while buoyant spaces above may be considered as superstructures in accordance with UI LL 15 or 88 Prot. Reg. 34(1).
4. If such a ship is not fitted with weathertight closures for the cargo space(s) but has a watertight enclosure at the stern, the uppermost complete deck may be taken as the freeboard deck provided that:
 - the structure of the freeboard deck complies with the requirements of LL39;
 - the calculated freeboard is corrected for any missing buoyancy above the well deck in accordance with LL48, and
 - a satisfactory safety level at the resulting draught is demonstrated according to alternative concepts.

Note: This UI is to be uniformly implemented by IACS Members and Associates from 1 April 2005.

Footnote: This UI is also applicable to to Regulation 3(9) of the 1988 Protocol and the revised 1988 Protocol.

End of Document
