
4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1508
5 June 2015

**UNIFIED INTERPRETATIONS OF REGULATION 36(6) OF THE PROTOCOL OF 1988
RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966**

1 The Maritime Safety Committee, at its ninety-fifth session (3 to 12 June 2015), with a view to providing more specific guidance on the application of regulation 36(6) of the 1988 LL Protocol, approved a unified interpretation of regulation 36(6) of the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as prepared by the Sub-Committee on Ship Design and Construction, at its second session (16 to 20 February 2015), as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying regulation 36(6) of the 1988 LL Protocol and to bring the unified interpretations to the attention of all parties concerned.

ANNEX

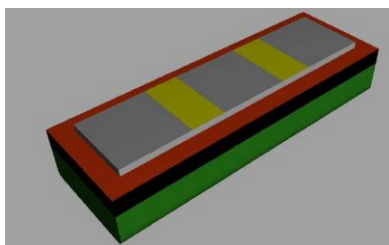
UNIFIED INTERPRETATIONS OF REGULATION 36(6) OF THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966

Regulation 36(6) – Continuous hatchways

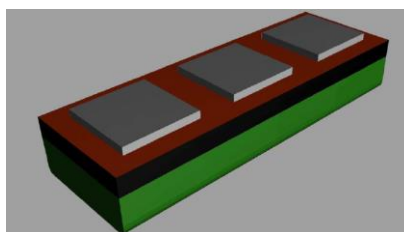
Generally two types of "continuous hatchways" can be distinguished:

- .1 In case of a **single** hatchway, the hatchway may be regarded as a "continuous hatchway".
- .2 In case **more than one** hatchway is fitted, the following arrangement may be considered as a "continuous hatchway", too:

Detached hatchways linked by weathertight decked steel structures in between. The hatchways are connected by longitudinal coamings connected transversally by decked steel structures. In this case, the equivalent "continuous hatchway" is the entire enclosed volume of the single hatchways and the weathertight spaces between them.



- .3 In case more than one hatchway is fitted, the following arrangements should **not** be regarded as "continuous hatchways":
 - (1) Detached hatchways: Each hatchway is to be considered as a "separated detached trunk", thus each hatchway may be treated separately as a trunk in the freeboard computation.



- (2) Detached hatchways connected by longitudinal coamings: All hatchways may be treated in the same manner as (1).

