S2 Definition of Ship's Length *L* and of Block Coefficient C_b

S2 (1973) (Rev.1 May 2010) (Rev.2 June 2019)

S2.0 Application

This UR does not apply to CSR Bulk Carriers and Oil Tankers.

S2.1 Rule length *L*

The Rule length ~~of~~ L is the distance, in metres, measured on the ~~summer load~~ waterline at the scantling draught from the fore side of the stem to the after side of the rudder post, or the centre of the rudder stock if there is no rudder post. *L* is not to be less than 96%, and need not be greater than 97%, of the extreme length on the ~~summer load~~ waterline at the scantling draught.

In ships without rudder stock (e.g. ships fitted with azimuth thrusters), the Rule length L is to be taken equal to 97% of the extreme length on the waterline at the scantling draught.

In ships with unusual stern and bow arrangement the Rule length *L* will be specially considered.

S2.2 Block coefficient C_b

The block coefficient C_b is the moulded block coefficient ~~at draught *d*~~ corresponding to the ~~summer load~~ waterline at the scantling draught *Ts*, based on rule length *L* and moulded breadth *B*:

$$C_b = \frac{\text{~~m~~Moulded displacement } [m^3] \text{ at scantling draught ~~d~~} Ts}{LB\text{~~d~~}Ts}$$

Where:

B : Greatest moulded breadth, in m, measured amidships at the scantling draught, Ts.

Ts : Scantling draught, in m, at which the strength requirements for the scantlings of the ship are met and represents the full load condition. The scantling draught is to be not less than that corresponding to the assigned freeboard.

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Note:

1. Changes introduced in Rev.2 are to be uniformly implemented by IACS Members from 1 July 2020.