

Code of Safe Practice (Timber)

The IMO Code should be studied in conjunction with the M.S. Loadline Regulations as similar provisions are contained in both publications. However some of the additional IMO requirements are noted below:

- Uprights should extend above the outboard top edge of the cargo, they should be fitted with locking pin, and each port and starboard pair of uprights should be linked by athwartship lashings.
- If a device which is capable of quick cargo release is fitted, the design of it should ensure that it cannot be accidentally released or activated.
- Lashings should be capable of withstanding an ultimate load of not less than 133kN. The minimum ultimate load of the ancillary components- is higher than that of the lashings.
- A 19mm close link chain has an ultimate strength of 133kN, and a flexible wire rope of equivalent strength is one which has a SWL of not less than 2.7tons.
- The spacing of lashings should be determined by the maximum height of the timber in the vicinity of the lashings. The following spacing is stipulated:
 - ◇ 3.0m for cargo height of 4m and below
 - ◇ 1.5m for cargo height of 6m and above
 - ◇ Linear interpolation for intermediate heights.

In addition to the walkway specified in the M.S. Regulations, a lifeline of wire rope with a stretching device should be set up taut as near as practicable to the centre line of the ship.

All ships must be supplied with suitable information on stability which takes into account deck cargo to enable the master of the ship to meet the stability requirements.

The master should verify the stability of his vessel for the worst service condition having regard to the increased weight of deck cargo due to water absorption and/or ice accretion and to variations in consumable.

It should be kept in mind that excessive stability might cause more severe forces on the lashings in heavy seas. For vessels under 70m in length where stability information and other details are not provided, a rolling period test may be carried out to ascertain approximately the initial GM.

Annex "C" of the code gives suggested practices which pertain to particular timber cargoes, as follows:

Packaged sawn timber

- The cargo is stacked (rather than stowed which leads to cargo movement, slack lashings and subsequent damage)
- Random lengths are not to be stowed on deck unless:
 - ◇ They can be stowed compactly
 - ◇ They are not stowed on exposed surfaces
- Bonding should be strong to avoid disintegration.
- Deck surfaces to be made level with timber before loading.
- Dunnage between layers to bind the stow and keep it level.
- Packaged timber and other timber are independently stowed / secured.
- Athwart-ship stowage is to be avoided, particularly in adjacent and the two top layers.
- Rounded angle irons, at least one foot long should spread the load of the lashings at the upper corners of the stow.



Securing of Heavy logs

- When a cargo of logs has been stowed to a height of one tier of logs over the hatches, a system of athwartship lashings of wire rope should be set up in short lengths over the entire length of the cargo such that:
- Lashings should be secured at an upright and then rove between two or more port and starboard pairs of uprights at the same height as the cargo to cover the entire length of the cargo
- When overstowed, the lashings shall be given sufficient slack to enable the logs to tension the wire.
- When the height of the deck stow or size of logs are such that additional lashings are considered necessary, they should be set up identically at appropriate levels of the cargo

Continuous wire rope lashing, as describe below, has been found effective in preventing movement and loss in deck cargoes of heavy logs. To compact the dock stow and facilitate tightening of the chain lashings, additional overall lashings of wire rope may be used such that:

- These lashings are shackled at eye-plates in the sheer strake, deck stringer plate or other strengthened point at position midway between the uprights.
- They consists of bights of wire connecting adjacent securing positions, length of which should stretch over
- The top surface of the final stow to an inboard distance of approximately one-third of the immediate breadth of the cargo.
- Alternatively, single independent wire pendants with eye splices may be shackled at eye plates in the sheer strake or dock stringer plate or other strengthened point at positions close to the uprights throughout the extent of the deck cargo, each pendant being of sufficient length to extend across the top surface of the cargo to a distance inboard of about one-third of the immediate breadth.

A snatch block or roller shackle is attached at the inboard part of each bight or pendant through which is rove a continuous wire rope which passes from side to side across the top of the cargo to lace together all such snatch blocks or roller shackles in an athwartship direction along the length of each section of deck cargo. One or both ends of the lacing wire should be brought to a winch or winches and, after tightening to facilitate further tensioning of the main athwartship lashings, made fast.



Stowage of Pulp Wood and Pitprops

Good compaction of the deck cargo can be obtained if they are stowed in the following manner:

- In the deck area clear of line of hatches, the logs should be stowed in the athwartship direction, canted inboard by some logs laid fore and aft in the scuppers.
- At the centre of the stow, along the line of hatches, the logs are laid in the fore and aft direction when the wing cargo has reached hatch height.
- At the completion of loading, the cargo should have a level surface with a slight crown towards the centre.

To prevent logs being washed out from below their lashings it is recommended that nets or tarpaulins may be used as follows:

The ends of each continuous section of deck cargo, if not stowed flush with superstructure bulkhead, may be fitted with a net or tarpaulin stretched and secured over the athwartship vertical surface

Over the fore and aft end of each continuous section of deck cargo, and in the waist of the ship, the top surface may be fitted with A net or tarpaulin stretched and secured across the breadth of the cargo and brought down the outboard vertical sides to securings at deck level.