

PART I

Requirements which apply to ALL deck cargoes

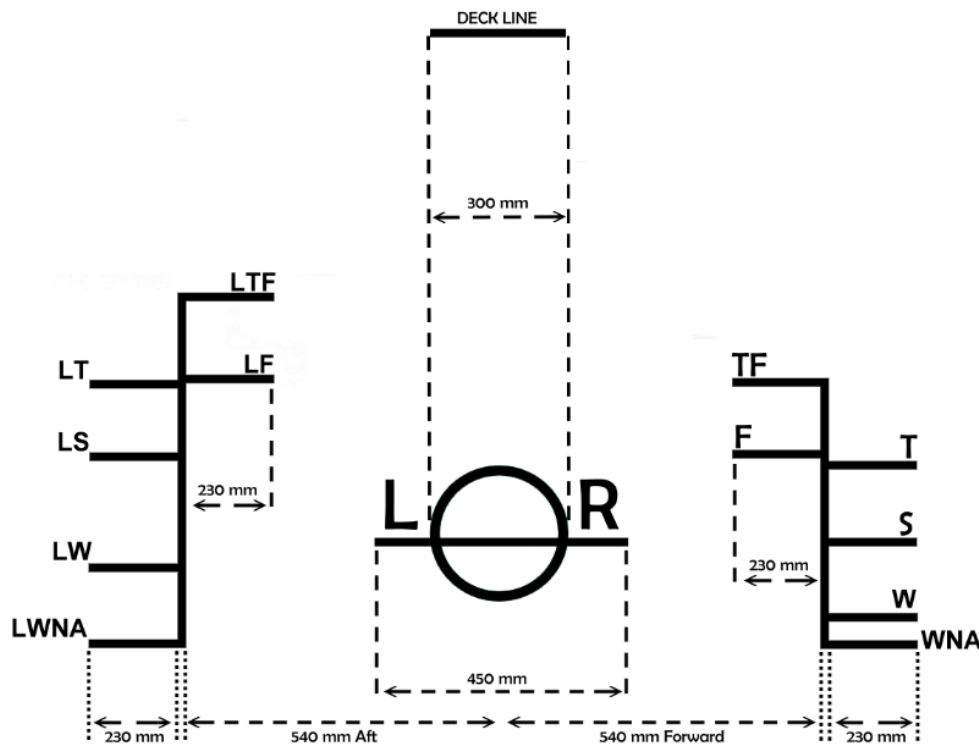
- Avoid excessive loading with regards to local strength
- Ensure that the vessel will have adequate stability at all stages of the voyage especially with regards to:
 - Vertical distribution of the deck cargo.
 - Wind moments produced by strong winds.
 - Loss of bottom weight due to consumption of stores, fuel and fresh water.
 - Increase in weight due to water absorption by deck cargo, icing etc.
- Ensure the proper protection of ventilators, air pipes and the water tightness of lower compartments.
- The height of the stow above the deck should not interfere with the navigation or working of the ship.
- Access to the ship's steering gear arrangements, including the emergency steering arrangements, must not be obstructed.
- Crew should be provided with a safe means of access. Some ships which regularly carry deck cargoes have a passage constructed on or below the deck which carries the deck cargo, to provide access for the crew between their quarters and the working areas of the ship. On ships without such a passage a walkway must be fitted over the deck cargo. This walkway must not be less than 1m wide and it must have a set of guard rails or wires on each side which are supported by stanchions securely fitted to the walkway at intervals not exceeding 3.0m. The guard rails or wires should be a height of not less than 1m and each set should consist of three courses. No opening below the lowest course should exceed 230mm in height and opening above that course should not exceed 380mm in height

- All deck cargo should be adequately secured.

Use of Timber Load line

The general principle involved is that if a vessel is of adequate strength to permit deeper immersion while carrying a deck load of timber properly secured, its effects are three fold:

- The reserve buoyancy of the vessel is increased by the compact mass of buoyant timber above the freeboard deck.
- The effective freeboard is increased with beneficial effect on the range of stability.
- The weather deck hatches are protected.



ALL LINES ARE 25 mm IN THICKNESS

PART II

Additional requirements applicable to Timber Deck Cargo

This part is divided into Section A and B. Section A applies to ships which are not marked with timber loadlines or to ships that have timber loadline marks but which are loaded within the limits of ordinary loadlines.

In addition to requirements stipulated under Part I, the following requirements are applicable to vessels of section A:

- When the ship is in a winter period, the deck cargo must be stowed so that at no point throughout its length the height of the cargo above the weather deck exceeds $\frac{1}{3}$ of the extreme breadth of the ship. When timber deck cargo is stowed in any well it must be stowed as solidly as possible to extend over the entire available length of the well to a height not less than the standard height of a superstructure other than a raised quarter deck. A walkway must be provided on top of the timber even if the ship has a permanent passageway. This walkway must be constructed to the specification set out under Part I.

Stowage:

Compact, efficient lashings with accessible releases. Uprights if required - should be of adequate strength, secured in position by angles or metal sockets, and the spacing between any two uprights must not exceed 3m.

Additional requirements for Timber Deck Cargoes in vessels loaded to Timber Loadline

The timber must be efficiently secured throughout its length by independent overall lashings spaced not more than 3m apart. The lashings must be secured to eye-plates which are attached to the sheer strake or to the deck stringer at interval of not more than 3m.

The distance from an end bulkhead to the first eye-plate must not be more than 2 metres. When there is no bulkhead, the eye-plate and lashings must be located at distances of 0.6 and 1.5 metres from the ends of the timber deck cargo.



Timber Deck Cargo Lashing

- The lashings must be made of close link chain of a size not less than 19mm or of flexible wire rope of an equivalent strength. The lashings must be fitted with sliphooks and turnbuckles in positions which are accessible at all times and wire rope lashings must be fitted with a length of long link chain to enable the length of the lashings to be regulated.

When timber is in length less than 3.6 metres, the spacing of the lashings must be suitably reduced.