

Uprights for Securing Timber Deck Cargoes

Amended Rules

Rules for the Survey and Construction of Steel Ships Parts A, and C

Reason for Amendment

Regulation 5-1, Chapter II-1 of SOLAS specifies requirements related to stability information, and UI SC161(Rev.2) is the unified interpretation (UI) adopted by IACS in 2021 related to the treatment of timber deck cargoes in the context of damage stability requirements in Regulation 5-1. The UI and relevant SOLAS requirements have been already incorporated into the ClassNK Rules.

IACS reviewed the requirements of UI SC 161 related to uprights used to secure timber deck cargoes. As a result, IACS developed the draft UI SC161(Rev.3) to clarify that such uprights are required to comply with the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code).

The draft UI was approved as MSC.1/Circ.1653 at 105th session of the IMO Maritime Safety Committee (MSC 105) in April 2022. Following this, IACS adopted the draft UI as IACS UI SC161 (Rev. 3).

Accordingly, relevant requirements are amended in accordance with IACS UI SC161(Rev.3).

Outline of Amendment

Amends requirements related to uprights for securing timber deck cargoes.

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part A GENERAL RULES

Chapter 1 GENERAL

1.2 Class Notations

1.2.4 Hull Construction and Equipment, etc.*

Sub-paragraph -24 has been amended as follows.

24 For ships equipped for the carriage of lumber in accordance with related provisions of **14.8.3.1, Part 1, Part C; 2.3.2.3-12, Part 1, Part C; 10.4, Part 2-5, Part C**; and **Part U**, the notation of “*Equipped for Carriage of Lumber*” (abbreviated to *EQ C LB*) is affixed to the Classification Characters.

Part C HULL CONSTRUCTION AND EQUIPMENT

Part 1 GENERAL HULL REQUIREMENTS

Chapter 2 GENERAL ARRANGEMENT DESIGN

2.3 Damage Stability

2.3.2 Subdivision Index

2.3.2.3 Probability of Survival (s_i)

Sub-paragraph -12 has been amended as follows.

12 Where the ship carries timber deck cargo, the probability of survival (s_i) is to be calculated as follows:

- (1) Where the buoyancy of the timber deck cargo is taken into account, the cargo is to be in compliance with the following **(a)** to **(ed)**:
 - (a) The timber deck cargo is to be stowed in accordance with the requirements of **Section 2.9, Part A** of the *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (IMO resolution A.1048(27)).
 - (b) The timber deck cargo is to be secured by lashings, uprights or both.
 - (c) Lashings and Uprights are to comply with the requirements of **Section 2.10, Part A** of the *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (IMO resolution A.1048(27)).
 - ~~(d) Uprights are to be as follows:~~
 - ~~i) be made of steel or other suitable material of adequate strength, taking into account the breadth of the deck cargo;~~
 - ~~ii) be spaced at intervals not exceeding 3 m;~~
 - ~~iii) be fixed to the deck by angles, metal sockets or equally efficient means; and~~
 - ~~iv) if deemed necessary, be further secured by a metal bracket to a strengthened point (e.g. bulwark, hatch coaming).~~
 - (ed)** The height and extent of the timber deck cargo is to be in accordance with **Section 3.3.2 of Chapter 3, Part A** of the *International Code on Intact Stability, 2008 (2008 IS Code)* and is to be at least stowed to the standard height of one superstructure.

Part 2-5 GENERAL CARGO SHIPS AND REFRIGERATED CARGO SHIPS

Chapter 10 ADDITIONAL STRUCTURAL REQUIREMENTS

10.4 Ships Loaded with Lumber

10.4.1 Ships Loaded with Lumber

10.4.1.1 Protection of Hull Structure Against Lumber Cargo

The hull structures of ships loaded with lumber in their cargo holds and/or on their decks are to be protected in accordance with the following (1) to (10), notwithstanding being marked with the load lines corresponding to timber freeboard assigned in accordance with the provisions of **Part V**. However, where it is obvious from the specifications or other similar documents that the ship is not intended to carry log cargoes, the following requirements except (8) and (10) may be modified.

Sub-paragraph (10) has been amended as follows.

(10) Timber deck cargo arrangement

Timber deck cargo stowage heights, lashing arrangements and securing arrangements are to be in accordance with the “International Convention on Load Lines, 1996 and Protocol of 1988 relating to the International Convention on Load Lines, 1966”. Where the buoyancy of the timber deck cargo is taken into account with regard to damage stability, uprights are to be in accordance with 2.3.2.3-12(1)(c), Part 1.