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IACS UNIFIED INTERPRETATION REGARDING TIMBER DECK CARGO IN THE CONTEXT OF DAMAGE STABILITY REQUIREMENTS

1 The Maritime Safety Committee, at its seventy-fourth session (30 May to 8 June 2001), having considered a recommendation made by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) at its forty-third session, agreed that IACS Unified Interpretation SC161 - Timber deck cargo in the context of damage stability requirements, should be disseminated among Administrations in order to ensure uniformity in the calculation procedure for the allowance of buoyancy in this context.

2 Member Governments are recommended to apply the attached IACS Unified Interpretation when implementing SOLAS regulation II-1/25-8.1, and at the same time, are invited to bring said Unified Interpretation to the attention of all parties concerned.

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ANNEX

IACS UNIFIED INTERPRETATION REGARDING TIMBER DECK CARGO IN THE CONTEXT OF DAMAGE STABILITY REQUIREMENTS

SC161 (May 2000) Timber deck cargo in the context of damage stability requirements

(Chapter II-1, Regulation 25-8.1)

SOLAS Regulation II-1/25-8.1 reads:

Stability information

1 The master of the ship shall be supplied with such reliable information as is necessary to enable him by rapid and simple means to obtain accurate guidance as to the stability of the ship under varying conditions of service. The information shall include:

.1 a curve of minimum operational metacentric height (GM) versus draught which assures compliance with the relevant intact stability requirements and the requirements of regulations 25-1 to 25-6, alternatively a corresponding curve of the maximum allowable vertical centre of gravity (KG)versus draught, or with the equivalents of either of these curves;

.2 instructions concerning the operation of cross-flooding arrangements; and

.3 all other data and aids which might be necessary to maintain stability after damage.

Scope

The provisions given hereunder apply to ships that are subject to SOLAS, Chapter II-1, Part B-1 subdivision and damage stability calculations and engaged in carrying timber deck cargoes. The buoyancy of the timber deck cargo can optionally be taken into account in the damage stability calculations, subject to the provisions that have been set forth in this document.

They shall comply with the requirements of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991, and Ships that are provided with and make use of their timber load line shall also comply with the requirements of regulations 41 to 45 of the LOAD LINE CONVENTION, 1966.

Definitions

The following definitions apply for the purposes of this interpretation:

timber means sawn wood or lumber, cants, logs, poles, pulpwood and all other types of timber in loose or packaged forms. The term does not include wood pulp or similar cargo;

timber deck cargo means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo;

timber load line means a special load line assigned to ships complying with certain conditions related to their construction set out in the LOAD LINE CONVENTION 1966 and used when the cargo complies with the stowage and securing conditions of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991 (Resolution A.715(17));

SC161 cont'd

deepest timber subdivision load line is the subdivision load line which corresponds to the timber summer draught to be assigned to the ship;

respective partial load line is the light ship draught plus 60% of the difference between the light ship draught and the deepest timber subdivision load line.

Interpretation

1. The stowage of timber deck cargoes shall comply with the provisions of Chapter 3 of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991 (resolution A.715(17)).

2. The ship shall be supplied with comprehensive stability information which takes into account timber deck cargo. Such information shall enable the master, rapidly and simply, to obtain accurate guidance as to the stability of the ship under varying conditions of service, and as required in SOLAS Regulation II-1,25-8 it shall include, among other damage stability related issues, a curve of minimum operating metacentric height (GM)versus draught which covers the requirements of SOLAS Regulation II-1/25-8.1.1.

3. The height and extent of the timber deck cargo shall be in accordance with Chapter 3.2 of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991, and shall be at least stowed to the standard height of one superstructure, if considered buoyant in the context of the subdivision and damage stability calculations.

4. Account may be taken of the buoyancy of the timber deck cargo, assuming that such cargo has a permeability of 25% of the volume occupied by the cargo, however, the buoyancy of only one standard superstructure height of timber deck cargo may be considered.

5. Unless instructed otherwise by the Administration, the stability information for ships with timber deck cargoes may be supplemented by a second curve of limiting GM (or KG)covering the then permissible draught range as specified below. Thus when accepting two stability limiting curves one curve shall be applicable when carrying timber deck cargo and a second curve for any other loading condition.

6. The above described provision of two curves are to be developed as described in SOLAS Regulation II-1/25-8.3, if they have been determined from considerations related to the subdivision index, based on the following:

6.1. for any loading condition other than timber deck cargo the limiting GM with the draughts as described in SOLAS Regulation II-1/25-8.3, and

6.2. for timber deck cargo the limiting GM shall be varied linearly between that the deepest timber subdivision load line and the respective timber partial load line. Where timber freeboards are not assigned the deepest and partial draughts shall relate to the summer load line.

7. For the purpose of the subdivision and damage stability calculations, the permeabilities of each space or part of space shall be as described in SOLAS Regulation II-1/25-7, however supplemented by the following for the undamaged timber deck cargo:

Spaces	**Permeability**
Timber cargo on deck for both draughts.	0.25

SC161 cont 'd

8. When considering the vertical extent of damage, the upper deck may be regarded as a horizontal subdivision (in accordance with SOLAS Regulation II-1/25-6.3).Thus when calculating damage cases limited vertically to the upper deck with the corresponding v-factor, the timber deck cargo may be considered to remain buoyant with an assumed permeability of 0.25. For damage extending above the upper deck the timber deck cargo buoyancy in way of the damage zone is to be ignored.

Footnote: Implementation date 1 January 2001