IACS Unified Interpretation for Timber Deck Cargo

Amended Rules and Guidance

Rules for the Survey and Construction of Steel Ships Parts C, and CS
Rules for the Survey and Construction of Passenger Ships
Guidance for the Survey and Construction of Steel Ships Part C

Reason for Amendment

As a Unified Interpretation (UI) of Regulation 5-1, Chapter II-1 of SOLAS, IACS adopted UI SC161(Rev.1) related to the treatment of timber deck cargo in the context of damage stability requirements in 2008. This UI has been already incorporated into the ClassNK Rules.

Since UI SC161(Rev.1) had not undergone any type of formal review since its adoption, IACS decided to review it to make sure that it was still consistent with the current versions of SOLAS and relevant international codes. UI SC161(Rev.1) was primarily based upon the non-mandatory *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991* (the 1991 TDC Code), but the TDC Code was subsequently revised in 2011. IACS, therefore, decided to amend UI SC161(Rev.1) so that it was based on the non-mandatory 2011 TDC Code.

Because the TDC Code is non-mandatory, however, IACS discussed the differences between the 1991 and 2011 versions of the code and decided to continue to follow the 1991 TDC Code with respect to the minimum requirements for stanchions used for the loading of timber deck cargo. In addition, IACS also decided that the height and width of timber deck cargo should be based on the requirements of the *International Code on Intact Stability, 2008* (2008 IS Code).

As a result, IACS adopted a draft UI with amendments mentioned above in April 2021. Accordingly, relevant requirements were amended in accordance with UI SC161(Rev.2).

Outline of Amendment

(1) Amended requirements based on UI SC161(Rev.2) for the treatment of timber deck cargo in the context of damage stability requirements.
(2) Amended requirements to make it clear that the requirements based on the UI SC161(Rev.2) also apply to passenger ships and small steel ships.

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

Part C HULL CONSTRUCTION AND EQUIPMENT

Chapter 4 SUBDIVISIONS

4.1 General

Paragraph 4.1.2 has been amended as follows.

4.1.2 Definitions*

For the purpose of this chapter, the following definitions apply.

((1) to (15) are omitted.)

(16) “Timber” means all types of wooden material covered by the *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (resolution *A*.1048(27)), including both round and sawn wood but excluding wood pulp and similar cargo.

(16~~7~~) “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.~~

(17~~8~~) “Machinery spaces” are spaces between the watertight boundaries of a space containing the main and auxiliary propulsion machinery, including boilers, generators and electric motors primarily intended for propulsion.

Part CS HULL CONSTRUCTION AND EQUIPMENT OF SMALL SHIPS

Chapter 4 SUBDIVISIONS

4.1 General

4.1.2 Definitions

Sub-paragraph (16) has been renumbered to Sub-paragraph (18), and Sub-paragraphs (16) and (17) have been added as follows.

(16) "Timber" means all types of wooden material covered by the *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (resolution *A*.1048(27)), including both round and sawn wood but excluding wood pulp and similar cargo.

(17) "Timber deck cargo" means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck.

(1~~6~~8) "Machinery spaces" are spaces between the watertight boundaries of a space containing the main and auxiliary propulsion machinery, including boilers, generators and electric motors primarily intended for propulsion.

4.2 Subdivision Index

4.2.3 Probability of Survival (s_i)

Sub-paragraph -10 has been added as follows.

10 Where the ship carries timber deck cargo, the calculation of the probability of survival (S_i) may be modified as deemed appropriate by the Society.

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

Part 4 SUBDIVISION AND STABILITY

Chapter 2 SUBDIVISION

2.3 Damage Stability

2.3.6 Probability of Survival (s_i) (*SOLAS* Chap.II-1 Reg.7-2)*

Sub-paragraph -13 has been added as follows.

13 Where the ship carries timber deck cargo and its buoyancy is considered, the securing of the cargo is to be in accordance with **13.3, Part C of the Rules**.

"Guidance for the survey and construction of steel ships" has been partly amended as follows:

Part C HULL CONSTRUCTION AND EQUIPMENT

C4 SUBDIVISIONS

C4.2 Subdivision Index

C4.2.3 Probability of Survival (s_i)

Sub-paragraph -3 has been amended as follows.

3 The calculation of the probability of survival (S_i) in **4.2.3-10, Part C of the Rules** is to be treated as follows.

(1) Where ~~timber deck cargo is stowed to the standard height of one superstructure or more,~~ the buoyancy of the timber deck cargo ~~may be~~ is taken into account, ~~provided that~~ the cargo is to be in compliance with ~~the provisions of **Chapter 3** and **Chapter 4** of the *CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991* (resolution *A*.715(17)).~~ the following **(a)** to **(e)**:

(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* (resolution *A*.1048(27)).

(b) The timber deck cargo is to be secured by lashings, uprights or both.

(c) Lashings 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* (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).

(e) 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.

(2) ~~Only one standard superstructure height of timber deck cargo may be taken into account when calculating its buoyancy, and it is assumed to have a permeability of not less than 25%.~~ The permeability of the timber deck cargo is not to be less than 25 % of the volume occupied by the cargo up to one standard superstructure height.

((3) is omitted.)