

Subject :

Canadian Code to be applied to ships that carries timber deck cargoes into or out of Canada

NKTECHNICAL INFORMATION

No. : 313

Date : 1 June 1999

To: Shipowners and shipbuilders concerned

Dear Sir(s):

With reference to a Canadian regulation "Canadian Code of Safe Practice for Ships Carrying Timber Deck Cargo" which was developed incorporating IMO Resolution A.715(17) "Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991" and has been effective since 1992, we were recently informed that Transport Canada enforced strict compliance with these requirements, and that Port Wardens no longer accepted the use of such equipment for timber lashing, if not accompanied by proper valid certificates complying with the Canadian Code on and after 1 May 1998.

The Canadian Code is to be applied to ships of 150 tons or more gross tonnage that carry a timber deck cargo into or out of Canada. The page 1 of the Canadian Code, the copy of which is attached as Annex①, shows a summary of Canadian Modifications, the differences between the IMO A.715(17) and the Canadian Code. The Appendix E which is referred to by paragraph 4.5.5 of the Canadian Modification is a special requirements annexed to the Canadian Code. Please find attached a copy of the Appendix E as Annex②.

The Appendix E stipulates required test items of lashing materials, maximum interval of the tests, certificates of the test results to be issued for the lashing materials, etc. However, recently, chains for lashing timber deck cargoes of some ships were forced to replace by Port Warden at Canada because the test certificates only specified the proof load applied, but not indicated breaking strength.

You are invited to confirm that the certificates for lashing materials on board ships comply with the Appendix E whenever the vessels intend to carry timbers on deck and enter into Canadian Ports. Transport Canada provided us with a sample of the certificates, a copy of which is attached as Annex③ for your reference.

While the certificates issued by the manufacturers have been recognized by Transport Canada, this Society may issue the certificates upon your request.

If you have any questions, please contact the Material and Equipment Department at the following telephone No. or fax No.: Tel: 03-5226-2020 Fax: 03-5226-2019

ClassNK NIPPON KAIJI KYOKAI
4-7, KIOI-CHO, CHIYODA-KU,
TOKYO 102-8567, JAPAN.

TELEX: J22975 CLASSNK
2324280 CLASNKJ
CABLE: CLASSNK TOKYO

CANADIAN MODIFICATIONS TO I.M.O. CODE OF SAFE PRACTICE
FOR SHIPS CARRYING TIMBER DECK CARGOES

- 4.1.9. Canadian modification - Lashings with releasing arrangements may optionally be fitted.
- 4.2.3. Canadian modification - Uprights shall be fitted when :
- a) .1 The maximum height of the cargo above the weather deck exceeds 2.44 metres; or
 - .2 The maximum height of the cargo above the hatch cover exceeds 2.44 metres or more than two bundles; and
 - .3 The ship is loading in a port located within the seasonal winter loadline zone within the period during which the winter loadline is applicable;
- b) In any other case where considered necessary.
- 4.5.5. Canadian modification - All lashings and components used for the stowage of timber cargo shall be tested and certified at least once every four years in accordance with Appendix E.
- 5.1. Canadian modification - Delete : "... and workers involved in loading, securing or discharging operations."
- 5.3 Canadian modification - Add : "upon completion of loading and securing...".

ANNEX E

Testing, Examination and Certification

All lashings and components used for the securing of the cargo on board a ship shall be tested and certified at least once every four years.

1. Chain when used as a lashing, shall have:
 - a) a breaking strength of not less than 13,600 kg.
 - b) an elongation of not more than 5 per cent at 80 per cent of its breaking strength; and
 - c) a link weld capable of 90 degree cold bend without separation.
2. Flexible steel wire rope when used as a lashing, shall
 - a) have a breaking strength of not less than 13,600 kg.; and
 - b) be not less than 16 mm in diameter.
3. Components shall have a breaking strength of not less than 14,100 kg.
4. For purposes of retesting and recertification, all components and all lashings shall:
 - a) exhibit no permanent deformation after having been subjected to a proof load of not less than forty per cent of original breaking strength; and
 - b) not be subjected to treatment,
 - i) prior to testing, that may hide defects, and
 - ii) after testing liable to change the mechanical properties or strength, which would invalidate the test certificate.
5. Where used in the securing of cargo, every lashing, component and eye plate permanently attached to the ship shall,
 - a) undergo a visual examination by the Port Warden before loading or securing cargo, and

- b) where a Port Warden doubts the good condition or certification,
- i) be rejected, and not used in securing cargo; or
 - ii) be tested and certified in accordance with Section 4; or
 - iii) in the case of eye plates permanently attached to the ship, be tested and certified by a competent person to meet or exceed the required strength for lashings.
6. Where a lashing or component has suffered a loss of strength due to corrosion, wear down or any other weakening cause, it shall be retested
- i) up to a ten per cent reduction in cross section by application of a proofload
 - ii) up to a twenty per cent, or more, reduction in cross section by testing random sections of the lashings or random pieces of components to destruction. Any such selection to be to the satisfaction of the Port Warden.
7. Certificates shall be issued for all lashings and components used in securing the cargo and be related by an identification number or code to the lashing or component to which it applies. The certificates shall be kept on board the ship loading the timber deck cargo and be made available for examination by a Port Warden.
8. Where lashings or components are tested or retested pursuant to Section 4 and a certificate is issued pursuant to Section 7, the certificate shall be endorsed with the date and details of the testing or retesting and shall be signed by the competent person who conducted the test.
9. All testing, marking and certification shall be performed by a competent person and conform with national regulations or an appropriate standard of an internationally recognized standards institute.

CERTIFICATE OF TEST AS PER TRANSPORT CANADA TP2534

CERTIFICATE OF TEST AND EXAMINATION OF TIMBER DECK CARGO LASHING MATERIAL AS PER REQUIREMENTS OF THE "CANADIAN CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES", TP"2534

Designation	Description	No. of Pieces	Date of Test	Weight of Pieces	Weight of Test	Test Result
JRCH 8/97 1 to 113	1/2" x 75' Short Link Chain	113	15 Aug 1997	5566 Kg	13,915 Kg	Satisfactory
JRSH 8/97 1 to 170	1" Screw Pin Shackle	170	15 Aug 1997	5960 Kg	14,900 Kg	Satisfactory
JRTB 8/97 1 to 57	1" x 18" Turnbuckles	57	15 Aug 1997	5640 Kg	14,100 Kg	Satisfactory

This is to certify that with respect to testing, examination and certification criteria for "breaking strength", "proof load" and Annex E specifications for all the lashing material, as relevant, the lashing materials are fully in compliance with the subject code.

Name		Address
Makers or Suppliers :	MARINE WORKINGS LTD.	XXXXXXXXXXXXXXXXX Address, Postal Code Tel; Fax;
Association, firm, company, etc., making the test & examination :	MARINE WORKINGS LTD.	XXXXXXXXXXXXXXXXX Address, Postal Code Tel; Fax;
Name & Position of the responsible person who is the signatory :	A Competent Tester TITLE Department	

THIS IS TO CERTIFY ON THEDAY OF19....., THE ABOVE GEAR WAS TESTED AND EXAMINED BY ME IN THE MANNER SET FORTH ON THE SUBJECT CODE, THAT THE EXAMINATION SHOWED THAT THE GEAR WITHSTOOD THE PROOF LOAD WITHOUT INJURY OR DEFORMATION.

Signature _____

Ship owners and shipbuilders

Date: 21 June 1999


Our Ref.: 99QI 417

Dear Sirs:

Subject: NK Technical Information No. 313

Please replace the attachments (Annexes ①~③) to NK Technical Information No. 313 with the ones enclosed since the existing Annex ② was incorrectly printed.

Sincerely yours



T. Kaji

General Manager

Business Coordination Department

差控之請

