標　題：
木材を甲板上に積んでｶﾅﾀﾞの港に入出港する船舶に適用する ｶﾅﾀﾞ規則

# NKテクニカルインフォーメーション

No.： 313

Date： 平成 11 年 6 月 1 日

関係船主、造船所 各位

拝啓、益々ご清栄のこととお喜び申し上げます。
さて、IMO Resolution A.715(17) “Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991” を採り入れた ｶﾅﾀﾞ規則 “Canadian Code of Safe Practice for ships Carrying Timber Deck Cargoes TP2534” は 1992 年に発効し、Transport Canada は この Canadian Code への 適合を強く求めていました。今般　固縛設備の証明書が Canadian Code に適合していない船舶については、1998 年 5 月 1 日以後は、その木材固縛設備の使用を禁ずるという指示が Transport Canada より出されていたことがわかりましたのでお知らせいたします。

本 Canadian Code は木材を甲板上に積んで ｶﾅﾀﾞの港に入出港する 150GT 以上の船舶に適用されます。 Canadian Code と IMO Resolution A.715(17)との相違 (Canadian Modifications) は 添付①に示しますとおり Canadian Code の Page 1 に 掲げられております。 この Canadian Modifications の 項目 4.5.5 が 参照している Appendix E は Canadian Code 独自の規則で 添付②に示します。

Appendix E は ﾗｯｼﾝｸﾞ材の 必要な 試験項目、試験間隔, 試験結果の証明書等 について定めていますが、最近、何隻かの船舶が 証明書に Appendix E で要求されている破断荷重が載っていないことが Transport Canada より指摘され Chain の交換が要求されたという報告がありました。

関係各位におかれましては、木材を甲板上に積んでｶﾅﾀﾞの港に入出港する船舶の ﾗｯｼﾝｸﾞ材の 証明書が Appendix E に適合していることを確認されることをお勧めいたします。この度 証明書の Sample を Transport Canada より送付されましたので 参考のために 添付③として添付いたしました。

なお、Transport Canada は 製造者が発行した証明書を 認めていますが、ご要請があれば弊会が証明書の発行を行いますので、その際はご連絡ください。

敬具

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# 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 sujected 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.

(SAMPLE ONLY) 添付③

Certificate No.21013-96

# 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 FPR SHIPS CARRYING TIMBER DECK CARGOES", TP"2534

| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| 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. | XXXXXXXXXXXXXX<br>Address, Postal Code<br>Tel; Fax; |
| Association, firm, company, etc., making the test & examination : | MARINE WORKINGS LTD. | XXXXXXXXXXXXXX<br>Address, Postal Code<br>Tel; Fax; |
| Name & Position of the responsible person who is the signatory : | A Competent Tester<br>TITLE<br>Department | |

THIS IS TO CERTIFY ON THE .....DAY OF .....19....., 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_____