



ARRANGEMENT OF RULES

Rules:

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SCHEDULE



S. I. 11 of 2010

MERCHANT SHIPPING ACT
(2007 No. 27)

Merchant Shipping (Timber Deck) Rules 2010

[9th March, 2010] Commence-
ment

In exercise of the powers conferred upon me by section 435 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, IBRAHIM ISA BIO, Minister of Transportation, hereby make the following Rules :

PART I—RULES FOR THE CARRIAGE OF TIMBER DECK CARGOES ON ALL SHIPS

1. These Rules shall apply to all ships carrying a timber deck cargo. Application.
2. Openings to spaces below the freeboard deck shall be securely closed and all fittings such as hatchway beams, fore-and-after and covers shall be in place. Where hold ventilation is needed, the ventilators shall be sufficiently protected. Deck
Openings
Covered by
Timber
Deck
Cargo.
- 3.—(1) The timber deck cargo shall be compactly stowed, lashed and secured. It shall not interfere in any way with the navigation and necessary work of the ship, or with the provision of a safe margin of stability at all stages of the voyage, regard being given to additions of weight such as those due to absorption of water, and to losses of weight such as those due to consumption of fuel and stores. Stowage.

(2) In the case of a ship within any of the areas set out in the second column of the Schedule to these Rules, during the periods set out respectively opposite to such areas in the third column of the said Schedule, the height of the timber deck cargo above the freeboard deck shall not exceed one-third of the extreme breadth of the ship.
4. Safe and satisfactory access to the quarters of the crew; to the machinery space and to all other parts used in the necessary work of the ship shall be available at all times. Deck cargo in way of openings which give access to such parts shall be so stowed that the openings can be properly closed and secured against the admission of water. Efficient protection for the crews in the form of guard rails or life lines, spaced not more than 30.4 centimetres apart vertically, shall be provided on each side of the timber deck cargo to a height of at least 1.2 metres above the cargo. The timber deck cargo shall be so stowed as to be sufficiently level for gangway purposes. Protection of
Crew Access
to
Machinery
Spaces, etc.
5. Steering arrangements shall be effectively protected from damage by cargo, and, as far as practicable, shall be accessible. Efficient provisions shall be made for steering in the event of a breakdown in the main steering arrangements. Steering
Arrangements.

Lashings.

6. A complete system of overall lashings of ample strength and in good condition, fitted with releasing arrangements, shall be provided so as to give effective security throughout the length of the timber deck cargo. The releasing arrangements shall be accessible at all times. All fittings required for securing lashings shall be of strength corresponding to the strength of the lashings.

Uprights.

7. When uprights are required by the nature of the timber-

(a) the uprights shall be of adequate strength and may be of wood or metal;

(b) the spacing shall be suitable for the length and character of timber carried, but shall not exceed 3 metres; and

(c) efficient means shall be provided for securing the uprights.

PART II—ADDITIONAL RULES APPLYING TO STEAMERS USING TIMBER LOAD LINES

Application.
of this Part.

8. The additional rules of this Part of the Rules shall apply to steamers marked with timber load lines when loaded beyond the maximum depth to which they would for the time being, be entitled under the Load Line Rules to be loaded if they were not marked with timber load lines.

Stowage.

9. The wells on the freeboard deck shall be filled with timber stowed as solidly as possible, to a height of at least-

(a) 1.82 metres for ships up to and including 76 metres in length;

(b) 2.9 metres for ships 121.90 metres in length and above; and

(c) a proportionate intermediate height for ships above 75 metres but less than 121.9 metres.

Lashings

10.—(1) The timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than 3 metres apart. Overall lashings shall be in good condition and shall consist of close link chain of not less than an inch, or flexible wire rope of equivalent strength, fitted with sliphooks and stretching screws, which shall be accessible at all times. Wire rope lashings shall have a short length of long link chain to permit the length of lashings to be regulated.

(2) When the timber is in lengths of less than 3.6 metres, the spacing of the lashings shall be reduced to suit the length of timber, or other suitable provision made.

(3) When the spacing of the lashings is one and a half metres or less, the size of the lashings may be reduced, not less than 25mm chain or equivalent wire rope shall be used.

Means of
Securing
Uprights.

11.—(1) For the purpose of securing the uprights when these are required by the nature of the cargo, strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means, shall be provided.

(2) On superstructure decks, uprights, where fitted, shall be secured by athwartship lashings of ample strength.

12. In these Rules" unless the context otherwise requires—

Interpreta-
tion.

"*freeboard deck*" has the same meaning as in the Load Line Rules ;

"*Load Line Rules*" means the rules made by the Minister under section 291 of the Act;

"*Minister*" means the Minister charged with the responsibility for transportation;

"*superstructure deck*" means the deck forming the top of a superstructure as defined in the Load Line Rules;

"*timber deck cargo*" means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck, but does not include a cargo of wood pulp or similar substance;

"*timber load line*" means a special load line to be used only when a ship carrying a timber deck cargo complies with these Rules and the Load Line Rules.

13. These Rules may be cited as the Merchant Shipping (Timber Cargo) Rules, 2010 and shall come into operation on a date to be notified in the Federal Gazette.

Citation and
Commence-
ment.

SCHEDULE

(Rule 4)

No.	Area Description	Winter Period
1.	The area within and to the northwards of the following line— (a) a line drawn south from the coast of Greenland at long. 50°W. to lat. 45°N.; (b) thence along the parallel of 45°N. to long 15°W.; thence North to Lat. 60°N.; (c) thence along the parallel of 60°N. to the west coast of Norway. Bergen is considered as being on the boundary between this area and area 2 below.	16th October to 15th April
2.	The area north of a line drawn from the east coast of America along the parallel of 36°N. to Tarifa in Spain excluding area 1 above but including the Baltic Sea.	1st November to 31st March
3.	The Mediterranean and the Black Seas.	16th December to 15th March
4.	The Sea of Japan between the parallels of 35°N. and 50°N.	1st December to 28th /29th February
5.	The area north of a line drawn from the east coast of Honshiu in Japan along the parallel of 35°N. to long. 150°W and thence along a rhumb line to the west coast of British Columbia at lat. 55°N but excluding area 4 above.	16th October to 15th April
6.	The area south of a line drawn from the east coast of South America along the parallel of 40°S. to long. 56°W. thence along a rhumb line to the point lat. 34°S., long. 50°W. thence along the parallel of 34°S. to the west coast of South Africa; from the East Coast of South Africa at lat. 30°S. along a rhumb line to the point lat. 30°S. long. 118°E. off the southern coast of Australia, thence along a rhumb line to Cape Grim, Tasmania, thence along the north coast of Tasmania to Eddystone Point thence along a rhumb line to the west coast of South Island New Zealand, at long. 170°E. thence along the west south and east coasts of South Island to Cape Saunders thence along a rhumb the parallel of 33°S. to the west coast of South America.	16th April to 15th October

MADE at Abuja this 9th day of March, 2010.

IBRAHIM ISA BIO
Minister of Transportation