

Serial Number **1953/190**

THE TIMBER CARGO REGULATIONS 1953

C. W. M. NORRIE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington, this 15th day of
December 1953

Present :

THE RIGHT HON. S. G. HOLLAND PRESIDING IN COUNCIL

PURSUANT to the Shipping and Seamen Act 1952, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

1. (1) These regulations may be cited as the Timber Cargo Regulations 1953.

(2) These regulations shall come into force on the date of their notification in the *Gazette*.

Interpretation and Application

2. (1) In these regulations, unless the context otherwise requires,—
- “Freeboard deck” has the same meaning as in the Load Line Rules:
 - “Load Line Rules” means the Load Line Rules 1953*:
 - “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 regulations and the Load Line Rules.
- (2) These regulations apply to—
- (a) New Zealand ships:
 - (b) Other ships while they are within any port in New Zealand.

* Statutory Regulations 1953, Serial number 1953/189, page 866.

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

Application

3. Regulations 4 to 9 hereof apply to all ships carrying a timber deck cargo.

Deck Openings Covered by Timber Deck Cargo

4. Openings to spaces below the freeboard deck shall be securely closed and battened down. All fittings such as hatchway beams, fore-and-afters, and covers shall be in place. Where hold ventilation is needed, the ventilators shall be efficiently protected.

Stowage

5. (1) The timber deck cargo shall be compactly stowed, lashed, and secured. It must 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.

(2) In the case of a ship within any of the areas specified in the first column of the Schedule hereto during the periods set out respectively opposite to those areas in the second column of that Schedule, the height of the timber deck cargo above the freeboard deck shall not exceed one-third of the extreme breadth of the ship.

Protection of Crew, Access to Machinery Space, etc.

6. 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 those parts shall be so stowed that the openings can be properly closed and secured against the admission of water. Efficient protection for the crew in the form of guard rails or life lines, spaced not more than 12 in. apart vertically, shall be provided on each side of the timber deck cargo to a height of at least 4 ft. above the cargo. The timber deck cargo shall be so stowed as to be sufficiently level for gangway purposes.

Steering Arrangements

7. Steering arrangements shall be effectively protected from damage by cargo, and, as far as practicable, shall be accessible. Efficient provision shall be made for steering in the event of a breakdown in the main steering arrangements.

Lashings

8. 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

- 9.** 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 10 ft.; and
 - (c) Efficient means shall be provided for securing the uprights.

PART II—ADDITIONAL REGULATIONS APPLYING TO SHIPS (OTHER THAN SAILING SHIPS) USING TIMBER LOAD LINES

Application

10. Regulations 11, 12, and 13 hereof apply to ships (other than sailing ships) 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

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

- (a) 6 ft. for ships up to and including 250 ft. in length;
- (b) 7 ft. 6 in. for ships 400 ft. in length and above;
- (c) A proportionate intermediate height for ships above 250 ft. but less than 400 ft. in length.

Lashings

12. (1) The timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than 10 ft. apart. Overall lashings shall be in good condition and shall consist of close link chain of not less than $\frac{3}{4}$ in. 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 12 ft., 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 5 ft. or less, the size of the lashings may be reduced, but not less than $\frac{1}{2}$ in. chain or equivalent wire rope shall be used.

Means for Securing Uprights

13. (1) For the purpose of securing 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.

SCHEDULE

No.	Description of Area	Winter Period
1	The area within and to the northwards of the following line: A line drawn south from the coast of Greenland at longitude 50° W. to latitude 45° N., thence along the parallel of 45° N. to longitude 15° W., thence north at latitude 60° N., 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 longitude 150° W., and thence along a rhumb line to the west coast of Vancouver Island at latitude 50° 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 longitude 56° W., thence along a rhumb line to the point latitude 34° S., longitude 50° W., thence along the parallel of 34° S. to the west coast of South Africa; from the east coast of South Africa at latitude 30° S. along a rhumb line to the west coast of Australia at latitude 35° S., thence along the south coast of Australia to Cape Arid, 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 longitude 170° E., thence along the west, south, and east coasts of South Island to Cape Saunders, thence along a rhumb line to the point latitude 33° S., longitude 170° W., and thence along the parallel of 33° S. to the west coast of South America	16th April to 15th October.

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

[This note is not part of the regulations, but is intended to indicate their general effect.]

The regulations prescribe the conditions on which timber may be carried as cargo in any uncovered spaces on the decks of any load line ship.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 23 December 1953.

These regulations are administered in the Marine Department.