

1968 No. 1089

MERCHANT SHIPPING

SAFETY

**The Merchant Shipping (Load Lines) (Deck Cargo)
Regulations 1968**

<i>Made - - - -</i>	<i>12th July 1968</i>
<i>Laid before Parliament</i>	<i>18th July 1968</i>
<i>Coming into Operation</i>	<i>29th July 1968</i>

The Board of Trade in exercise of the powers conferred on them by section 24 of the Merchant Shipping (Load Lines) Act 1967^(a) and of all other powers enabling them in that behalf hereby make the following Regulations:—

PART I

GENERAL REQUIREMENTS APPLICABLE TO ALL DECK CARGO

Application

1. The requirements set out in this Part of these Regulations shall, except as otherwise provided in Part II, apply in respect of all deck cargo.

Siting, distribution and stowage of deck cargo

2. Deck cargo shall be so distributed and stowed—

(1) as to avoid excessive loading having regard to the strength of the deck and integral supporting structure of the ship;

(2) as to ensure that the ship will retain adequate stability at all stages of the voyage having regard in particular to—

(a) the vertical distribution of the deck cargo;

(b) wind moments which may normally be expected on the voyage;

(c) losses of weight in the ship, including in particular those due to the consumption of fuel and stores; and

(d) possible increases of weight of the ship or deck cargo, including in particular those due to the absorption of water and to icing;

(3) as not to impair the weathertight or watertight integrity of any part of the ship or its fittings or appliances, and as to ensure the proper protection of ventilators and air pipes;

(4) that its height above the deck or any other part of the ship on which it stands will not interfere with the navigation or working of the ship;

(5) that it will not interfere with or obstruct access to the ship's steering arrangements, including emergency steering arrangements;

(6) that it will not interfere with or obstruct safe and efficient access by the crew to or between their quarters and any machinery space or other part of the ship used in the working of the ship, and will not in particular obstruct any opening giving access to those positions or impede its being readily secured weathertight.

Securing of deck cargo

3. Deck cargo shall be so secured as to ensure, as far as practicable, that there will be no movement of that cargo relative to the ship in the worst sea and weather conditions which may normally be expected on the voyage, and lashings and all fittings used for their attachment shall be of adequate strength for that purpose.

Access

4.—(1) Except where access for the crew between their quarters and the machinery spaces and other parts of the ship used in the working of the ship is provided by means of a passage suitable for the purpose situated on or under the deck carrying the deck cargo, such access shall be provided by means of a walkway which complies with the requirements of the following paragraph.

(2) The walkway shall be not less than 1 metre in width, and shall be fitted over the deck cargo and effectively secured so as to provide safe and efficient access for the crew between the positions mentioned in paragraph (1). It shall be fitted on each side with a set of efficient guard rails or guard wires not less than 1 metre in height and consisting of not less than three courses of rails or wires supported by stanchions securely fitted to the walkway at intervals not exceeding 1.5 metres. No opening in the guard rails or guard wires below the lowest course shall exceed 230 millimetres in height and no opening above that course shall exceed 380 millimetres in height.

PART II

ADDITIONAL REQUIREMENTS APPLICABLE TO TIMBER DECK CARGO

Application

5. The requirements set out in Sections A and B of this Part of these Regulations shall apply in respect of timber deck cargo in the circumstances specified in the said Sections respectively; and the requirements set out in Part I of these Regulations shall also apply in respect of such cargo except insofar as compliance therewith would be inconsistent with compliance with the requirements of the said Sections.

SECTION A

Circumstances in which Section A applies

6. The requirements of this Section shall apply in respect of timber deck cargo carried by a ship which—

- (1) is not marked with Timber load lines; or
- (2) is so marked, but is loaded to a depth less than that indicated by the load line which, if Timber load lines were not marked, would be appropriate in the circumstances.

Maximum height of timber deck cargo

7. Timber deck cargo carried by a ship within any area specified in column 1 of the Schedule to these Regulations as a Winter Seasonal Area in relation to that ship, during the period specified in relation to that area in column 2 of that Schedule as the Winter period for the ship, shall be so stowed that at no point throughout its length does the height of the timber deck cargo above the level of the weather deck at side exceed one third of the extreme breadth of the ship.

Access

8. Where timber deck cargo occupies the whole or substantially the whole of the uncovered space on the deck of a ship, means of access for the crew

between their quarters and the machinery spaces and other parts of the ship used in the working of the ship shall be provided in the form of a walkway fitted over the timber deck cargo and complying with the requirements applicable to a walkway under Regulation 4(2). Such walkway shall be provided notwithstanding that a passage on or under the deck as described in Regulation 4(1) is also provided.

Stowing and securing of timber deck cargo

9. Timber deck cargo shall be compactly stowed and secured throughout its length by a system of overall lashings of adequate strength so as to ensure, as far as practicable, that there will be no movement of that cargo relative to the ship in the worst sea and weather conditions which may normally be expected on the voyage. Efficient arrangements for the release of lashings and fittings shall be provided and be so situated as to be readily accessible at all times.

Uprights

10. If the nature of the timber is such that uprights are necessary in order to comply with the preceding Regulation, uprights shall be fitted which are of sufficient strength for the purpose. They shall be secured in position by angles or metal sockets of sufficient strength for the purpose or by equivalent means and shall be so spaced as to provide efficient support taking into account the nature and length of the timber, so however that the space between any two uprights fore and aft shall not exceed 3 metres.

SECTION B

Circumstances in which Section B applies

11. The requirements of this Section shall apply in respect of timber deck cargo carried by a ship which is marked with Timber load lines and is loaded to a depth greater than that indicated by the load line which, if Timber load lines were not marked, would be appropriate in the circumstances; and the requirements of Section A shall also apply in such a case except insofar as compliance therewith would be inconsistent with compliance with the requirements of this Section.

Stowage of timber deck cargo in relation to superstructures

12.—(1) Timber deck cargo stowed in any well between superstructures shall be stowed as solidly as possible so as to extend over the entire available length of the well to a height not less than the standard height of a superstructure other than a raised quarter deck.

(2) Timber deck cargo stowed in a position having a limiting superstructure at the forward end but no such superstructure at the after end shall be stowed so as to extend over the entire available length between the superstructure and the after end of the aftermost hatchway, to the height and in the manner specified in paragraph (1) of this Regulation.

Securing of Timber deck cargo

13.—(1) Timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than 3 metres apart save as otherwise provided in paragraph (3) of this Regulation. Eye plates for these lashings shall be efficiently attached to the sheer strake or to the deck stringer plate at intervals of not more than 3 metres. The distance from an end bulkhead of a superstructure to the first eye plate shall be not more than 2 metres. Where there is no bulkhead, eye plates and lashings shall be provided at distances of 0.6 metres and 1.5 metres from the ends of the timber deck cargo.

(2) Lashings shall be of not less than 19 millimetres close link chain or of flexible wire rope of equivalent strength, fitted with sliphooks and turnbuckles so positioned as to be accessible at all times. Wire rope lashings shall have a length of long link chain sufficient to permit the length of lashings to be regulated.

(3) When timber is in lengths less than 3·6 metres the spacing of the lashings shall be reduced or suitable provision made to suit the length of timber.

PART III

GENERAL

Interpretation

14.—(1) In these Regulations, except where the context otherwise requires—

“deck cargo” means cargo carried in any uncovered space on the deck of a ship;

“timber deck cargo” means deck cargo consisting of timber;

“weather deck” means the uppermost complete deck exposed to weather and sea, a deck which is stepped being taken to consist for this purpose of the lowest line of the deck and the continuation of that line parallel to the upper part of the deck;

the expressions “load line”, “Timber load line”, “superstructure”, “standard height” in relation to a superstructure, “watertight” and “weathertight” have the meanings respectively assigned to them by the Merchant Shipping (Load Line) Rules 1968(a).

(2) The Interpretation Act 1889(b) shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

Citation and Commencement

15. These Regulations may be cited as the Merchant Shipping (Load Lines) (Deck Cargo) Regulations 1968 and shall come into operation on 29th July 1968.

William Rodgers,
Minister of State,
Board of Trade.

12th July 1968.

(a) S.I. 1968/1053.

(b) 1889 c. 63.

SCHEDULE

(Regulation 7)

Column 1	Column 2
WINTER SEASONAL ZONES OR AREAS FOR ALL SHIPS	WINTER PERIOD
1. <i>North Atlantic Winter Seasonal Zone I</i>	16th October to 15th April
The area lying within the meridian of longitude 50°W from the coast of Greenland to latitude 45°N, thence the parallel of latitude 45°N to longitude 15°W, thence the meridian of longitude 15°W to latitude 60°N, thence the parallel of latitude 60°N to the Greenwich Meridian, thence this meridian northwards.	1st November to 31st March
2. <i>North Atlantic Winter Seasonal Zone II</i>	
The area lying within the meridian of longitude 68°30'W from the coast of the United States to latitude 40°N, thence the rhumb line to the point latitude 36°N longitude 73°W, thence the parallel of latitude 36°N to longitude 25°W and thence the rhumb line to Cape Toriñana.	
Excluded from this area are the areas numbered 1 and 3 and the Baltic Sea bounded by the parallel of latitude of the Skaw in the Skagerrak.	
The Shetland Islands are to be considered as being on the boundary line between the area numbered 1 and this area.	
3. <i>North Atlantic Winter Seasonal Area</i>	For ships over 100 metres in length: 16th December to 15th February. For ships of 100 metres or less in length: 1st November to 31st March
The area lying within the meridian of longitude 68°30'W from the coast of the United States to latitude 40°N, thence the rhumb line to the southernmost intersection of the meridian of longitude 61°W with the coast of Canada and thence the east coasts of Canada and the United States.	
4. <i>North Pacific Winter Seasonal Zone</i>	16th October to 15th April
The area having as its southern boundary the parallel of latitude 50°N from the east coast of the U.S.S.R. to the west coast of Sakhalin, thence the west coast of Sakhalin to the southern extremity of Cape Kril'on, thence the rhumb line to Wakkanai, Hokkaido, Japan, thence the east and south coasts of Hokkaido to longitude 145°E, thence the meridian of longitude 145°E to latitude 35°N, thence the parallel of latitude 35°N to longitude 150°W and thence the rhumb line to the southern extremity of Dall Island, Alaska.	
5. <i>Southern Winter Seasonal Zone</i>	16th April to 15th October
The area having as its northern boundary the rhumb line from the east coast of the American continent at Cape Tres Puntas to the point latitude 34°S, longitude 50°W, thence the parallel of latitude 34°S to longitude 17°E, thence the rhumb line to the point latitude 35°10'S, longitude 20°E, thence the rhumb line to latitude 34°S, longitude 28°E, thence the rhumb line to the point latitude 35°30'S, longitude 118°E, and thence the rhumb line to Cape Grim on the north-west coast of Tasmania; thence along the north and east coasts of Tasmania to the southernmost point of Bruny Island, thence the rhumb line to Black Rock Point on Stewart Island, thence the rhumb line to the point latitude 47°S, longitude 170°E, thence the rhumb line to the point latitude 33°S, longitude 170°W, and thence the parallel of latitude 33°S to the west coast of the American continent.	
Valparaiso is to be considered as being on the boundary line of this area.	

<i>Column 1</i>	<i>Column 2</i>
ADDITIONAL WINTER SEASONAL AREAS FOR SHIPS OF 100 METRES OR LESS IN LENGTH	WINTER PERIOD
6. <i>Baltic Sea</i> The Baltic Sea bounded by the parallel of latitude of the Skaw in the Skagerrak.	1st November to 31st March
7. <i>Area of Black Sea</i> The area of the Black Sea lying north of latitude 44°N.	1st December to 28th/29th February
8. <i>Area of Mediterranean</i> The area of the Mediterranean bounded—on the north and west by the coasts of France and Spain and the meridian of longitude 3°E from the coast of Spain to latitude 40°N; on the south by the parallel of latitude 40°N from longitude 3°E to the west coast of Sardinia; on the east by the west and north coasts of Sardinia from latitude 40°N to longitude 9°E, thence by the meridian of longitude 9°E to the south coast of Corsica, thence by the west and north coasts of Corsica to longitude 9°E and thence by the rhumb line to Cape Sicié.	16th December to 15th March
9. <i>Area of Sea of Japan</i> The area of the Sea of Japan lying between the parallel of latitude 50°N and the rhumb line from the east coast of Korea at latitude 38°N to the west coast of Hokkaido, Japan, at latitude 43°12'N.	1st December to 28th/29th February
10. <i>Special Winter Seasonal Area in North Atlantic</i> The area bounded— on the north and west by the east coast of the United States; on the east by the meridian of longitude 68°30'W from the coast of the United States to latitude 40°N and thence by the rhumb line to the point latitude 36°N, longitude 73°W; on the south by the parallel of latitude 36°N.	1st November to 31st March

11. *Ports on boundary lines*

For the purposes of the application of the provisions of this Schedule—

(1) to a ship at a port which stands on, or is required under the foregoing provisions of this Schedule to be considered as being on, the boundary line between two zones or areas specified therein or between a zone and an area so specified, the port shall be deemed to be within the zone or area into which the ship is about to proceed or from which she has arrived, as the case may be.

(2) to a ship at a port which stands on, or is required as aforesaid to be considered as being on, the boundary line of a zone or area (not being a port falling within subparagraph (1) of this paragraph) the port shall be deemed to be within that zone or area only if the ship is proceeding to or has arrived from that zone or area, as the case may be.

EXPLANATORY NOTE
(This Note is not part of the Regulations.)

These Regulations, made by the Board of Trade under the Merchant Shipping (Load Lines) Act 1967, prescribe the requirements to be complied with in respect of cargo carried in uncovered space on the deck of a ship (deck cargo). They supersede the Timber Cargo Regulations 1958 (S.I. 1958/621) made under provisions of the Merchant Shipping (Safety and Load Line Conventions) Act 1932 repealed by the 1967 Act.

Part I of the Regulations specifies the requirements to be complied with in respect of deck cargo in general.

Part II of the Regulations specifies additional requirements to be complied with in the case of timber deck cargo. Those specified in Section A of that Part apply where such cargo is carried by ships which are either not marked with Timber load lines or are so marked but are loaded within the limits of their ordinary load lines. Section B gives effect to requirements of the International Convention on Load Lines 1966 applicable where timber deck cargo is carried in a ship which is marked with Timber load lines and is loaded accordingly to a depth exceeding that indicated by its ordinary load lines.

STATUTORY INSTRUMENTS

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