
TIMBER DECK CARGOES - Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)

Notice to all Ship Owners, Ship Operators, Port Authorities, Classification Societies, Agents, Charterers, Shippers, Consignors, Training Providers, Masters, Officers and crews of Merchant Ships and all other parties involved in the transport of timber deck cargoes by sea.

This MIN expires 31 August 2013

Summary

The purpose of this MIN is to advise industry of the revised Code of Safe Practice for Ships Carrying Timber Deck Cargoes 2011 (2011 TDC Code) (IMO Resolution A.1048(27)) and its application with respect to the Cargo Securing Manual.

1. Introduction

- 1.1 The Code of Safe Practice for Ships Carrying Timber Deck Cargoes was first developed by the International Maritime Organization (IMO) in 1972 and subsequently amended in 1978. The Code was revised by IMO resolution A.715(17) – Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 1991.
- 1.2 The 2011 TDC Code is based on the previous Code which has been revised and amended in order to reflect the capability of today's ships, the equipment available on board and to take expected future innovations into account.

2. Purpose of this Code

The purpose of the Code is to ensure that timber deck cargoes are loaded, stowed and secured to prevent, as far as practicable, throughout the voyage, damage or hazard to the ship and persons on board, as well as loss of cargo overboard.

3. Application

- 3.1 The provisions of the Code apply to all ships of 24 metres or more in length carrying a timber deck cargo. This Code has been effective since 30 November 2011.
- 3.2 Securing of timber deck cargoes shall be in accordance with the requirements of the Ship's Cargo Securing Manual (CSM).

- 3.3 CSMs for timber deck cargoes, approved following the implementation date of this Code, should meet the contents of this Code. Existing CSMs approved under the previous Timber Deck Cargo Code (resolution A.715(17)) may remain valid.

More Information

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