

## LEGAL NOTICE No. 24

## REPUBLIC OF TRINIDAD AND TOBAGO

## THE SHIPPING ACT, 1987

## REGULATIONS

MADE BY THE MINISTER OF WORKS AND TRANSPORT  
UNDER SECTION 294 OF THE SHIPPING ACT, 1987

THE SHIPPING (LOAD LINES) (DECK CARGO)  
REGULATIONS, 1992

## Citation

1. These Regulations may be cited as the Shipping (Load Lines) (Deck Cargo) Regulations, 1992.

## PART I

## GENERAL

Interpre-  
tation

2. In these Regulations—

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

“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 Shipping (Load Line) Regulations;

“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 upperpart of the deck.

## PART II

## GENERAL REQUIREMENTS APPLICABLE TO ALL DECK CARGO

## Application

3. The requirements set out in this Part shall, except as otherwise provided in Part III, apply in respect of all deck cargo.

Siting,  
distribution  
and stowage  
of deck  
cargo

4. Deck cargo shall be so distributed and stowed—

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

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

(i) the vertical distribution of the deck cargo;

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

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

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

- (c) 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;
- (d) as to ensure 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;
- (e) as to ensure that it will not interfere with or obstruct access to the ship's steering arrangements, including emergency steering arrangements;
- (f) as to ensure 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.

5. 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. Securing of deck cargo

6. (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 subregulation (2). Access

(2) The walkway shall be not less than one 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 subregulation (1) and shall be fitted on each side with a set of efficient guard rails or guard wires not less than one 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 and no opening in the guard rails or guard wires below the lowest course shall exceed two hundred and thirty millimetres in height and no opening above that course shall exceed three hundred and eighty millimetres in height.

### PART III

#### ADDITIONAL REQUIREMENTS APPLICABLE TO TIMBER DECK CARGO

7. The requirements set out in regulations 8 to 15 shall apply in respect of timber deck cargo in the circumstances specified in the regulations; and the requirements set out in Part II shall also apply in respect of such cargo except insofar as compliance therewith would be inconsistent with compliance with the requirements of regulations 8 to 15. Application

8. The requirements of regulations 8 to 12 apply in respect of timber deck cargo carried by a ship which— Circumstances in which regulations 8 to 12 apply

- (a) is not marked with timber load lines; or
- (b) 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

9. Timber deck cargo carried by a ship within any area specified in column 1 of the Schedule as a Winter Seasonal Area in relation to that ship, during the period specified in relation to that area in column 2 of the Schedule as the Winter period for the ship, shall be so stowed that at no point throughout its length does that 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

10. 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 6(2) and such walkway shall be provided notwithstanding that a passage on or under the deck as described in regulation 6(1) is also provided.

Stowing and securing of timber deck cargo

11. 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

12. Where the nature of the timber is such that uprights are necessary in order to comply with regulation 11, 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 three metres.

Circumstances in which regulations 13 to 15 apply

13. The requirements of regulations 13 to 15 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 regulations 8 to 12 shall also apply in such a case except insofar as compliance therewith would be inconsistent with compliance with the requirements of regulations 13 to 15.

Stowage of timber deck cargo in relation to superstructures

14. (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 subregulation (1).

Securing of timber deck cargo

15. (1) Timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than three metres apart save as otherwise provided in subregulation (3).

(2) Eye plates for the lashings referred to in subregulation (1), shall be efficiently attached to the sheer strake or to the deck stringer plate at intervals of not more than three metres.

(3) The distance from an end bulkhead of a superstructure to the first eye plate shall be not more than two metres.

(4) 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.

(5) Lashings shall be of not less than nineteen 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.

(6) Wire rope lashings shall have a length of long link chain sufficient to permit the length of lashings to be regulated.

(7) 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.

## SCHEDULE

(Regulation 9)

## COLUMN 1

## COLUMN 2

WINTER SEASONAL ZONES OR AREAS  
FOR ALL SHIPS

## WINTER PERIOD

*North Atlantic Winter Seasonal Zone I*16th October to  
15th April

1. The area lying within the meridian of longitude 50° 00' West from the coast of Greenland to latitude 45° 00' North, thence the parallel of latitude 45° 00' North to longitude 15° 00' West, thence the meridian of longitude 15° 00' West to latitude 60° 00' North, thence the parallel of latitude 60° 00' North to the Greenwich Meridian, thence this meridian northwards.

*North Atlantic Winter Seasonal Zone II*1st November to  
31st March

2. The area lying within the meridian of longitude 68° 30' West from the coast of the United States to latitude 40° 00' North, thence the rhumb line to the point latitude 36° 00' North longitude 73° 00' West, thence the parallel of latitude 36° 00' North to longitude 25° 00' West, and thence the rhumb line to Cape Torinana.

Excluded from this Zone area 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.

*North Atlantic Winter Seasonal Area*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.

3. The area lying within the meridian of longitude 68° 30' West from the coast of the United States to latitude 40° 00' North, thence the rhumb line to the southernmost intersection of the meridian of longitude 61° 00' West with the coast of Canada and thence the east coasts of Canada and the United States.

*North Pacific Winter Seasonal Zone*16th October to  
15th April

4. The area having as its southern boundary the parallel of latitude  $50^{\circ} 00'$  North 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  $145^{\circ} 00'$  East, thence the meridian of longitude  $145^{\circ} 00'$  East to latitude  $35^{\circ} 00'$  North, thence the parallel of latitude  $35^{\circ} 00'$  North to longitude  $150^{\circ} 00'$  West and thence the rhumb line to the southern extremity of Dall Island, Alaska.

*Southern Winter Seasonal Zone*16th April to  
15th October

5. 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  $34^{\circ} 00'$  South, longitude  $50^{\circ} 00'$  West, thence the parallel of latitude  $34^{\circ} 00'$  South to longitude  $17^{\circ} 00'$  East, thence the rhumb line to the point latitude  $35^{\circ} 10'$  South, longitude  $20^{\circ} 00'$  East, thence the rhumb line to the point latitude  $34^{\circ} 00'$  South, longitude  $28^{\circ} 00'$  East, thence the rhumb line to the point latitude  $35^{\circ} 00'$  South, longitude  $118^{\circ} 00'$  East, 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 southermost point of Bruny Island, thence the rhumb line to Black Rock Point on Stewart Island, thence the rhumb line to the point latitude  $47^{\circ} 00'$  South, longitude  $170^{\circ} 00'$  East, thence the rhumb line to the point latitude  $33^{\circ} 00'$  South, longitude  $170^{\circ} 00'$  West and thence the parallel of latitude  $33^{\circ} 00'$  South, longitude  $79^{\circ} 00'$  West, thence the rhumb line to the point  $41^{\circ} 00'$  South, longitude  $75^{\circ} 00'$  West, thence the rhumb line to Punta Corona lighthouse on Chiloe Island, latitude  $41^{\circ} 47'$  South, longitude  $73^{\circ} 53'$  West, thence along the north, east and south coasts of Chiloe Island to the point latitude  $43^{\circ} 20'$  South, longitude  $74^{\circ} 20'$  West to the parallel of latitude  $45^{\circ} 45'$  South, including the inner zone of Chiloe channels from the meridian  $74^{\circ} 20'$  West to the East.

Valparaiso is to be considered as being on the boundary line of this area.

**ADDITIONAL WINTER SEASONAL AREAS FOR SHIPS OF 100 METRES OR LESS IN LENGTH**

*Baltic Sea*1st November to  
31st March

6. The Baltic Sea bounded by the parallel of latitude of the Skaw in the Skagerrak.

*Area of Black Sea*1st December to  
28/29th February

7. The area of the Black Sea lying North of latitude  $44^{\circ} 00'$  North.

*Area of Mediterranean*16th December to  
15th March

8. The area of the Mediterranean bounded on the North and West by the coasts of France and Spain and the meridian of longitude 3° 00' East from the coast of Spain to latitude 40° 00' North on the South by the parallel of latitude 40° 00' North from longitude 3° 00' East to the west coast of Sardinia; on the East by the west and north coasts of Sardinia from latitude 40° 00' North to longitude 9° 00', thence by the meridian of longitude 9° 00' East to the south coast of Corsica, thence by the west and north coasts of Corsica to longitude 9° 00' East and thence by the rhumb line to Cape Sicie.

*Area of Sea of Japan*1st December to  
28/29th February

9. The area of the sea of Japan lying between the parallel of latitude 50° 00' North and the rhumb line from the east coast of Korea at latitude 38° 00' North to the west coast of Hokkaido, Japan, at latitude 43° 12' North.

*Special Winter Seasonal Area in North Atlantic*1st November to  
31st March

10. 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' West from the coast of the United States to latitude 40° 00' North and thence by the rhumb line to the point latitude 36° 00' North, longitude 73° 00' West, on the South by the parallel of latitude 36° 00' North.

*Ports on boundary lines*

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

11. (1) 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) 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) 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.

Made this 10th day of August, 1992.

C. IMBERT  
*Minister of Works and Transport*