

Subject :

Cargo Securing Manual

NKTECHNICAL INFORMATION

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To: All Shipowners and Shipbuilders

Warmest greetings to you. May this find you well and enjoying a good season.

As you may already know, the 66th session of the Maritime Safety Committee (MSC) was recently held at the head office of the IMO during which time it deliberated on the clarifying the postponement of when the requirement for carrying Cargo Securing Manuals on board is to be implemented as well as to which types of cargo the Manual is to be applicable. The agreement reached by MSC 66 in this regard are outlined below for your information.

1. Postponement of implementation for carrying Cargo Securing Manuals on board
It was agreed to postpone the date when applicable cargo ships would be required to have a Cargo Securing Manual on board ship to 31 December 1997. However, at the same time, it was agreed that all ships would make every effort to prepare and carry a Cargo Securing Manual on board ship by the earliest date possible, and further that Administrations would prepare directives to that effect.

2. Applicable Cargo

The Committee agreed that the Cargo Securing Manual is to be required on all types of ships engaged in the carriage of all cargoes other than solid and liquid bulk cargoes.* Until now, applicable cargoes consisted of "cargo units" as stipulated in DSC Circ. 1. However, MSC 66 has deleted this definition and replaced it with "all cargoes other than solid and liquid bulk cargoes".

* Prior Technical Information bulletins have stated that in the case of lumber, this requirement applied only to lumber that was stowed in cargo holds below deck. However, given that timber stowed on deck is secured by lashing, timber is also to be subject to coverage by a Cargo Securing Manual as cargo other than solid and liquid bulk cargo, **regardless of where it is stowed**. Consequently, all ships carrying timber and similar materials are required to incorporate information regarding the appliances and equipment used to secure lumber on deck, along with their handling, as part of the Cargo Securing Manual. You are invited to refer to the International Convention of Load Lines, 1966 (Special Requirements for Ships Assigned Timber Freeboards) and IMO Res. A.715(17) "Code of Safe Practice for Ships Carrying Timber Deck Cargoes" concerning the information to be included.

The above is an outline of the results of the deliberations of the recent session of IMO MSC 66. Please feel free to contact the Development Department at the Head Office should you have any questions.

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