(ii) the introduction of a new and lower scale of fees in respect of unclassed ships under 50 tons;

(iii) an increase in the additional fees chargeable in respect of every partial annual survey and in cases where more than one visit is paid to the ship by the surveyor from £4 15s. to £6 0s.; and

(iv) a provision that the additional fee where more than one visit is paid to the ship by the surveyor shall be chargeable in respect of ships over 300 tons instead of as at present only in respect of ships over 500 tons.

1958 No. 621

The Timber Cargo Regulations, 1958

Made - - - - 10*th April*, 1958
Coming into Operation 24*th April*, 1958

The Minister of Transport and Civil Aviation, in exercise of his powers under section 61, section 63, and subsection (2) of section 68 of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932(a), and of all other powers enabling him in that behalf, hereby makes the following Regulations:—

PART I

INTERPRETATION AND REPEAL

1.—(1) These Regulations shall come into operation on the twenty-fourth day of April, 1958, and may be cited as the Timber Cargo Regulations, 1958.

(2) In these Regulations unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"The Act" means the Merchant Shipping (Safety and Load Line Conventions) Act, 1932;

"Load Line Rules" means the Rules for the time being in force made by the Minister under sections 42, 47, 48, 63 and 68 of the Act;

"The Minister" means the Minister of Transport and Civil Aviation;

"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;

"Freeboard deck" has the same meaning as in the Load Line Rules;

"Superstructure deck" means the deck forming the top of a superstructure as defined in the Load Line Rules;

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

3. The Timber Cargo Regulations, 1932(c) are hereby revoked.

(a) 22 & 23 Geo. 5. c. 9. (b) 52 & 53 Vict. c. 63.
(c) S.R. & O. 1932/110 (Rev. XIV, p. 511: 1932, p. 1047).

PART II

REGULATIONS FOR THE CARRIAGE OF TIMBER DECK CARGOES ON ALL SHIPS

Application

4. Regulations 5 to 10 inclusive shall apply to all ships carrying a timber deck cargo.

Deck openings covered by Timber Deck Cargo

5. 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

6.—(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 set out in the second column of the Schedule hereto, during the periods set out respectively opposite to such areas in the third column of the said 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.

7. 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 such 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 inches apart vertically, shall be provided on each side of the timber deck cargo to a height of at least 4 feet above the cargo. The timber deck cargo shall be so stowed as to be sufficiently level for gangway purposes.

Steering Arrangements

8. 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

9. 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

10. 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 feet; and

(*c*) efficient means shall be provided for securing the uprights.

PART III

ADDITIONAL REGULATIONS APPLYING TO STEAMERS USING TIMBER LOAD LINES

Application

11. The following additional Regulations apply to steamers 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

12. The wells on the freeboard deck shall be filled with timber stowed as solidly as possible, to a height of at least (i) 6 feet for ships up to and including 250 feet in length, (ii) 7 feet 6 inches for ships 400 feet in length and above and (iii) a proportionate intermediate height for ships above 250 feet but less than 400 feet.

Lashings

13. The timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than 10 feet apart. Overall lashings shall be in good condition and shall consist of close link chain of not less than $\frac{3}{4}$ inch, 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.

When the timber is in lengths of less than 12 feet, the spacing of the lashings shall be reduced to suit the length of timber, or other suitable provision made.

When the spacing of the lashings is 5 feet or less, the size of the lashings may be reduced, but not less than $\frac{1}{2}$ inch chain or equivalent wire rope shall be used.

Means of Securing Uprights

14. 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.

On superstructure decks, uprights, where fitted, shall be secured by athwartship lashings of ample strength.

Given under the Official Seal of the Minister of Transport and Civil Aviation this tenth day of April, 1958.

(L.S.)

D. C. Haselgrove,
An Under Secretary of the
Ministry of Transport and Civil Aviation.

SCHEDULE

Regulation 6

No.	Area Description	Winter Period
1	The area within and to the northwards of the following line:— A line drawn south from the coast of Greenland at long. 50° W. to lat. 45° N. thence along the parallel of 45° N. to long. 15° W. thence north to lat. 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 long. 150° W. and thence along a rhumb line to the west coast of British Columbia at lat. 55° 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 long. 56° W. thence along a rhumb line to the point lat. 34° S., long. 50° W. thence along the parallel of 34° S. to the west coast of South Africa; from the east coast of South Africa at lat. 30° S. along a rhumb line to the point lat. 35° 30′ S. long. 118° E. off the southern coast of Australia, 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 long. 170° E. thence along the west, south and east coasts of South Island to Cape Saunders thence along a rhumb line to the point lat. 33° S. long. 170° W.; and thence along the parallel of 33° S. to the west coast of South America.	16th April to 15th October.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but in intended to indicate their general purport.)

These Regulations revoke and re-enact with amendments the Timber Cargo Regulations, 1932.

The amendments of substance are two alterations to the descriptions of the areas numbered 5 and 6 in the Schedule. The purpose of these alterations is to give effect so far as the Timber Cargo Regulations are concerned to modifications to Annex II to the International Convention Respecting Load Lines, 1930, which have been made under Article 20 of the Convention following the acceptance by all the contracting governments of modifications to the southern boundary of the northern "Winter Seasonal" zone and the northern boundary of the southern "Winter Seasonal" zone, as set out in Annex II.

OIL IN NAVIGABLE WATERS

1958 No. 1057 (C. 6)

The Oil in Navigable Waters Act, 1955, (Commencement No. 2) Order, 1958

Made - - - - 24th June, 1958

The Minister of Transport and Civil Aviation in exercise of his powers under section 25 of the Oil in Navigable Waters Act, 1955(a), and of all other powers him enabling in that behalf, hereby makes the following Order:—

1. The provisions of subsections (3) and (4) of section 2 of the Oil in Navigable Waters Act, 1955, shall come into operation on the 26th day of July, 1958.

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

3. This Order may be cited as the Oil in Navigable Waters Act, 1955, (Commencement No. 2) Order, 1958.

Given under the Official Seal of the Minister of Transport and Civil Aviation this twenty-fourth day of June, 1958.

(L.S.)

D. C. Haselgrove,
An Under Secretary of the
Ministry of Transport and Civil Aviation.

(a) 3 & 4 Eliz. 2. c. 25. (b) 52 & 53 Vict. c. 63.