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To: Relevant shipowners, ship management companies, shipyards and designers, product manufacturer, related departments of the Headquarters of CCS, the Society's surveyors, Plan Approval Centers

## Notice on Amendments to the Code of Safe Practice for Ships

### Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)

#### (MSC.1/Circ.1624) Issued by IMO

#### **1. Background**

The Maritime Safety Committee of International Maritime Organization (IMO), at its 102th session (4~11 November 2020), approved the MSC.1/Circ.1624 “Amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)”.

#### **2. Main content**

The main content of MSC.1/Circ.1624 includes:

- (1) Paragraph 6.2.1 is replaced by the following: "The cargo securing arrangement should be designed for accelerations, as well as forces by wind and sea, calculated in accordance with annex 13 of the CSS Code."
- (2) Paragraphs 6.2.2 up to and including 6.2.5 are deleted.
- (3) In examples B.5 and B.8, the formulae for the reduction factor for operation in restricted waters are revised.

This Notice is made public on CCS website ([www.ccs.org.cn](http://www.ccs.org.cn)), and is to be distributed

to relevant ship owner and shipping management companies by CCS branches within their responsible areas. For any inquiry please contact the Science and Technology Department of CCS (E-mail address: [ti@ccs.org.cn](mailto:ti@ccs.org.cn)).

Annex: MSC.1/Circ.1624 --Amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code)

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MSC.1/Circ.1624  
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**AMENDMENTS TO THE  
CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 2011  
(2011 TDC CODE)**

1 The Assembly, at its twenty-seventh session (November 2011), adopted, by resolution A.1048(27), the *Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (2011 TDC Code).

2 The Maritime Safety Committee, at its 102nd session (4 to 11 November 2020), approved amendments to the *Code Of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011* (2011 TDC Code), as prepared by the Sub-Committee on Carriage of Cargoes and Containers, at its sixth session (9 to 13 September 2019), as set out in the annex.

3 Member States are invited to bring the amendments to the attention of shipowners, ship operators, shipmasters and crews, and all parties concerned.

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## ANNEX

### Part B Design of cargo securing arrangements

#### Chapter 6 Alternative design principles

#### 6.2 Accelerations and forces acting on the cargo

1 Paragraph 6.2.1 is replaced by the following:

"The cargo securing arrangement should be designed for accelerations, as well as forces by wind and sea, calculated in accordance with annex 13 of the CSS Code."

2 Paragraphs 6.2.2 up to and including 6.2.5 are deleted.

#### Annex B Samples of stowage and securing arrangements

#### B.5 Example calculation – Uprights for round wood

##### Example B.5.3 – Uprights for round wood on a 6,000 DWT ship on the Baltic Sea

3 The text under figure B.7 is replaced by the following:

"The ship is trading in the Baltic Sea with a weather forecast predicting a significant wave height up to 5.5 meters. Thus, the reduction factor for operation in restricted waters is taken as:

$$f_R = 1 - (H_s - 13)^2 / 240 = 1 - (5.5 - 13)^2 / 240 = 0.76"$$

#### B.6 Example calculation – Frictional securing of transversely stowed round wood

##### Example B.6.1 – Frictional securing of round wood on a 6,000 DWT ship

4 The last paragraph under figure B.8 is replaced by the following:

"The maximum allowed significant wave height  $H_s$  with this stowage arrangement is calculated as 2.4 m according to the following:

$$a_t = a_{t \text{ basic}} \cdot f_{R1} \cdot f_{R2} \cdot f_R$$
$$f_R = \frac{a_t}{a_{t \text{ basic}} \cdot f_{R1} \cdot f_{R2}} = \frac{3.2}{6.5 \cdot 0.93 \cdot 1.00} = 0.53$$

$$f_R = 1 - (H_s - 13)^2 / 240$$

$$H_s = 13 - \sqrt{(1 - 0.53) \cdot 240} = 2.4 \text{ m}"$$