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freeboard plus 2 inches. For other vessels the winter North Atlantic freeboard shall be the winter freeboard.

(e) *Fresh water freeboard*. (1) The minimum freeboard in fresh water of unit density shall be obtained by deducting from the minimum freeboard in salt water:

(Δ/40 T) inches

where:

Δ=displacement in salt water in tons at the summer load waterline; and,

T=tons per inch immersion in salt water at the summer load waterline.

(2) Where the displacement at the summer load waterline cannot be certified, the deduction shall be one forty-eighth of summer draft, measured from the top of the keel to the center of the ring of the load line mark.

[CGFR 68–60, 33 FR 10066, July 12, 1968, as amended by CGFR 68–126, 34 FR 9016, June 5, 1969; CGD 79–153, 48 FR 38650, Aug. 25, 1983]

Subpart 42.25—Special Requirements for Vessels Assigned Timber Freeboards

§42.25–1 Application of this subpart.

(a) The provisions of this subpart 42.25 apply only to vessels to which timber load lines are assigned.

[CGFR 68–60, 33 FR 10067, July 12, 1968]

§42.25–5 Definitions of terms used in this subpart.

(a) *Timber deck cargo*. The term ''timber deck cargo'' means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

(b) *Timber load line*. A timber deck cargo may be regarded as giving a vessel a certain additional buoyancy and a greater degree of protection against the sea. For that reason, vessels carrying a timber deck cargo may be granted a reduction of freeboard calculated according to the provisions of §42.25–20 and marked on the vessel's side in accordance with the provisions of §42.13–30(c) and (d). However, in order that such special freeboard may be granted and used, the timber deck cargo shall comply with certain conditions which are laid down in §42.25–15, and the vessel itself shall also comply with certain conditions relating to its construction which are set out in §42.25–10.

[CGFR 68–60, 33 FR 10067, July 12, 1968, as amended by CGFR 68–126, 34 FR 9016, June 5, 1969]

§42.25–10 Construction of vessel.

(a) *Superstructure*. (1) Vessels, shall have a forecastle of at least standard height and a length of at least 0.07L. In addition, if the vessel is less than 328 feet in length, a poop of at least standard height, or a raised quarter deck with either a deckhouse or a strong steel hood of at least the same total height shall be fitted aft.

(b) *Double bottom tanks*. (1) Double bottom tanks where fitted within the midship half length of the vessel shall have adequate watertight longitudinal subdivision.

(c) *Bulwarks*. (1) The vessel shall be fitted either with permanent bulwarks at least 39½ inches in height, specially stiffened on the upper edge and supported by strong bulwark stays attached to the deck and provided with necessary freeing ports, or with efficient rails of the same height and of specially strong construction.

[CGFR 68–60, 33 FR 10067, July 12, 1968, as amended by CGFR 68–126, 34 FR 9016, June 5, 1969]

§42.25–15 Stowage.

(a) *General*. (1) Openings in the weather deck over which cargo is stowed shall be securely closed and battened down. The ventilators shall be efficiently protected.

(2) Timber deck cargo shall extend over at least the entire available length which is the total length of the well or wells between superstructures. Where there is no limiting superstructure at the after end, the timber shall extend at least to the after end of the aftermost hatchway. The timber shall be stowed as solidly as possible, to at least the standard height of a superstructure other than a raised quarter deck.

(3) On a vessel within a seasonal winter zone in winter, the height of the deck cargo above the weather deck shall not exceed one-third of the extreme breadth of the vessel.

(4) The timber deck cargo shall be compactly stowed, lashed, and secured. It shall not interfere in any way with the navigation and necessary work of the vessel.

(b) *Upright*. (1) Uprights, when required by the nature of the timber, shall be of adequate strength considering the breadth of the vessel; the spacing shall be suitable for the length and character of timber carried, but shall not exceed 9.8 feet. Strong angles or metal sockets or equally efficient means shall be provided for securing the uprights.

(c) *Lashings*. (1) Timber deck cargo shall be efficiently secured throughout its length by independent overall lashings spaced not more than 9.8 feet apart. Eye plates for these lashings shall be efficiently attached to the sheer strake or to the deck stringer plate at intervals of not more than 9.8 feet. The distance from an end bulkhead of a superstructure to the first eye plate shall be not more than 6.6 feet. Eye plates and lashings shall be provided 23½ inches and 4.9 feet from the ends of timber deck cargoes where there is no bulkhead.

(2) Lashings shall be not less than ¾-inch close link chain or flexible wire rope of equivalent strength, fitted with sliphooks and turnbuckles, 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.

(3) When timber is in lengths less than 11.8 feet the spacing of the lashings shall be reduced or other suitable provisions made to suit the length of timber.

(4) All fittings required for securing the lashings shall be of strength corresponding to the length of the lashings.

(d) *Stability*. (1) Provision shall be made for 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 icing and to losses of weight such as those due to consumption of fuel and stores.

(e) *Protection of crew, access to machinery spaces, etc*. (1) In addition to the requirements of § 42.15–75(e) guardrails or life lines spaced not more than 13 inches apart vertically shall be provided on each side of the deck cargo to a height of at least 39½ inches above the cargo.

(f) *Steering arrangements*. (1) 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.

[CGFR 68–60, 33 FR 10067, July 12, 1968, as amended by CGFR 68–126, 34 FR 9016, June 5, 1969]

§ 42.25–20 Computation for freeboard.

(a) The minimum summer freeboards must be computed in accordance with §§ 42.20–5 (a) and (b), 42.20–13, 42.20–15, 42.20–20, 42.20–25, 42.20–30, 42.20–35, 42.20–60, and 42.20–65, except that § 42.20–60 is modified by substituting the percentages in Table 42.25–20(a) for those given in § 42.20–60:

TABLE 42.25–20(a)—PERCENTAGE OF DEDUCTION FOR SUPERSTRUCTURE

[Total Effective Length of Superstructure]

	0	0.1*L*	0.2*L*	0.3*L*	0.4*L*	0.5*L*	0.6*L*	0.7*L*	0.8*L*	0.9*L*	1.0*L*
Percentage of deduction for all types of superstructure [1]	20	31	42	53	64	70	76	82	88	94	100

[1] Percentages at intermediate lengths of superstructures shall be obtained by linear interpolation.

(b) The winter timber freeboard shall be obtained by adding to the summer timber freeboard one thirty-sixth of the molded summer timber draft.

(c) The winter North Atlantic timber freeboard shall be the same as the winter North Atlantic freeboard prescribed in § 42.20–75(d)(1).

(d) The tropical timber freeboard shall be obtained by deducting from the summer timber freeboard one forty-eighth of the molded summer timber draft.