

**MSC/Circ.525****GUIDANCE NOTE ON PRECAUTIONS TO BE TAKEN BY THE MASTERS OF SHIPS OF BELOW 100 METRES IN LENGTH ENGAGED IN THE CARRIAGE OF LOGS**

The Maritime Safety Committee, at its fifty-eighth session, adopted a guidance note concerning precautions to be taken by the masters of ships having lengths below 100 m engaged in the carriage of logs which are annexed. Member Governments are invited to bring this note to the attention of ship masters concerned for their information and appropriate action.

**\*\*\***

**ANNEX**

This note is not intended to replace the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, as revised, but is intended to serve as a supplement to the Code, for the masters of ships having lengths below 100 m engaged in the carriage of logs. Precautions to be taken by ship's master

1. The master should exercise good judgement to ensure that a ship which carries stowed logs on deck should have sufficient additional buoyancy so as to avoid overloading and loss of stability at sea.
  2. The master should be aware that the calculated GoM in the departure condition may decrease continuously owing to water absorption by the deck cargo of logs, consumption of fuel, water and stores, and ensure that the ship has adequate GoM throughout the voyage, as provided in the Code of Safe Practice for Ships Carrying Timber Deck Cargoes.
  3. It should be noted that ballasting after departure may cause the ship's operating draught to exceed the timber load line. Ballasting and deballasting should be carried out in accordance with the guidance provided in the Code of Safe Practice for Ships Carrying Timber Deck Cargoes.
-