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HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Unified Interpretations of SOLAS Chapter II-1 and 2011 TDC Code

To: Shipowners, Ship Managers, Ship Operators, Ship Masters, Classification Societies and Shipbuilders

Summary

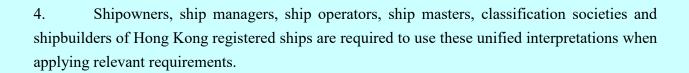
The purpose of this Note is to promulgate the Unified Interpretations of SOLAS Chapter II-1 and the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 ("2011 TDC Code").

- 1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 105th session in April 2022, approved circulars MSC.1/Circ.1362/Rev.1 and MSC.1/Circ.1653 regarding the Unified Interpretations (UIs) of SOLAS Chapter II-1 and 2011 TDC Code in order to provide more specific interpretation in relation to the relevant matters in paragraph 2.
- 2. The amendments involve the following: -

<u>Circular</u>	Chapter/Reg.	Matters of concern
MSC.1/Circ.1362/Rev.1	II-1/5.4 and 5.5	Amendment to the stability/loading information in conjunction with the alterations of lightweight. This circular revokes MSC.1/Circ.1362
MSC.1/Circ.1653	II-1/5-1 and 2011 TDC Code	Timber deck cargo in the context of damage stability requirements. This circular supersedes MSC/Circ.998

3. The IMO circulars MSC.1/Circ.1362/Rev.1 and MSC.1/Circ.1653 can be found on the website of Marine Department (https://www.mardep.gov.hk/en/msnote/msin.html) as attachment to this Note.

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