

## Chapter 3

# Stowage and securing of non-standardized and semi-standardized cargo

MV Tropical Estoril transports banana boxes in its cargo holds – and is purpose built for such carriage. No securing besides proper stowage of the unit boxes is applicable.

This chapter discusses above carriage but also broadly highlights the guidelines for other possible freight cargo.

### 3.1 Handling and safety instructions

This sub-chapter contains instructions on the proper handling of the securing devices and safety instructions related to handling of securing devices and to securing and unsecuring of units by ship or shore personnel.

#### 3.1.1 General principles of cargo securing

1. Cargo shall be secured according to recognised principles, taking into account the dynamic forces that may occur during sea transport and the most severe weather condition expected. Ship handling decisions should take into account the type of cargo and stowage position of the cargo and the securing arrangements.
  - Care should be taken to distribute the forces as evenly as possible.
  - If in doubt the lashing arrangement should be verified using an acceptable calculation method.
  - The securing gear should be adapted to the cargo to be carried.
  - Lashings are to be kept as short as possible.
2. Prior to loading cargo, the following should be checked:
  - Relevant deck areas are, as far as practicable, to be clean, dry and free from oil and grease.
  - Cargo, cargo transport unit or vehicle to be suitable for transport.
  - Necessary securing equipment is to be found onboard.
  - See item 5.
3. The securing equipment should be:
  - available in sufficient quantity including reserves
  - suitable for the purpose
  - of adequate strength
  - practical and maintained
4. Securing operations shall be completed before the ship leaves the berth and the securing should be based on proper planning, execution and supervision. Relevant personnel should be properly qualified and experienced and should have a sound practical knowledge of the application and content of this Cargo Securing Manual.
  - The master shall take care in planning and supervising the stowage and securing of cargoes based on information about the cargo.
  - The cargo is to be distributed with attention to the ship stability so that the hazards of excessive accelerations are reduced as far as practicable.
  - Due attention to the ship's structural strength should be taken.

Excessive accelerations are expected to occur in the far forward and aft part of the ship, but can also occur in general as a result of a high GMI value.

# Cargo Acceptance Manual

**Great Britain**



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