

SEAGOING CARGO SECURING

Infrastructure Project Cargo

Cargo in the Hold

- To be loaded on dunnage/plywood so as to create friction resistance (always ensuring that there is sufficient load spreading).
- All equipment to be in good condition and visually checked before use.
- ‘Pull-down’ restraint to be provided to minimize the vibrations in way of sensitive equipment and to increase the friction resistance.
- Maximum securing load (MSL) is the load capacity of an item used for securing cargo. Commonly similar to safe working load.
- Transverse securing to consist of ‘blocking/tomming’, welded stopper/clips, wires, chains or a combination of all methods. MSL in each direction to be at least 65% of the cargo weight.
- Longitudinal securing to consist of ‘blocking/tomming’, welded stopper/clips, wires, chains or a combination of all methods. MSL in each direction to be at least 20% of the cargo weight.
- If there is any uplift in the cargo then adequate restraint for the uplift. (Normally cargo that is narrow and tall will have a limited amount of uplift.)
- If length of the vessel is less than 100m and/or speed is more than 15 knots then a correction factor to be applied - consult the International Maritime Organization Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
- If vessel breadth divided by GM is less than 13 then a correction factor to be applied (consult the CSS code)

In addition, for Deck Cargo

- Transverse securing to be increased to 75%.
- Longitudinal securing to be increased to 40%.
- Weather forecasts to be received and monitored throughout the voyage.
- Vessel to avoid excessive pitching and rolling, especially parametric rolling.
- Independent marine surveyor to survey the cargo securing.
- Vessel to have adequate stability at loading, during the voyage and during discharge.
- Cargo should not interfere with the working/navigation of the vessel or prejudice the watertight integrity of the vessel.

Note: The above are generic recommendations, specific situations may require more specific or additional securing measures.



For further information, please contact your local Marine Risk Consultant.

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