

CARGO WISE

Poster 4:

LOSS PREVENTION POSTER SERIES
FOR NORTH OF ENGLAND MEMBERS

NORTH
SERVICE, STRENGTH, QUALITY



STOWAGE & SECURING



Cargo Wise is North's loss prevention initiative which aims to promote awareness of common problems associated with different cargoes.

Cargo Wise always ensure cargo is loaded, stowed and secured in accordance with the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) and the vessel's Cargo Securing Manual (CSM).

Cargo Wise proper planning, loading and securing of breakbulk cargoes minimises the risk of damage and prevents costly incidents where cargo has shifted or stows have collapsed.

Cargo Wise proper supervision of stevedores ensures that cargo is loaded, stowed and secured in accordance with the pre-loading cargo plan.

Cargo Wise ensure you are aware who is responsible for stowage and securing under the charterparty.

Cargo Wise heavy cargoes should not be loaded over light or fragile cargo or cargo which can settle during the course of a voyage causing the stow to become unstable.

Cargo Wise proper use of dunnage, chocking and tomming spreads the load preventing deck strength limits being exceeded, increases the coefficient of friction and prevents cargo tipping or shifting during the course of the voyage.

Cargo Wise lashings should be of suitable size, type and strength for their intended use. All lashing materials used should be regularly inspected, certified and in good condition. The lashing is only as strong as the weakest component. The number and size of lashings required should be calculated from the rule of thumb method or advanced calculation method. Find out more on these calculation methods in North's LP Guide on Cargo Stowage and Securing.

Cargo Wise lashings should only be secured to designated lashing points capable of withstanding the intended loads and not to a vessels fixtures and fittings such as ladders or pipes.

Cargo Wise cargo information provided by shippers must include dimensions, weight, location(s) of securing points, and centre of gravity for all cargo to be loaded. If applicable, details of lifting and lashing points should be marked on cargo units.