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## ***Lashing of Cargo in / on Containers***

### **TO ALL VALUED SOFRANA CUSTOMERS:**

Over recent voyages it has been noted that some Containerised cargo has been presented to us at the port with very light lashings. We can of course only comment about cargoes on flatracks where we can actually see the lashings used, but this may also be an issue with General Containers as well, where cargo can still move within the container.

Please do remember that if a shipment is presented to us for export as an FCL, whether it is a flatrack, an opentop, or a general container, it is still the responsibility of yourselves (or your nominated packer) to ensure that the cargo is securely lashed to, or inside, the container. Please also bear in mind that the forces that a container is under while on a vessel at sea for extended periods, are very different from those encountered during road or other modes of transport, and the strength of the lashings must reflect this.



As a general rule of thumb, the lashing materials used should have a total LC (Lashing Capacity) of 3 x the cargo weight that is being secured....ie 10T cargo weight requires minimum 30T lashing materials. This is a general rule though, and different cargo will require different methods of lashing to be used.

Flatrack ends should be locked in the vertical position, unless the length of the cargo does not allow. The ends must always be both up, or both down. Under no circumstances should a flatrack be presented for shipment with one end down, and one end up.

All Vehicles or other wheeled machinery loaded on flatracks should always have the wheels chocked on both sides in addition to sufficient lashing materials being used. These chocks can be nailed to the decks of the flatracks provided that they chocks and nails are removed by the consignee prior to delivering the empty back to us at destination. Pipes and other cylindrical cargo should also be chocked in the same manner.



The cargo should always be evenly-balanced in or on the containers, please do not place cargo to one side to avoid additional over-dimensional surcharges. If cargo is heavier at one end than the other, ie cranes with counterweights or similar, please ensure that they are loaded so that the container will be evenly-balanced when lifted, as an unbalanced container can be very dangerous and difficult for the stevedores to control.

We realise that the vast majority of our customers are highly experienced, and loading / lashing of containers is something that you are very well-versed in, and the above points will be 2<sup>nd</sup> nature to many of you already. But over recent voyages, we have had some isolated cases, and in the interests of

ensuring the safety of your cargo, as well as the safety of the other cargo on board, as well as the vessel, crew, and stevedores, we felt it prudent to remind all.

If anybody has any comments or further suggestions that you wish to share with the “Pacific Shipping Community”, please do not hesitate to contact us, and we will be more than happy to send follow up messages with your further suggestions.

Thanks to all to ensure that all FCL containers presented to us for export are safe and adequately lashed for carriage by sea.



Kind regards,

Sofrana Unilines NZ Ltd