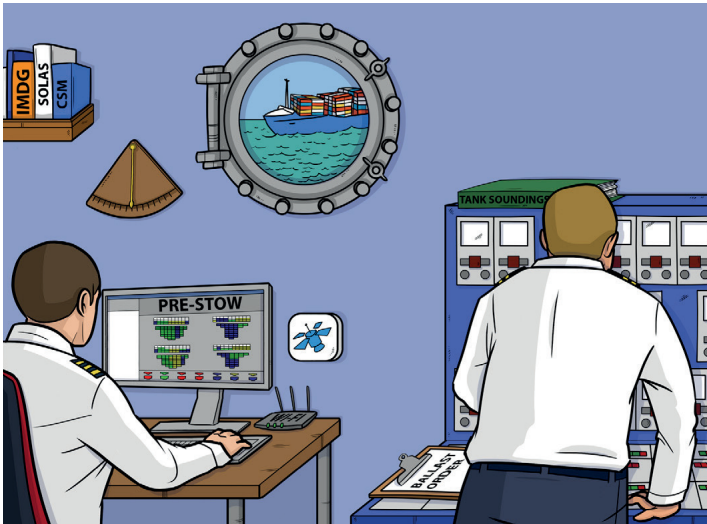


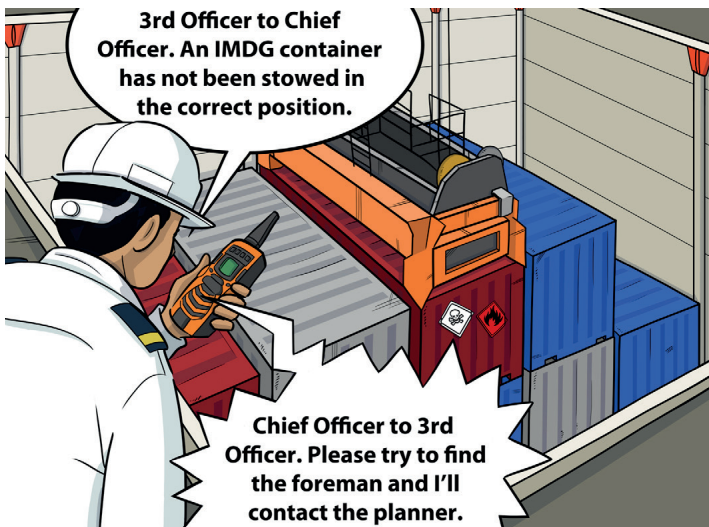
Container Stowage



Planning:

- Is cargo information, including Baplie files, received before arrival to ensure that planning takes place in advance of loading?
- Are the positions for dangerous goods and refrigerated containers properly planned?
- Does the stowage of hi-cube, out of gauge and non-standard length containers meet with the requirements of ship's cargo securing manual (CSM) and on-board computer software?
- Is the stack and tier weight distribution within the limits set out in the cargo securing manual (CSM) and on-board computer software?
- Have the ballast, stability and bending moments been computed for the entire voyage?
- Have central and terminal planners been made aware of any changes which are needed or problems noted?

CONTINUED OVERLEAF

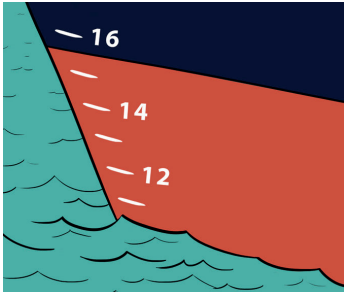


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Container Stowage

Checking:

- Take account of any changes made to pre-stow after vessel has arrived.
- If any problems are found during checking has the terminal planner been advised?
- Using the loading plan have all the locations of refrigerated cargo, IMDG and non-standard containers been rechecked?
- Does the IMDG cargo location comply with IMDG code storage and segregation requirements and the ship's document of compliance?
- Has the IMDG cargo documentation been prepared in accordance with your company procedure?
- Has the vertical stack-weight distribution been checked to ensure that it complies with cargo securing manual (CSM) and on-board computer software?
- Is on-board computer software set up correctly? Are all of the alarm parameters correctly set?
- Is the lashing checklist completed satisfactorily and lashing forces checked?
- Has the final stability check been completed?
- Is the officer on watch aware of any changes to deck loading plans?
- Are the vessel draughts as expected?
- Has a final check been carried out of all container lashings and hatch covers?



Potential problems:

- Consider the stowage of twist-lock bins on deck. Has their location and weight been included in the on-board software calculation to ensure that stowage of containers and the lashing forces are satisfactory?
- Is the verified gross mass (VGM) of all containers present and correct?
- Are there any containers which have been incorrectly stowed?
- Is the final stowage plan updated?
- Have all container lashings been applied correctly according to the cargo securing manual (CSM) requirements?

Disclaimer

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