

CLUB CIRCULAR

Monday, September 23, 2013
BSM-RM-10/005/13

TO: All members

Additional lashing supplement when ship was in a large GM sailing condition

Dear Sirs

Recently, our club has observed that certain types of vessels sailing at sea with the cargo, which was only partially loaded, so these vessels have to meet the difficulty in balancing the requirements of propeller and rudder immersion and avoidance of excessive GM.

High GM results to cargo lashing and securing arrangements are likely to come under greater strain in high GM conditions than would arise where the GM is within normal range envisaged in the ship's approved lashing and securing manual. In such of general cargo vessels which were without upper wing tanks, it is often necessary to fill double bottom tanks when the amount of cargo loaded results in only partial propeller and rudder immersion. In such situations the ship's Master may need to place additional lashings on cargoes to allow for these additional stresses.

Or even before loading has begun the Master often exercises his supervisory function under the charter party when he reviews the stowage plan proposed by the charterer. The Master may advise charterers that the stowage is unsafe and demand that it be rectified but without requiring the stow or lashing to be undertaken in a particular manner, i.e. leaving the charterers to propose an alternative stow or lashing arrangement which may be acceptable to the Master. Alternatively, the Master may advise charterers that the stowage and lashing arrangements are unacceptable and require them to be changed in a specific way.

The lack of cargo often means a large amount of 'broken stowage' occurs. These void spaces between cargo and hold sides or between cargoes are of such size that it is often impractical to fill them with dunnage. The strain on cargo lashings may be further increased due to this lack of lateral support. If



the stow plan cannot be amended, then even greater enhancement of the lashing arrangements must be undertaken. Masters and owners should have in mind that the charterers might not be aware of the higher than usual GM. Master/owners should bring the high GM and the need for increased lashing and securing to charterers' attention as soon as possible after receiving the charterers' pre-stow advice.

Clearly a Master must always have the safety of the crew and ship foremost in his mind and has a duty to his owners and the crew to intervene and prevent any stowage or securing procedures which put the ship at risk of serious damage and / or the crew at risk of injury.

If our valued member has any doubt, please contact our Risk Management Department at riskmanagement@britishsteamship.com.

Yours faithfully

British Steamship Management Limited

Manager of

British Steamship P&I Association (Bermuda) Limited

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