

Designated Lashing Points

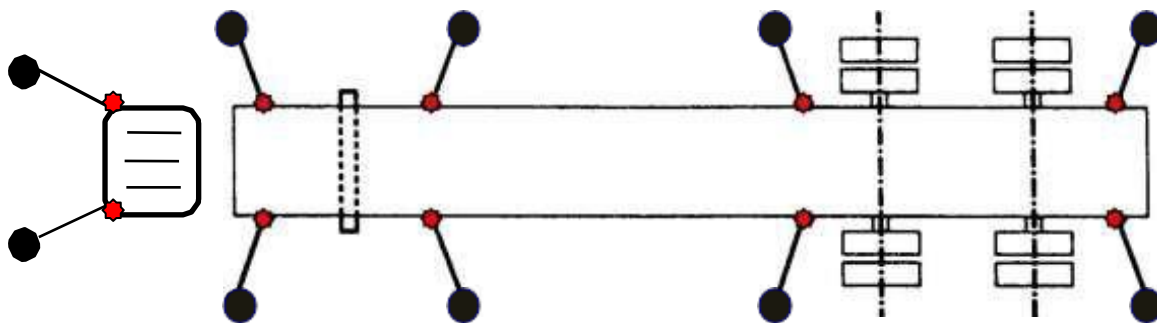
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The following are the requirements for the lashing of Road Trailers on SeaRoad vessels.

- Location:**
- Lashing points (lugs) should be welded to the main rail where possible.
 - Alternative locations are twistlock beams, crossmembers and other structural members.
 - The location of such lashing points should as far as possible ensures a direct unobstructed path to the ship's deck and be marked in a clearly visible colour.
 - Keep lashing points (lugs) clear of toolboxes and landing legs.
- Quantity:**
- Trailers with a length of between 9.00 and 13.75 metres – 8 points (lugs)
 - Trailers less than 9.00 metres long – 6 points (lugs)
- Specification:**
- Lashing points (lugs) thickness must be minimum 19mm round bar and the "eye" is to be 100mm diameter
- Weld:**
- All welding must be to Australian standards and compatible to the materials used.
- Strength:**
- The minimum strength of each designated lashing point must be 120kN (12 tons).

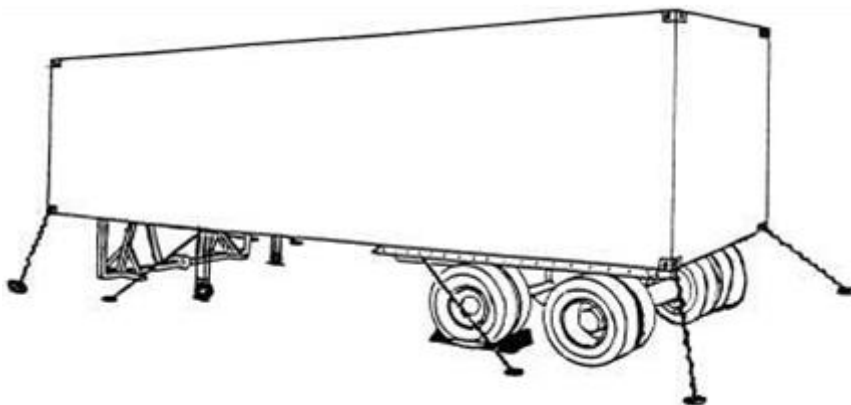


Prime Mover with Semi Trailer or Semi-trailer



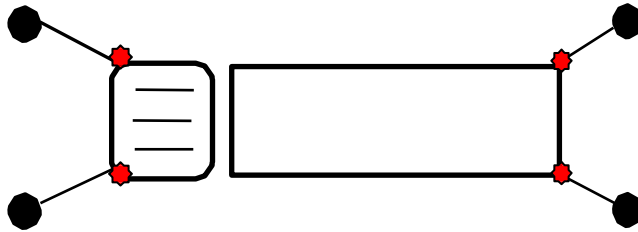
- Note:**
- **Semi-trailer** requires a minimum of **4 Lashing Points** per side - 1 forward of the king pin, 1 aft of the king pin, 1 central & 1 at the rear.
 - **Prime movers** require an additional **2 Lashing Points** at the front of the vehicle - A towing coupling may replace the **2 Lashing Points**.

Typical Semi Trailer lashed to ships deck



Guideline

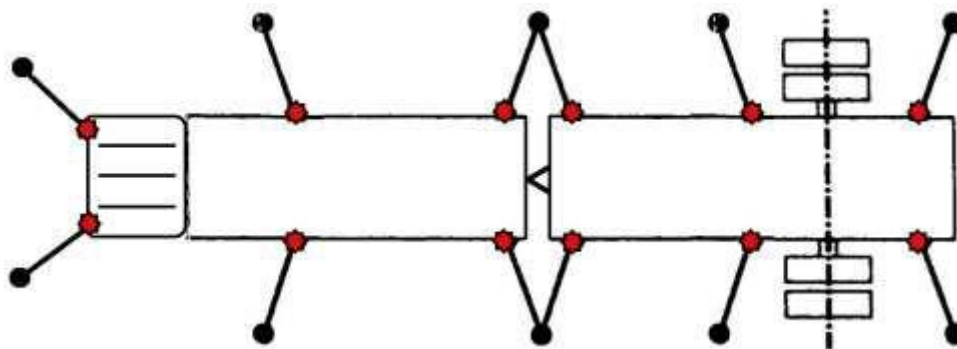
Rigid Truck



Note:

- A rigid truck requires a minimum of **2 Lashing Points** per side.
- A rigid truck of between **20-30 tons** (total gross laden weight) requires a minimum of **3 Lashing Points** per side.
- A rigid truck in excess of **12.2 meters in length** requires a minimum of **4 Lashing Points** per side.

Rigid Truck with Trailer



Note:

- **When connected, 3 Lashing Points** per side on each rigid/trailer section (1 forward, 1 centre & 1 rear).
- **When disconnected**, each section as per Rigid Truck & Semi-trailer.

Important:

- Lashing points are required to be fitted so that freight units can be securely and safely stowed