



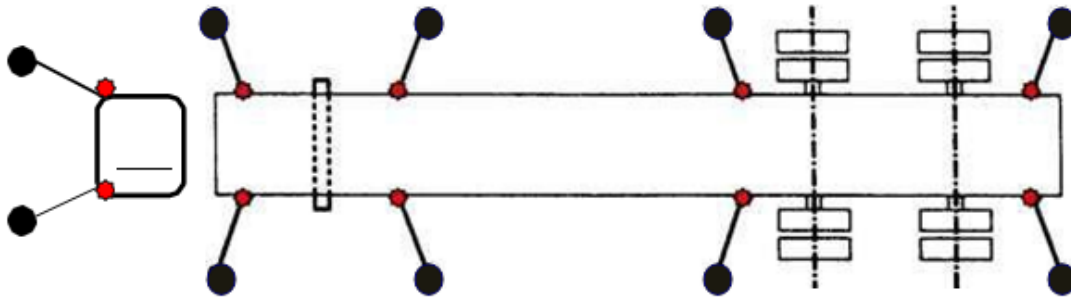
## DESIGNATED LASHING POINTS

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).



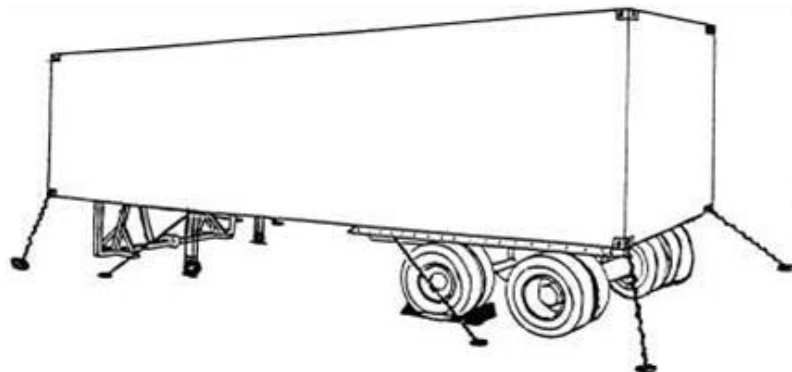
## Prime Mover with Semi Trailer or Semi-trailer



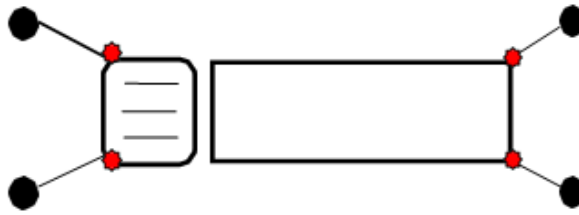
**Note:**

- **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



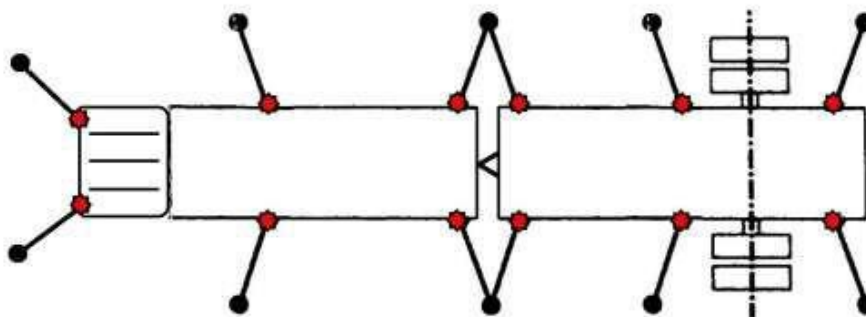
## Rigid Truck



**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.
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## 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