# TÜRK LOYDU

**TECHNICAL CIRCULAR**

**Circular No: S.P 06/14** **Revision:1** **Page: 1** **Adoption Date: 29.12.2014**

**Related Requirement: TL- I SC265**
**Subject: Code of safe practice for cargo stowage and securing – Annex 14**
**Entry into Force Date:**

**MSC.1/Circ.1352 – Annex - Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code): Annex 14 – Guidance on Providing Safe Working Conditions for Securing of Containers on Deck**

***6 Design***

***6.2 Provisions for safe access***

***6.2.1 General provisions***

*6.2.1.1. The minimum clearance for transit areas should be at least 2 m high and 600 mm wide.*

**Interpretation** - See Table, Dimensions B, J, K1.

***6.2.2 Lashing position design (platforms, bridges and other lashing positions)***

*6.2.2.1. Lashing positions should be designed to eliminate the use of three high lashing bars and be positioned in close proximity to lashing equipment stowage areas. Lashing positions should be designed to provide a clear work area which is unencumbered by deck piping and other obstructions and take into consideration:*

*.1. the need for containers to be stowed within safe reach of the personnel using the lashing position so that the horizontal operating distance from the securing point to the container does not exceed 1,100 mm and not less than 220 mm for lashing bridges and 130 mm for other positions;*

**Interpretation** - See Table, Dimensions C1, C2, C3.

*6.2.2.2. The width of the lashing positions should preferably be 1,000 mm, but not less than 750 mm.*

**Interpretation** - See Table, Dimensions A, GL, GT, I, K.

*6.2.2.3. The width of permanent lashing bridges should be:*

*.1. 750 mm between top rails of fencing; and*

**Interpretation** - See Table, Dimension F.

*.2. a clear minimum of 600 mm between storage racks, lashing cleats and any other obstruction.*

**Interpretation** - See Table, Dimension F1.

***6.4 Lighting design***

*. A lighting plan should be developed to provide for:*

*.1. the proper illumination of access ways, not less than 10 lux (1 foot candle) see footnote, taking into account the shadows created by containers that may be stowed in the area to be lit, for example different length containers in or over the work area;*

*.4. the illumination intensity should take into consideration the distance to the uppermost reaches where cargo securing equipment is utilized.*

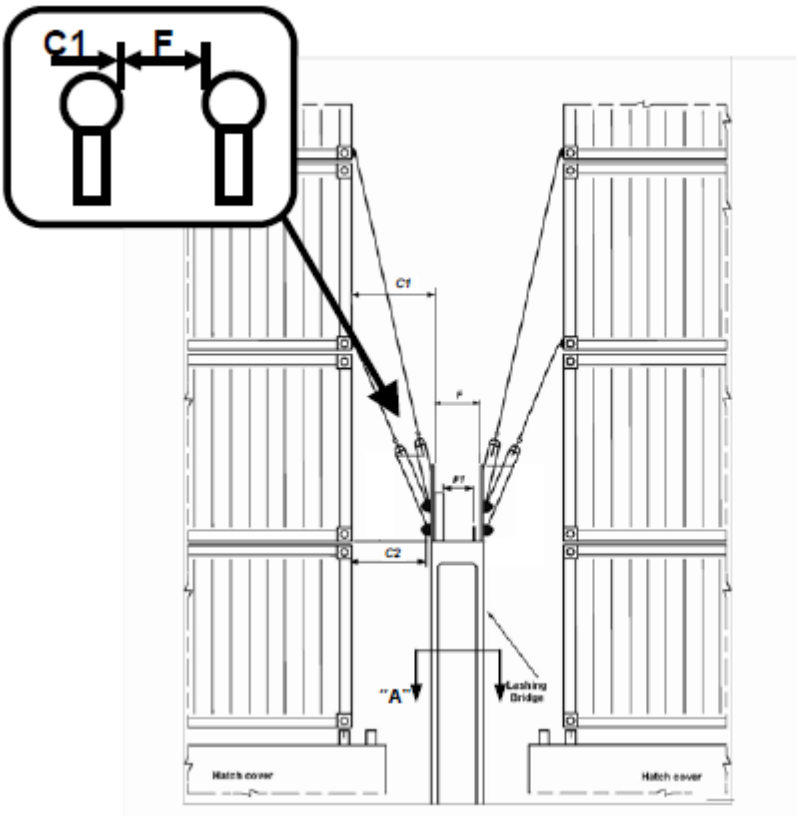
**Interpretation** - For the upper tier of a lashing bridge, lights at the port and starboard extremities are generally adequate.

## Container securing dimensions

| Dimension (*see* Figures) | Description | Requirement (mm) |
|---|---|---|
| A | Width of work area between container stacks | 750 minimum |
| B | Distance between lashing plates on deck or on hatch covers | 600 minimum |
| C1 | Distance from lashing bridge fencing to container stack | 1100 maximum |
| C2 | Distance from lashing plate to container stack (lashing bridge) | 220 minimum |
| C3 | Distance from lashing plate to container stack (elsewhere) | 130 minimum |
| F | Width of lashing bridge between top rails of fencing | 750 minimum |
| F1 | Width of lashing bridge between storage racks, lashing cleats and any other obstruction | 600 minimum |
| GL | Width of working platform for outboard lashing – fore/aft | 750 minimum |
| GT | Width of working platform for outboard lashing – transverse | 750 minimum |
| I | Width of work platform at end of hatch cover or adjacent to superstructure | 750 minimum |
| J | Distance from edge of hatch cover to fencing | 600 minimum |
| K | Width of lashing bridge between top rails of fencing | 750 minimum |
| K1 | Width of lashing bridge between the pillars of the lashing bridge | 600 minimum |

NOTES

B - Measured between the centres of the lashing plates.
C1 - Measured from inside of fencing.
C2, C3 - Measured from centre of lashing plate to end of container.
F, K - Measured to inside of fencing.
GL - Measured from end of container to inside of fencing.
GT - Measured to inside of fencing.
I - Measured to inside of fencing.
J - Measured to inside of fencing.


C1
F
C1
F
C2
"A"
Lashing Bridge
Hatch cover
Hatch cover

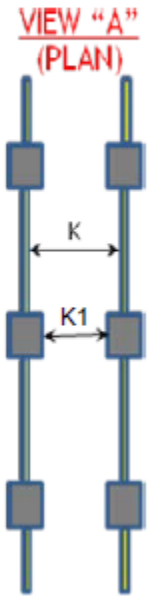

VIEW "A"
(PLAN)
K
K1

**Figure 1**

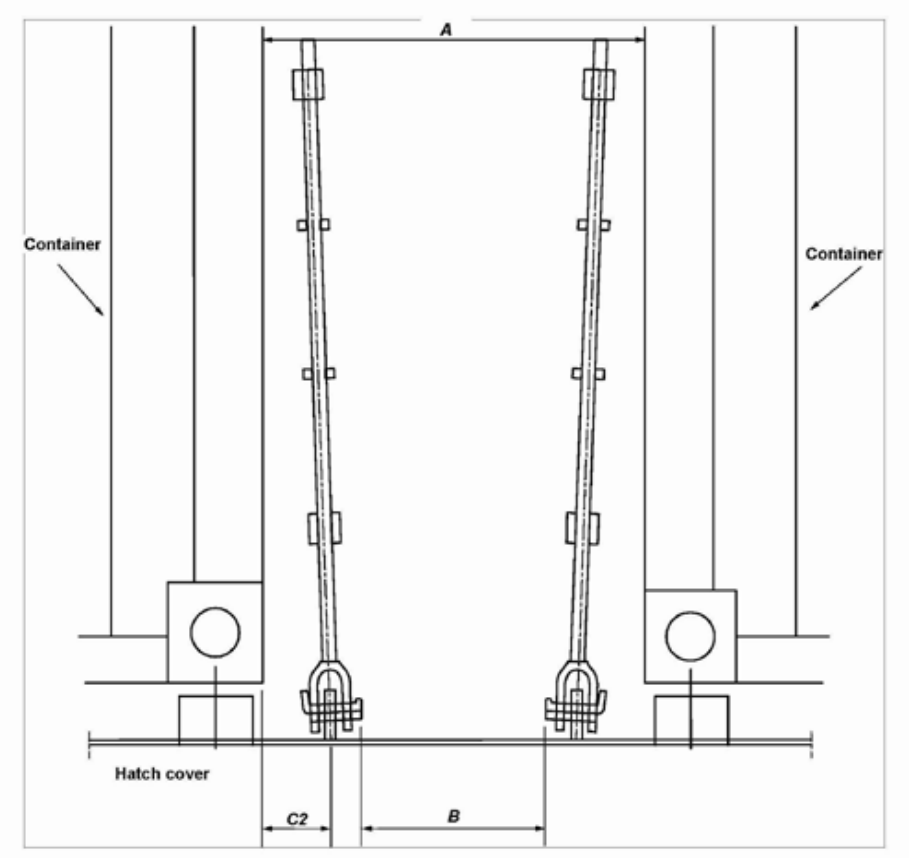



**Figure 2**

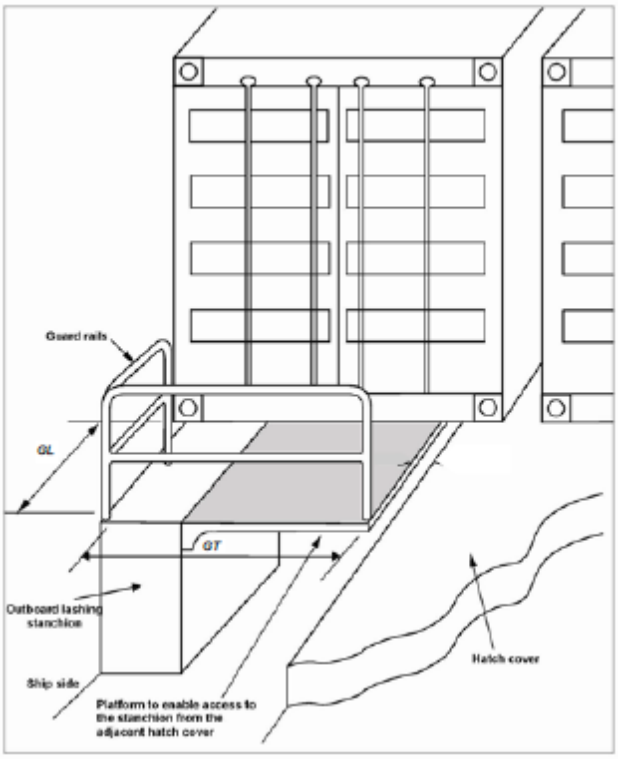

Guard rails
GL
GT
Outboard lashing stanchion
Ship side
Platform to enable access to the stanchion from the adjacent hatch cover
Hatch cover

**Figure 3**

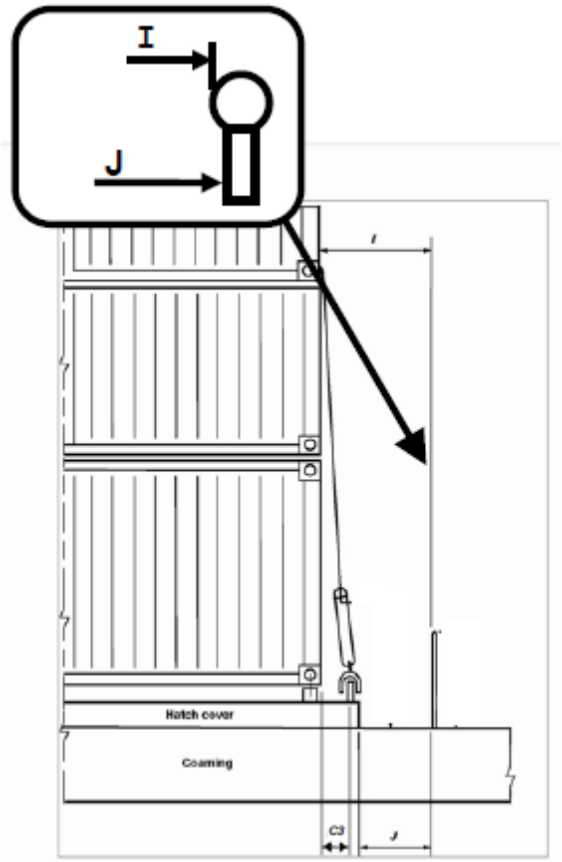



**Figure 4**