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COURSE BROCHURE

Cargo Stowage, Securing and Lashing Training Course

28 February – 4 March 2027
Abu Dhabi

Cargo Stowage, Securing and Lashing Training Course

Ref: 1075_40500 **Date:** 28 February – 4 March 2027 **Location:** Abu Dhabi **Fees:** 6500 GBP

Cargo Stowage, Securing and Lashing is a 1-week training course for cargo officers, terminal planners, marine surveyors and shippers, built around a voyage stowage and lashing plan. Shifted deck cargo, collapsed container stacks and crushed bagged goods begin with weak calculations long before departure. Jupiter Prime Training links cargo behaviour, stowage geometry and lashing strength in one practical discipline.

Why Cargo Stowage, Securing and Lashing Matters Now

Three forces shape stowage and lashing today: larger ships carrying taller container tiers, heavier project units moving as break bulk, and insurers looking harder at cargo loss caused by poor securing. Good stowage means fewer claims and safer decks; poor stowage means lost containers, damaged machinery and disputes at discharge. The course rests on the ship's approved Cargo Securing Manual, recognised stowage and segregation tables, and the accepted methods for calculating lashing forces against ship motion.

Who Gains Most from Cargo Stowage, Securing and Lashing

- Shipboard officers who plan holds, check stability and approve lashing before sailing
- Terminal and stowage planners who sequence loading and assign bay and tier positions
- Marine surveyors who inspect securing arrangements and report on cargo condition
- Shippers and forwarders who prepare, pack and declare units for sea carriage
- Claims and loss prevention staff who trace damage back to stowage decisions

Mixed groups from one terminal or fleet, combining ship, shore and shipper roles, gain most, settling lashing duties in a shared language.

Cargo Stowage, Securing and Lashing Capabilities

Participants turn cargo properties and ship motion into stowage positions and lashing patterns they can defend.

- Assess cargo characteristics such as density, moisture and fragility — choosing hold or deck positions
- Calculate lashing forces with the rule-of-thumb and advanced methods — approving securing for heavy units
- Specify dunnage, chocks, twist locks and wire or chain lashings — briefing stevedore gangs
- Apply segregation tables to incompatible cargo — protecting crew and neighbouring units
- Design container stack weights and lashing bridge use — keeping bay plans within limits
- Build pre-loading and outturn survey records — defending shippers and carriers in damage disputes

Key Cargo Stowage, Securing and Lashing Terms

- Stowage factor — the volume one tonne of a cargo occupies in a hold, used to plan space and trim.
- Cargo Securing Manual — the ship-specific document listing approved securing devices, their strength and how cargo must be secured.
- Maximum securing load — the strength limit assigned to a lashing device, used when calculating how many lashings a unit needs.
- Dunnage — timber, mats or bags placed around cargo to spread weight, prevent movement and keep goods away from moisture.
- Racking — the sideways distortion of a container frame caused by rolling, limited by correct lashing and stack weight.
- Segregation — keeping incompatible goods apart by set distances or barriers so a leak or fire cannot spread between them.

Cargo Stowage, Securing and Lashing Day by Day

Day 1: Cargo Behaviour at Sea

- Ship Motion, Roll and Pitch Accelerations — Forces Acting on Stowed Units
- Stowage Factor and Broken Stowage — Space Use Across Holds
- Moisture, Sweat and Ventilation Patterns — Protecting Hygroscopic Cargo
- Bulk Cargo Shifting and Liquefaction Signs — Trimming and Acceptance Choices
- Cargo Securing Manual Structure — Approved Devices and Ship Limits

Day 2: Break Bulk and Project Units

- Heavy Lift Footprint and Tank Top Strength — Load Spreading Decisions
- Dunnage, Chocking and Friction Mats — Preventing Sliding and Tipping
- Rule-of-Thumb Lashing Method — Quick Checks for Standard Units
- Advanced Lashing Calculation — Approving Securing for Non-Standard Cargo
- Steel Coils, Pipes and Timber Stowage — Sector-Specific Securing Patterns

Day 3: Container Stacks and Lashing Gear

- Bay Plans and Stack Weight Limits — Positioning Heavy and Reefer Boxes
- Twist Locks, Bridge Fittings and Lashing Rods — Gear Selection and Inspection
- Racking and Corner Post Loads — Tier Height and Lashing Bridge Use
- Container Packing and Internal Bracing — Shipper Duties Before Gate-In
- Segregation Tables for Incompatible Cargo — Hold and Deck Separation

Day 4: Surveys, Damage and Records

- Pre-Loading Hold and Cargo Condition Survey — Clean Hold Acceptance
- Lashing Inspection Checklists — Sign-Off Before Sailing and After Weather
- Damage Patterns and Root Cause Tracing — Linking Loss to Securing Errors
- Mate's Receipt Remarks and Cargo Documentation — Protecting Carrier and Shipper
- Outturn Survey and Photographic Evidence — Supporting Damage Claim Positions

Day 5: Practising the Voyage Stowage and Lashing Plan

- Mixed Cargo Case Using Day 1 Behaviour Factors — Hold Allocation
- Lashing Calculation Exercise for a Heavy Unit — Device Count and Layout
- Container Bay Review Against Stack Limits — Corrected Positions
- Survey and Documentation Drill — Remarks, Photographs and Sign-Off Records
- Voyage Stowage and Lashing Plan — Final Plan for Team Review

Applying Cargo Stowage, Securing and Lashing After the Course

- Lead a lashing calculation check on the next heavy or out-of-gauge unit and compare it with the Cargo Securing Manual limits.
- Run a joint ship and terminal review of one recent bay plan, marking stack weight and segregation corrections.

Cargo Stowage, Securing and Lashing Questions FAQ

What is cargo stowage, securing and lashing, and why does it matter now?

It is the practice of placing cargo in a ship and restraining it against sea forces. It matters now because taller container stacks and heavier project units raise the cost of every securing error.

Which roles gain most from cargo stowage, securing and lashing skills?

Cargo officers, stowage planners, marine surveyors and shippers gain most. Each decides where cargo sits and how it is held.

How does cargo stowage, securing and lashing differ from a dangerous goods acceptance course?

It covers placing and restraining all cargo types. A dangerous goods course focuses on classification, packing and declaration of hazardous goods, while segregation appears here only as one part of stowage.

What do you bring back from cargo stowage, securing and lashing training?

You bring back a worked stowage and lashing plan, calculation methods for heavy units, container stack checks and survey records you can use on the next loading.

Cargo Stowage, Securing and Lashing: The Way Forward

The voyage stowage and lashing plan first informs which units go on deck and how many lashings each needs. Chief officers, planners and surveyors use it to agree positions before loading begins. After its first voyage, revisit the lashing figures against observed weather and any movement found at discharge.