

- (b) at the centre of the stow, along the line of hatches, the logs are laid in the fore and aft direction when the wing cargo has reached hatch height; and
- (c) at the completion of loading, the cargo should have a level surface with a slight crown towards the centre.

3.2 To prevent logs being washed out from below their lashings it is recommended that nets or tarpaulins may be used as follows:

- (a) the ends of each continuous section of deck cargo, if not stowed flush with a superstructure bulkhead, may be fitted with a net or tarpaulin stretched and secured over the athwartship vertical surface;
- (b) over the fore end of each continuous section of deck cargo, and in the waist of the ship, the top surface may be fitted with a net or tarpaulin stretched and secured across the breadth of the cargo and brought down the outboard vertical sides to securings at deck level.

RESOLUTION A.288(VIII)

Revoked by [A.714\(17\)](#)

*Adopted on 20 November 1973
Agenda item 10*

**RECOMMENDATION ON THE SAFE STOWAGE AND SECURING
OF CONTAINERS ON DECK ON VESSELS WHICH ARE NOT
SPECIALLY DESIGNED AND FITTED FOR THE PURPOSE OF
CARRYING CONTAINERS**

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

HAVING CONSIDERED the Report of the Maritime Safety Committee on its twenty-seventh session,

HAVING NOTED that the Committee's Recommendation had been already brought to the attention of Member Governments by MSC/Circular 141 of 3 May 1973,

RESOLVES:

- (a) to adopt the Recommendation the text of which is annexed hereto;
- (b) to invite governments to give effect to the Recommendation.

ANNEX

RECOMMENDATION ON THE SAFE STOWAGE AND SECURING OF CONTAINERS ON DECK ON VESSELS WHICH ARE NOT SPECIALLY DESIGNED AND FITTED FOR THE PURPOSE OF CARRYING CONTAINERS

THE MARITIME SAFETY COMMITTEE,

RECOGNIZING that containers have been developed for use in a through transportation system including the use of special purpose container vessels,

NOTING that these containers are being carried safely, under certain conditions, on vessels which are not normally fitted with securing arrangements generally found in special purpose container vessels,

CONSIDERS that particular attention must be given to the stowage and securing of such containers when carried on deck,

RECOMMENDS that governments issue advice concerning the carriage of containers on deck on such vessels,

FURTHER RECOMMENDS that such advice should include the following basic principles:

- (a) containers carried on deck or on hatches should be stowed preferably in a fore and aft direction;
- (b) containers should be stowed so that they do not extend over the vessel's side. Adequate supports should be provided when containers overhang hatches or deck structures;
- (c) containers should be stowed and secured so as to permit safe access for personnel in the necessary working of the vessel;
- (d) all containers should be effectively secured, preferably at the bottom corners, in a way which will guard against sliding. Restraint against tipping should be effected by securing the top or bottom corners as may be practicable;
- (e) containers carried on deck or hatches should be carried one high unless the upper containers are so secured that they cannot slide or tip;
- (f) under normal conditions no restraint system should impose on containers or any of their fittings forces in excess of those for which they have been designed;
- (g) at no time should the containers overstress the deck or hatches; the hatch covers should be so secured to the vessel that tipping of the entire hatch cover is prevented;
- (h) the structural strength of the deck or hatch components should be taken into consideration when containers are carried thereon and when locating and affixing securing devices.