

A close-up photograph of a container's metal structure with yellow lashing straps. A dark semi-transparent box is overlaid on the left side, containing the title and subtitle. The Gard logo and website are in the bottom right corner of the image.

Lashing equipment

Overtightening is as dangerous as under-tightening.

www.gard.no

The logo for Gard, featuring a blue circular icon with a white stylized 'G' and the word 'gard' in a grey sans-serif font.

How tight should container lashings be?

Lashings should be spanner tight. Slack lashings on container bays are not desirable for obvious reasons. But should the crew apply excessive force or use tools to increase the mechanical advantage on the lever that allow them to over-tighten the lashings?

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The answer is no. Overtightening can result in the lashing rods coming under excessive strain which can increase the pre-tension by a few tonnes leading to their failure when under load. Stevedores and crew should only spanner tight the lashings. Caution statements highlighting this must be included in the Cargo Securing Manual (CSM) which should be prepared in accordance with the guidelines intype: asset-hyperlink id: 8e907c8e3ea247f0a78cd05a40b6ce9b, Ch.4.

There are several other factors which should be kept in mind such as

- the lashings should be evenly tightened,
- locking/check nuts should be locked to prevent the turnbuckles becoming slack,
- lashings should be of an approved type,
- there should be no visible damages, and
- securing should be in accordance with CSM.

It is strongly recommended that the lashing software used onboard is integrated with the loading be stability software.

Further information

Loss Prevention poster type: asset-hyperlink id: c5c6127b3fda4b1e92d070d3e9a89b3a

type: asset-hyperlink id: 4e6c3c522e50450ebdd7c61e182186a6

Insight [Container stack collapse - Overweight and unfit containers](#)

Insight [Cause and prevention of container loss at sea](#)