



## 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?

Published 04 December 2019

*The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.*

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 in [MSC1%20Circ%201353\\_Rev1\\_Revised%20Guidelines\\_Cargo%20Securing%20Manual.pdf](#), 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 stability software.

### **Further information**

Loss Prevention poster [gard\\_poster18\\_lashing\\_lores.pdf](#)

[GardGuidanceContainers\\_optimised3.pdf](#)

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

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

*The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.*