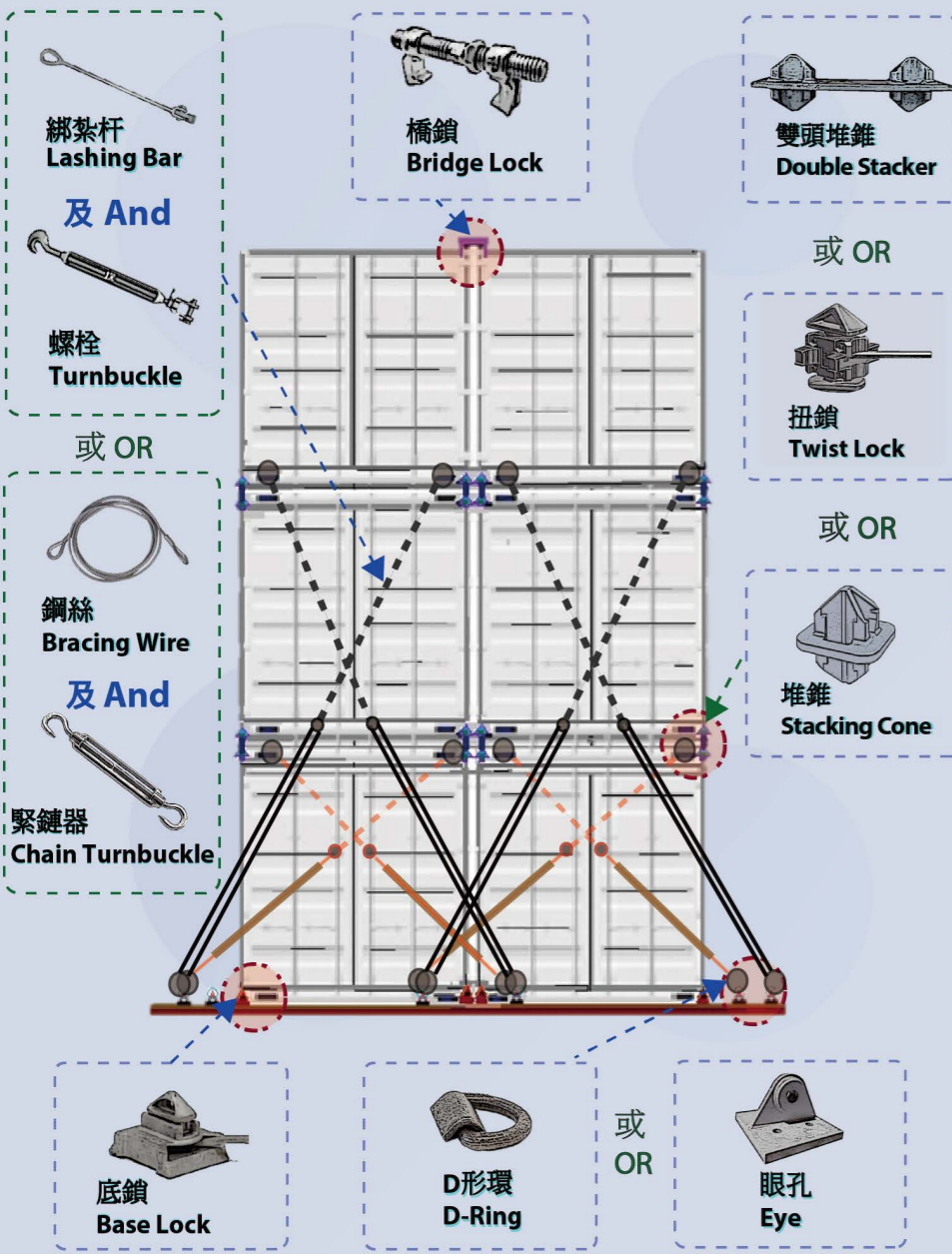


正確裝載、堆裝及穩固貨櫃
Proper Loading, Stowing, and Securing of Containers



《商船（本地船隻）（一般）規例》（第548F章）第34條
Section 34 of the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F)

根據《商船（本地船隻）（一般）規例》（第548F章）第34條，本地船隻所運載的貨物的裝載、堆裝及穩固的方式，須盡量減低對該船隻的結構造成損毀，並盡量減低對船隻的安全及船上人士的健康及安全造成危險；以及須確保該船隻在任何情況下，包括航程可能出現的海面情況，仍能保持足夠的穩定性及乾舷，防止貨物墮海。如違反上述規例，有關船隻的船長、貨物的付運人及掌管貨物裝載的船員均屬犯罪，一經定罪，可處罰款\$10,000及監禁6個月。

According to Section 34 of the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), any cargo carried by a local vessel shall be so loaded, stowed and secured as to minimize the risk of damage to the structure of the vessel, and minimize the risk to the safety of the vessel and the health and safety of any person on board the vessel; and ensure that the vessel will retain sufficient stability and freeboard at all stages of a voyage in all probable sea conditions to prevent loss of the cargo overboard. In case of contravention, the coxswain of the vessel, the shipper of the cargo and the crew of the vessel who is in charge of loading cargo commit an offence and each of them is liable to a fine of HK\$10,000 and to imprisonment

工作守則
Codes of Practice

根據《第 II 類別船隻安全標準 — 第四章第8節 貨物繫固》，貨艙內或甲板上的載貨處所，須裝設合適的貨物繫固工具和裝設，以防貨物滑動或翻倒。此等工具和裝設須定期維修和檢查。

According to Safety Standards for Class II Vessels – Section 8 Lashing of Cargo of Chapter IV, in cargo hold and cargo space on deck, appropriate lashing gear and fittings shall be provided to prevent the cargo from sliding or tipping. These gear and fittings shall be regularly maintained and inspected.



正確安全裝載、堆裝及穩固貨櫃
Safe and Proper Loading, Stowing and Securing of Containers

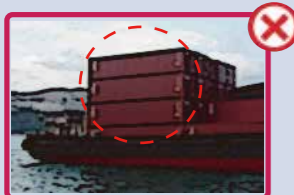


如有查詢或舉報，請致電海事處海港巡邏組：
For enquiries or reports, please call Harbour Patrol Section, Marine Department:
電話 Tel: 2385 2791 (24小時/24 Hours).

有關安全繫固貨物詳情，請致電海事處港口國監督組：
For details on safety standards of lashing cargo, please call Port State Control Section, Marine Department:
電話 Tel: 2852 4506.

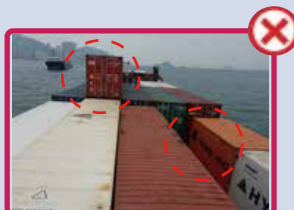
正確裝載、堆裝及穩固貨櫃 Proper Loading, Stowing, and Securing of Containers

高度限制 Height Restriction



考慮到貨艙和甲板的高度限制，貨櫃不應堆載過高。
Taking into account the height restrictions on cargo holds and decks, containers should not be stacked too high.

均勻分配重量 Even Weight Distribution



貨櫃的重量應均勻分配在整艘船舶上，盡可能降低重心高度。
The weight of the containers should be evenly distributed throughout the vessel, keeping the centre of gravity as low as possible.



多層裝載時，應符合「大不壓小，重不壓輕」原則。
When loading multiple tiers, adhere to the principle of "larger and heavier items at the bottom".

重量分配不均可能會影響船舶的穩定性和操縱性。
Uneven weight distribution may affect the stability and manoeuvrability of the vessel.

指引手冊 Guidebooks



確保不超過船上《完整穩定性手冊》所規定的重量限制，以免因超載影響穩定性。
Ensure that the weight does not exceed the prescribed limits specified in the Intact Stability Booklet onboard to avoid affecting stability due to overloading.

《貨物繫固手冊》載有裝載和繫固貨櫃以及有關強度和堆疊重量限制的指引。繫固設備的應用必須符合《貨物繫固手冊》所列明的要求。

The Cargo Securing Manual contains guidelines on how to stow and secure containers, as well as the strength and stacking weight restrictions. The application of cargo securing equipment must comply with the requirements specified in the Cargo Securing Manual.

正確裝載、堆裝及穩固貨櫃 Proper Loading, Stowing, and Securing of Containers

天氣預測 Weather Forecast

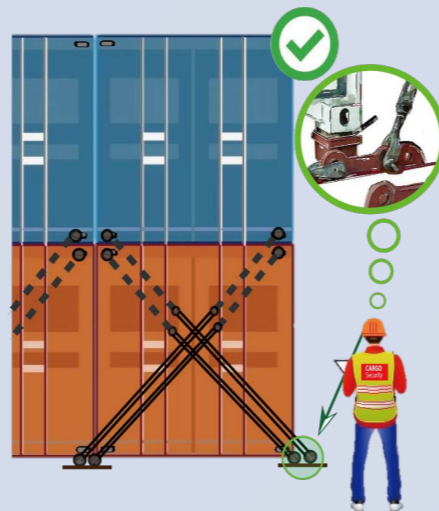


船長應在出航前評估天氣預報，注意天氣狀況和航行區域，並在可能遇見的惡劣天氣下謹慎航行。
The coxswain should assess the weather forecast prior to departure, pay attention to weather conditions and navigation areas, and navigate with caution during possible adverse weather conditions.



貨物繫固工作應在船舶開航前完成，並應在惡劣天氣情況來臨前及過後再次檢查繫固情況。
Cargo securing work should be completed before departure of the vessel, and it is important to re-inspect the cargo securing arrangements before and after severe weather conditions.

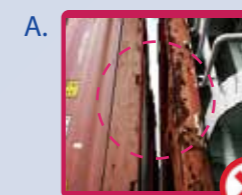
例行檢查 Routine Inspection



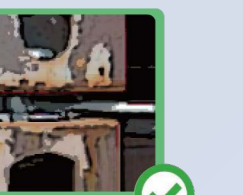
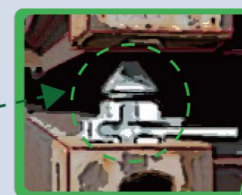
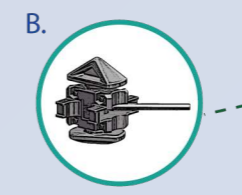
貨物繫固設備需定期檢查和維護。損壞的設備和索具應停止使用並盡快維修。
The cargo securing equipment should be regularly inspected and maintained. Defective equipment and riggings should not be used and should be repaired without delay.

正確裝載、堆裝及穩固貨櫃 Proper Loading, Stowing, and Securing of Containers

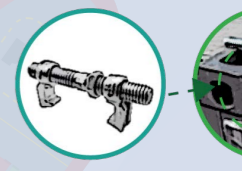
加強繫固貨物 Strengthening Cargo Lashing



貨櫃和船體結構之間不應留有空隙，必要時應使用墊艙物料緊密填塞，以防止貨櫃移動造成磨損或損毀。
There should be no gap between the containers and the vessel structure. If necessary, dunnage should be used to tightly fill in the gaps so as to prevent any movement of the containers that may cause abrasions or damages.



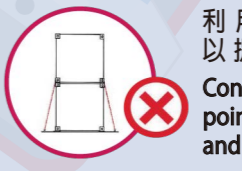
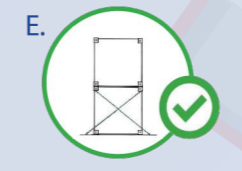
在裝載兩層或以上的貨櫃時，上下層之間應使用扭鎖固定，而左右層之間則應使用橋鎖固定。
When loading two or more tiers of containers, twist locks should be used to secure the upper and lower tiers of containers, while bridge locks should be used to secure the adjacent containers.



如兩層或以上的貨櫃堆放在沒有固定底鎖的甲板上，則需要獨立繫固底層貨櫃，並且不得將其環繞綁紮。
For two or more tiers of containers stowed on deck without a fixed base lock, the bottom tier should be independently secured and should not be lashed circumferentially.



貨物繫固設備必須符合適用於船舶及其貨櫃的認可功能和強度標準。
The cargo securing equipment must comply with acceptable criteria of functionality and strength that are applicable to the vessel and its containers.



利用船上固定綁紮點進行交叉綁紮，以提供對角支撐，防止貨櫃橫向移動。
Conducting cross-lashing through fixed lashing points on the vessel to provide diagonal bracing and prevent containers from moving laterally.

船上的綁紮點必須具備足夠的強度和穩定性，以承受貨櫃的重量和運輸過程中所產生的力度。
The lashing points on the vessel must have sufficient strength and stability to withstand the weight of the containers and the force generated during transportation.