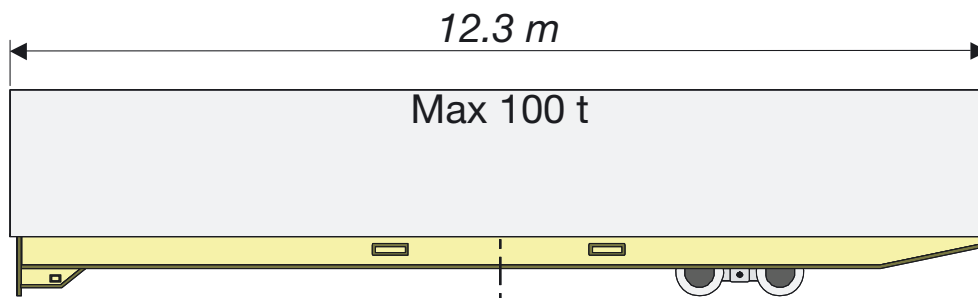


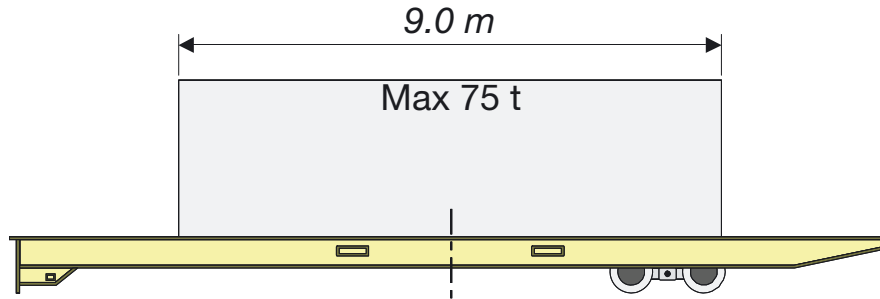
Roll Trailer Stuffing / Lashing

When stowing cargo items on Roll trailer the total weight of the cargo should maximum be equal to the payload (SWL or Net weight) of the ROLL TRAILER.



When maximum weight is loaded, the cargo must be equally distributed over the full length and width of the trailer.

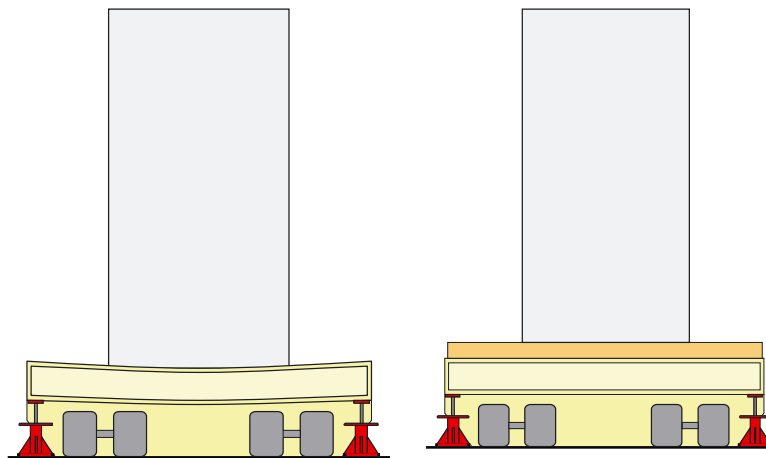
Roll Trailer Stuffing / Lashing



When only part of the length of the ROLL TRAILER is used, the cargo weight must be reduced in order to not overstress the longitudinal beams of the trailer.

As a rule of thumb the centre of gravity of the cargo in longitudinal direction should be close to the half length of the ROLL TRAILER.

On a Höegh Autoliner's owned 40 feet ROLL TRAILER the basic rule is that if the cargo length is less than 6 metres and the weight more than 50 ton, the OPA Cargo Operation must be consulted.



For heavy cargo items steady shoring must be used to distribute the load to the longitudinal beams of the ROLL TRAILER.

Roll Trailer Stuffing / Lashing



Many of the Höegh Autoliners ROLL TRAILERS are equipped with three longitudinal beams. Anyhow, also on these trailers it is important to distribute the load to all three beams when heavy cargo is loaded.



Spot loads can not always be taken up by the planks on the ROLL TRAILER deck.

Terminal operators must not use wooden material for dunnage without it being ISPM certified.

As a minimum, the cargo on ROLL TRAILERS shall be secured to the units according to the Höegh Autoliners Quick Lashing Guide before the unit is taken on board. The quick lashing guide can be found on page 17-36.



Roll Trailer Stuffing / Lashing



The Höegh Autoliners ROLL TRAILERs are equipped with two types of fittings for lashings; fixed and foldable D-rings.

Both types are equal, which means that both types may be used for securing of the cargo to the ROLL TRAILER. However, the D-rings should as far as possible be reserved for the lashing of the ROLL TRAILERs on board the vessels.

As can be seen from the figure, the D-rings are slightly stronger than the fixed fittings. Both types of fitting are far stronger than the lashings normally used by Höegh Autoliners, which means that several lashings may be fixed to the same lashing fitting.

All empty roll trailers to be cleared of lashings, dunnage and debris before loaded onboard any vessels operated by Höegh Autoliners.