



DECK STOWAGE AND SECURING OF PIPES

CHARLES BLIAULT, HERMANN KAPS
and North of England P&I Association

NORTH 

LOSS PREVENTION
GUIDES

DECK STOWAGE AND SECURING OF PIPES

NORTH OF ENGLAND P&I ASSOCIATION

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The Quayside, Newcastle upon Tyne, NE1 3DU, United Kingdom

Telephone +44 191 232 5221
Fax +44 191 261 0540
Email risk.management@nepia.com
Website www.nepia.com

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Authors: Charles Bliault, Hermann Kaps
and North of England P&I Association

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This publication is intended for general guidance only to assist in the avoidance of disputes and problems arising from stowage and securing of pipes on the decks of cargo ships, though pipes should wherever possible be stowed under decks. Readers should take care to ensure that the recommendations contained in this publication are appropriate for a particular situation before implementing them. Whereas every effort has been made to ensure that recommendations are comprehensive, the authors and the North of England P&I Association Limited do not under any circumstances accept responsibility for errors, omission and mis-statements or for the consequences of implementing or attempting to implement recommendations.

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Large-diameter pipes for today's sophisticated energy and water industries are now expensive, precision-engineered pieces of cargo that need to be handled with utmost care. Given their often substantial size and relatively low weight they tend to be carried on the decks of cargo ships rather than in the holds, which exposes shipowners to considerably higher risk from damage and loss claims. The main causes of such claims are inadequate or inappropriate stowage and securing, which this guide sets out to address. It describes how best to stow pipes on deck, provides details of three recommended securing methods, explains why these methods must not be combined and stresses the importance of regularly tending to securing arrangements during the voyage. It also provides worked examples showing how all three securing methods can be properly verified using the advanced calculation method from the IMO Code of Safe Practice for Cargo Stowage and Securing. The guide is intended to be used in conjunction with Cargo Stowage and Securing – A Guide to Good Practice, also by Charles Bliault.

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Charles Bliault (left) is an extra master who was at sea with Cunard for 13 years. He progressed from cadet to chief officer, serving on a wide range ships – including general and refrigerated cargo liners, bulk carriers and container vessels – carrying all types of dry cargo. He joined Brookes Bell in 1983 and became a partner of the firm in 1994. His work as a surveyor and consultant includes the carriage of all types of steel and concrete pipes as well as most other types of cargoes, general cargoes, steel products, forest products, containers and ro-ro items. Having witnessed the extensive damage and injuries that can result from poor or inappropriate stowage and securing, he has a keen interest in promoting safe practice in all aspects of cargo handling and carriage.

Hermann Kaps (right) is an internationally recognised authority on all aspects of project cargo and tanker shipping. He spent 13 years at sea with Hansa-Line in Bremen, Germany, progressing to chief officer. In 1970 he joined the former Hochschule für Nautik in Bremen, where he lectured in cargo technology, ship stability and emergency management until 2004, and was also visiting professor at the World Maritime University in Malmö, Sweden. From 1985 to 2002 he advised the German delegation to the International Maritime Organization in London, during which time he also chaired the working group for the Code of Safe Practice for Cargo Stowage and Securing Code, Annex 13 to the code, which covers assessment of non-standard securing arrangements, is based on his initiative.

North of England P&I Association, with offices in the UK, Hong Kong, Greece and Singapore, is one of the leading international mutual marine liability insurers with over 90 million GT of entered tonnage. The Association has developed a world-wide reputation for the quality and diversity of its loss-prevention initiatives, which include this series of loss prevention guides co-authored with leading industry experts.