

## GOOD PRACTICE – CARGO SNAGGING & SAFE HAVENS

### Objective

To reduce the potential for damage to cargo and vessels by snagging in support vessel crash rail safe havens.

### Background

Deck cargo, in particular half-heights and baskets, often becomes snagged in support vessel safe havens. The main contributory causes have been identified as the design of the safe havens and the design/position of lifting points on cargo units.

### Good Practice

Safe havens should be constructed so as to incorporate a rounded edge around the upper third of the opening. A round bar of approximately 100mm diameter can be retro-fitted if required.



Cargo should have angled lifting points as close as possible to the external corners of the unit like this:



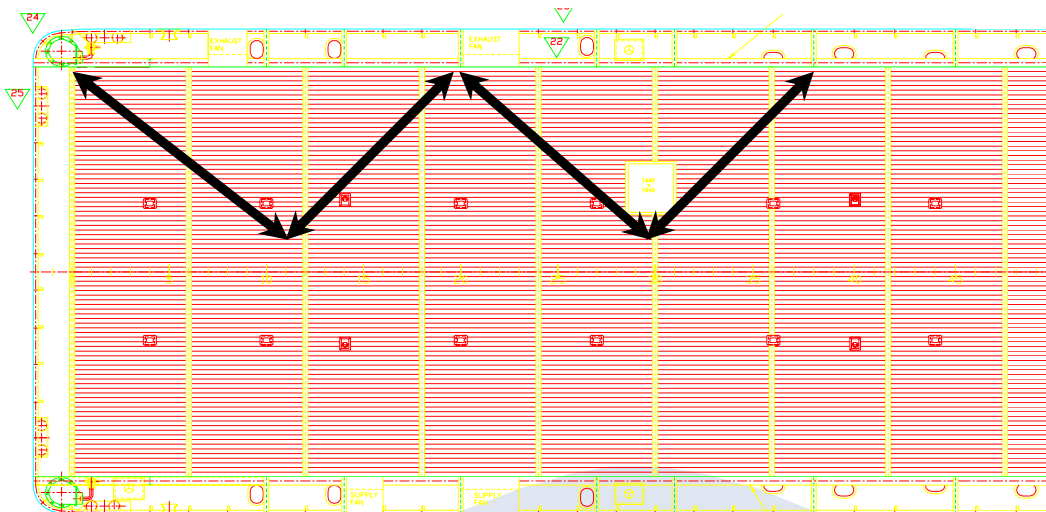
But not like this:



### Position, Size and Spacing

In determining the number of openings on the deck, the correct balance between crew safety and cargo operations must be struck. The main criteria is to have the minimum escape distance possible from any point on the deck for a crew member to walk, and by using simple trigonometry, this then is the width of the deck separation from centre line to the centre point of each opening along the length of the deck.

The size of the openings also depends on certain criteria according to the walkway space required and considering the need for cargo hose work, fire fighting and stretcher capability.



On most regular UT755's, ten safe havens (900 x 1500) are provided.