INTERNATIONAL STANDARD

**ISO 23577**

First edition
2021-03

# Ships and marine technology — Cargo securing systems on ships — Vocabulary



Reference number
ISO 23577:2021(E)



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Published in Switzerland

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# Foreword

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This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 4, *Outfitting and deck machinery*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.



 

# Ships and marine technology — Cargo securing systems on ships — Vocabulary

## 1 Scope

This document specifies general terms for cargo securing systems on ships, as well as specific terms for cargo securing on container ships and on ro-ro ships.

It is applicable to the design, manufacture, trade, teaching and other fields of cargo securing systems on ships.

NOTE ISO 3874 defines specific terms for handling and securing methods on series 1 freight containers.

## 2 Normative references

There are no normative references in this document.

## 3 Terms and definitions



ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

### 3.1 General terms for cargo securing system



**3.1.1**
**cargo securing device**
**securing device**
fixed and portable devices used to secure and support *cargo units* (3.1.20)

**3.1.2**
**fixed fitting**
*securing device* (3.1.1) permanently installed in the vessel

**3.1.3**
**portable fitting**
**loose fitting**
*securing device* (3.1.1) not permanently installed in the vessel

**3.1.4**
**maximum securing load**
**MSL**
maximum allowable load capacity for a device used to secure cargo to a ship

**3.1.5**
**proof load**
**PL**
test load during testing of a *securing device* (3.1.1)

**3.1.6**
**minimum breaking load**
**MBL**
tested minimum breaking strength of a *securing device* (3.1.1)

**3.1.7**
**cargo securing manual**
document that specifies the arrangements to be used, and the cargo *securing fittings* (3.2.1) provided on board, to ensure safe stowage, stacking and *securing* (3.1.17) of the cargo

Note 1 to entry: It is a mandatory ship-specific document.

**3.1.8**
**transverse acceleration**
acceleration parallel to the ship's deck in transverse direction, due to the ship's motion

**3.1.9**
**longitudinal acceleration**
acceleration parallel to the ship's deck in longitudinal direction, due to the ship's motion

**3.1.10**
**vertical acceleration**
acceleration perpendicular to the ship's deck in vertical direction, due to the ship's motion

**3.1.11**
**lashing point**
structure used to bear the force of the lashing and to distribute it to the structure of the hull (or cargo), which can be e.g. a hole, a ring or a bar



**3.1.12**
**cargo safe access**
area used by the operator for the safe operation of *cargo securing devices* (3.1.1)

**3.1.13**
**cargo securing system**
system combining several *securing devices* (3.1.1) and structures together to ensure cargo transportation safety through combined action



**3.1.14**
**fixed fitting arrangement plan**
layout plan of *fixed fittings* (3.1.2) on a ship

**3.1.15**
**wind load**
force by wind affecting *cargo units* (3.1.20) on open decks

**3.1.16**
**sea load**
force by sea affecting *cargo units* (3.1.20) on open decks

**3.1.17**
**securing**
process to secure cargo with *cargo securing devices* (3.1.1)

**3.1.18**
**securing force**
force required to prevent cargo from shifting, e.g. sliding or tipping on board, based on calculations

**3.1.19**
**ship's cargo**
cargo or *cargo unit* (3.1.20) loaded on ships or other floating units for sea transport