



RAYAH MARITIME SERVICES GROUP (RMSG)

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Subject: Black Sea, Mediterranean & Tokyo MoUs Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements

Refer to: Owners / Managers / Operators / Surveyors

The Maritime Authorities of Black Sea, Mediterranean & Tokyo Memoranda of Understanding (MoU) on Port State Control will proceed with Concentrated Inspection Campaign (CIC) on Cargo Securing Arrangements.

This inspection campaign will be held for three months, commencing from September 01, 2016 to November 30, 2016. The ship's procedure and measures in place with respect to Cargo Securing

Arrangements will be checked in detail for compliance with the requirements of SOLAS and related guidelines. This concentrated inspection campaign will be conducted during regular Port State Control Inspections.

The Port State Control Officers (PSCOs) will use a list of ten (10) selected areas to be covered during the Concentrated Inspection Campaign. The areas will include, Cargo Securing Manual, familiarization with the cargo securing manual, lashings/fittings, sufficient availability of cargo securing devices onboard, and follow of the Cargo Safe Access Plan. Attached to the Notification you may find the questionnaire will be used by PSCOs.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until serious deficiencies have been rectified.

The results of the campaign will be analyzed and findings will be presented to the Black Sea & Tokyo MOU Committee for submission to the International Maritime Organization.

For Black Sea Press Release on Crew Familiarization for Enclosed Space. (pls. find attached file)

Best regards

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CIC on Cargo Securing Arrangements

Inspection Authority:			
Ship Name:		IMO Number:	
Date of Inspection		Inspection Port:	

No.	Question	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*			
2	Cargo Securing Manual:			
2A	<ul style="list-style-type: none"> Does the cargo securing manual meet the guidelines outlined in MSC.1/Circ. 1353/Rev.1?* 			
2B	<ul style="list-style-type: none"> If the answer to question 2A is "No", does the cargo securing manual meet a standard at least equivalent to the above guidelines?**. If the answer to question 2A is "Yes", question 2B should be checked "N/A". 			
3	Are the Master and Person in Charge of cargo operations familiar with the cargo securing manual?*			
4	Are the lashings/fittings as per the cargo securing manual?*			
5	Is the condition of the lashings/fittings considered satisfactory for their intended use?*			
6	Are appropriate securing points or fittings being used for cargo securing?*			
7	Is there a sufficient quantity of reserve cargo securing devices onboard?			
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*			
9	Were deficiencies recorded as a result of this CIC?			
10	Was the vessel detained as a result of deficiencies found during this CIC?			

* If the box "No" is checked off for questions marked with an asterisk, the ship may be considered for detention. PSCOs should take into consideration the severity of the non-compliance when evaluating whether a detention is warranted keeping in mind the purpose of a detention is to keep an unsafe ship from proceeding to sea.

** For Containerships (containership means dedicated container ships and those parts of other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck), constructed on or after 1 January 2015, the ship may be considered for detention if there is no Cargo Safe Access Plan (CSAP).