

Australian Maritime Safety Authority Focused Inspection Campaign on Container Securing Equipment

The Australian Maritime Safety Authority (AMSA) have published Marine Notice 2/2010 advising that from 1st February 2010 to 30th April 2010 their Port State Control inspectors will be running a Focused Inspection Campaign (FIC) concentrating on container securing equipment, both fixed and portable.

The equipment that will be subject to inspection can be expected to include twistlocks, lashing bars and wires, extension hooks, turnbuckles, bridge fittings, stacking cones, buttress fittings and deck securing arrangements for twistlocks and turnbuckles.

AMSA's intention for this Focused Inspection Campaign is to ensure that Masters are fulfilling their obligations under Regulation 5 of Chapter VI of SOLAS which relates to the stowage and securing of cargoes. The container securing arrangements on ships of less than 500 GRT will also be inspected.

It is most likely that the FIC will be conducted as part of a Port State Control inspection; however, AMSA surveyors may undertake random inspections of only the container securing arrangements during the FIC.

As for a Port State Control inspection, in the event of deficiencies being found remedial action will be required within a time limit as set by the surveyor. In the event of a serious deficiency being found the vessel may be detained until it has been rectified to the satisfaction of the Port State Control surveyor.

Although no checklist has been promulgated by AMSA for this FIC, it



can be expected that the following areas will be subject to inspection in relation to the container securing arrangements onboard:

- That the Cargo Securing Manual has been approved by the Flag State or their approved Classification Society.
- That the Cargo Securing Manual reflects the securing arrangements in use onboard.
- The quantity, condition and maintenance of twistlocks, lashing bars and wires, extension hooks, turnbuckles, bridge fittings, stacking cones, buttress fittings and deck securing arrangements for twistlocks and turnbuckles.
- Lashing material certification.
- The correct use and application of computer based lashing software.

- The correct application of lashings to the container stow in line with the guidance in the cargo securing manual.
- The segregation and isolation of damaged lashing material.

The Marine Notice advising of this FIC can be found on the AMSA website: <http://www.amsa.gov.au/index.asp>

For further information on this or other Loss Prevention topics please contact the Loss Prevention Department, Steamship Insurance Management Services Ltd.

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