

AMSA PSC inspection campaign for cargo securing arrangements on containerships

Ship: _____

Date: _____

No.	Question	Yes	No	NA
1	Does the vessel have an approved cargo securing manual (CSM) onboard, which is endorsed to the current IMO guidelines for the preparation of the CSM?			
2	Are the officers familiar with the contents of the approved CSM, particularly stack weight limitations for the tank top, hatch covers and deck loading?			
3	Has the master been provided with Verified Gross Mass (VGM) of containers in accordance with Regulation 2 of Chapter VI of SOLAS			
4	a Has the vessel exceeded maximum permissible container stack weights during the current or previous voyages?			
	b Has the vessel complied with weight distribution within stacks during the current or previous voyages?			
5	Is the cargo secured or being secured in accordance with the approved CSM?			
6	Have the officers verified that the containers are lashed correctly as required by the approved lashing plan detailed in the approved CSM?			
7	Are there sufficient portable cargo securing devices on board, as required by the approved CSM?			
8	Are the portable cargo securing devices in good condition and compatible with the vessel?			
9	Are the fixed cargo securing arrangements in good condition?			
10	Are twist locks and base locks correctly positioned (e.g. twist locks not being used for base locks and vice versa)?			
11	Has the cargo been secured appropriately throughout the voyage to prevent the loss of cargo overboard?			
12	Are crew familiar with cargo securing instructions (noting instructions are required in a working language or languages understood by the crew)			
13	Are the Master and Officers familiar with the safety management system requirements for heavy weather navigation and are appropriate checklists available?			
14	a Was a PSC inspection carried out as a result of the FIC?			
	b If so, provide details on the clear grounds that resulted in the PSC?			
15	Were deficiencies recorded in relation to the FIC?			
16	Was the vessel detained because of deficiencies found during the subsequent PSC inspection?			

