



THE REPUBLIC OF LIBERIA

Bureau of Maritime Affairs

Office of
Deputy Commissioner
of Maritime Affairs

8619 Westwood Ctr. Dr.
Suite 300
Vienna VA. USA 22182
Telephone: +1 703 790 3434
Fax: +1 703 790 5655
Email: safety@lisr.com

29 January 2010

Marine Operations Note: 02/2010

Subject: Australian Focused Inspection Campaign on Cargo Container Securing Equipment

**Ref: (a) AMSA Marine Notice 2/2010
(b) SOLAS Chapter VI, Regulation 5
(c) AMSA Marine Orders 32 and 42**

To: Shipowners/Operators and Masters

The Australian Maritime Safety Authority (AMSA) has announced its intention to begin a Focused Inspection Campaign (FIC) on Cargo Container Securing Equipment to ensure that Masters fulfill their obligations under SOLAS Chapter VI, Regulation 5, as it relates to safe stowage and securing of cargo. This campaign will be conducted from February 1 to April 30, 2010.

AMSA surveyors will normally conduct the FIC inspection in conjunction with Port State Control inspections. They may also conduct a random inspection of only the cargo securing equipment. The FIC will primarily concentrate on fixed and portable container securing equipment. The equipment inspected will include such things as twist locks, lashing bars and wires, along with the lashing anchor and securing points. Examples of the areas subject to inspection are included below. Where appropriate references to AMSA Marine Orders are included and may be found by going to:

http://www.amsa.gov.au/shipping_safety/marine_orders/index.asp.

In order to prepare for possible inspection of container securing equipment, we recommend owners and operators advise their Masters to verify the following items prior to arrival:

- An approved Cargo Securing Manual is on board.
- Cargo is secured in accordance with the Manual.
- Lashings and fittings on board are in accordance with the Manual,
- Are the lashings/fittings in good condition,
- Does the Master should have written notification of the designated person in charge of the loading or unloading operations.
- Is the person in charge of the loading or unloading operation aware of their powers

and responsibilities as described in AMSA Marine Order part 32.9 and part 42 (the Australian Marine Orders may be found in

http://www.amsa.gov.au/shipping_safety/marine_orders/index.asp.

- If cargo is secured to hatch covers, are these securing arrangements adequate.
- An acceptable level of safety is afforded to persons undertaking any lashing and securing operations.
- If the stowage arrangements require the lashing of containers at the ship's side, there should be suitable platforms in accordance with AMSA Marine Order 32 Appendix 16.1.3, which states: "*Where the stow of containers extends to the side of the ship, and the Cargo Securing Manual requires that the containers at the side of the ship be secured by lashing devices such as lashing bars, lashing wires and rigging screws, a platform with dimensions, clear of all lashing points and attachments, not less than 550 mm by 550 mm, must be provided extending to the side of the ship at a height convenient for the persons required to secure or release the lashing devices.*"
- The Master should confirm compliance with bridge visibility requirements prior to departure.

Masters and operators of vessels entering any port, who are aware of potential problems with their vessels, or any equipment or machinery on board, are advised to notify this Administration immediately, so that we can take steps to avoid potential delays in port. Please email safety@liscr.com or technical@liscr.com to report problems and request dispensations.

In addition, Masters and operators of vessels entering Australian ports are reminded that we recommend providing this Administration with a 96 hour advance notice of arrival, prior to entering Australian ports. We also recommend that Masters complete the attached prearrival checklist, or equivalent company checklist, prior to arrival. Please send advance notice of arrival to noa@liscr.com.

Please contact Timothy M. Keegan at +1 703 251 2409 or Sean Brett +1 703 251 2434 or email: safety@liscr.com, if there any questions regarding the above.

* * * * *



Republic of Liberia
VESSEL PREARRIVAL CHECKLIST

Ship's Name: _____

IMO No. _____

Subject	Check all blocks applicable to the type vessel
Ships Certificates/Documents:	<input type="checkbox"/> Certificates issued by and on behalf of the Liberian Administration are valid and annual intermediate surveys and audits are recorded. <input type="checkbox"/> Certificates are in a common place (binder or folder) and available for review. <input type="checkbox"/> SOPEP/SMPEP approved , updated and contact details included <input type="checkbox"/> Continuous Synopsis Record (CSR) includes all CSRs, Amendments and Index of Amendments.
Crew Certification: <input checked="" type="checkbox"/> Documents <input checked="" type="checkbox"/> Certificate of Receipt of Application (CRA)	<input type="checkbox"/> Officers have either a Liberian Endorsement or CRA. <input type="checkbox"/> Ratings required by the MSMC have either Liberian Endorsements, a CRA or copy of the application for the endorsement and their valid national certificate.
Live Saving Appliances: <input checked="" type="checkbox"/> Lifeboats <input checked="" type="checkbox"/> Rescue boats <input checked="" type="checkbox"/> Life rafts <input checked="" type="checkbox"/> Lifejackets/Immersion Suits <input checked="" type="checkbox"/> Ring buoys	<input type="checkbox"/> Lifeboats in good condition, proper inventory of rations and equipment, engines start easily. Davits, structure and brakes, well maintained. Crew trained/exercised. <input type="checkbox"/> Life rafts in good condition, hydrostatic releases and service dates valid. <input type="checkbox"/> Lifejackets/Immersion suits, required number, markings, lights, properly stowed. <input type="checkbox"/> Life buoys, number, condition, marking, lights, quick release, lifelines, as required. <input type="checkbox"/> Embarkation ladders in good condition, deck area clear of obstructions, lighting.
Firefighting equipment: <input checked="" type="checkbox"/> Main Fire Pump <input checked="" type="checkbox"/> Emergency Fire Pump <input checked="" type="checkbox"/> Fire Main <input checked="" type="checkbox"/> Fire stations <input checked="" type="checkbox"/> Fixed Firefighting <input checked="" type="checkbox"/> Portable Extinguishers <input checked="" type="checkbox"/> Fireman's outfits	<input type="checkbox"/> Main & emergency fire pumps start easily, acquire suction, regardless of vessel draft. <input type="checkbox"/> Fire main charged using main and emergency fire pumps and provide adequate pressure to the highest and most remote stations. <input type="checkbox"/> No leaks in fire main and stations. No missing or damaged equipment. <input type="checkbox"/> Fixed fire fighting system in good condition, servicing not overdue and record available. <input type="checkbox"/> Portable fire extinguishers in good condition, proper location, servicing not overdue, service record available. <input type="checkbox"/> Fireman's outfits good condition, complete, servicing not overdue and record available. Crew trained/exercised.
Structural Fire Protection: <input checked="" type="checkbox"/> Fire doors <input checked="" type="checkbox"/> Fire detection <input checked="" type="checkbox"/> Fire Flaps/dampers <input checked="" type="checkbox"/> Vent closures	<input type="checkbox"/> Local and remote fire doors operating properly and no hold backs. <input type="checkbox"/> Fire detections system operating properly. <input type="checkbox"/> Fire dampers, flaps tested, operate properly, not seized, wasted or holed, clearly marked. <input type="checkbox"/> All closures have a good seal. <input type="checkbox"/> Vent closures operating properly.
Engineering: <input checked="" type="checkbox"/> Main/Auxiliary engines <input checked="" type="checkbox"/> Steering gear <input checked="" type="checkbox"/> FO supply lines <input checked="" type="checkbox"/> Bilges <input checked="" type="checkbox"/> Lighting/ Ventilation <input checked="" type="checkbox"/> Emergency Generator <input checked="" type="checkbox"/> Valves <input checked="" type="checkbox"/> EEBA	<input type="checkbox"/> Engine room, machinery spaces, bilges clean of excessive oil, oil residue and oily rags. <input type="checkbox"/> High pressure FO piping is jacketed. <input type="checkbox"/> Bilge pump and bilge high level alarm working properly. <input type="checkbox"/> Spaces have adequate lighting and ventilation. <input type="checkbox"/> Remote stops for ventilation, F.O. pumps tested and working properly. <input type="checkbox"/> Equipment, instruments, gages intact and working. <input type="checkbox"/> Controls clearly identified and working. <input type="checkbox"/> Emergency generator starts easily and takes emergency electrical load as required. <input type="checkbox"/> Remote and quick closing valves tested and working properly. EEBA
Pollution Prevention: <input checked="" type="checkbox"/> Oil Record Book <input checked="" type="checkbox"/> Oil filtering equipment <input checked="" type="checkbox"/> Oil Discharge Monitor <input checked="" type="checkbox"/> Discharge connection <input checked="" type="checkbox"/> Sewage <input checked="" type="checkbox"/> Garbage <input checked="" type="checkbox"/> Incinerator <input checked="" type="checkbox"/> SECA	<input type="checkbox"/> Oil record book available, entries in order, up-to-date and signed by officer in charge and Master. <input type="checkbox"/> OWS equipment tested and operating properly, certificate available. <input type="checkbox"/> 15 PPM monitor alarm, auto-stop, calibrated, tested and operating properly, as required. <input type="checkbox"/> No pipes or hoses that could be used as illegal bypass OWS/15 PPM monitor. <input type="checkbox"/> No evidence of disassembling through hull pipe flanges. <input type="checkbox"/> Connection for discharge to reception facility available. <input type="checkbox"/> Sewage treatment plant approved. <input type="checkbox"/> Garbage management plan and record book entries up to date, receipts available. <input type="checkbox"/> Incinerator acceptable substances incinerated crew familiar with operating procedures. <input type="checkbox"/> Fuel-changeover operations in Special Emission Control Areas are recorded in log-book.

<p>Loadline:</p> <ul style="list-style-type: none"> ✓ Loading/stability manual ✓ Exterior doors, windows, hatches & covers ✓ Sounding tubes ✓ Loadline/Freeboard ✓ Watertight doors 	<ul style="list-style-type: none"> <input type="checkbox"/> Loading/stability manual approved, latest intact stability information available. <input type="checkbox"/> Exterior doors and hatches, sounding tubes, and other opening are in good condition and provide an adequate seal. <input type="checkbox"/> Loadline and Freeboard marks properly arranged (P&S) and readable. <input type="checkbox"/> Watertight doors, alarms operational and seal properly.
<p>Accommodations:</p> <ul style="list-style-type: none"> ✓ Galley ✓ Common areas ✓ Work areas ✓ Hospital room 	<ul style="list-style-type: none"> <input type="checkbox"/> The galley range is clean, vents are clean of grease. <input type="checkbox"/> Sanitary systems, sinks, toilets, showers are in good working order. <input type="checkbox"/> Hospital room is properly stocked, controlled substances are properly secured. <input type="checkbox"/> No one living in the Hospital Room. <input type="checkbox"/> Lighting is sufficient.
<p>Weather decks:</p> <ul style="list-style-type: none"> ✓ Cargo Hatches/Gear ✓ Anchors ✓ Mooring winches ✓ Railings ✓ Ventilation ✓ Electrical fittings ✓ Pilot Ladder ✓ Accommodation Ladder 	<ul style="list-style-type: none"> <input type="checkbox"/> Cargo hatchways/covers in good order, no cracks, buckling to coamings, stays. <input type="checkbox"/> Anchoring/mooring devices, winches/capstans in good operating condition. <input type="checkbox"/> Railings/cat walks in good condition, no wastage, holes, missing parts. <input type="checkbox"/> Ventilators, air pipes, casings tight, in good operating condition and clearly marked. <input type="checkbox"/> Electrical fittings, insulation, cables in good condition. <input type="checkbox"/> No leaking hydraulic lines. <input type="checkbox"/> Pilot/ accommodation ladder in good condition for safe access. <input type="checkbox"/> Means of escape marked and no obstructions.
<p>Navigation & Communications:</p> <ul style="list-style-type: none"> ✓ Radars ✓ Gyro/ Magnetic Compass ✓ Echo sounder ✓ Radio/GMDSS/VHF ✓ INMARSAT C ✓ EPIRB ✓ Helm - Steering Gear ✓ Charts and publications ✓ Navigation Lights/Shapes 	<ul style="list-style-type: none"> <input type="checkbox"/> Radars are required size, number, and operational. <input type="checkbox"/> Gyro in good operating condition. <input type="checkbox"/> Magnetic compass readable, calibrated, deviation card available <input type="checkbox"/> Echo sounder operating properly. <input type="checkbox"/> Radio /GMDSS main, MF, MF/HF operating condition, tools & spare parts <input type="checkbox"/> VHF fixed/portable equipment working properly, including DSC performance. <input type="checkbox"/> EPIRB battery and hydrostatic release valid, maintenance records. <input type="checkbox"/> All charts and publications are up-to-date. <input type="checkbox"/> All required charts and publications are available on board and up-to-date. <input type="checkbox"/> Lights, shapes, sound-signals working properly. <input type="checkbox"/> Emergency source of power adequate and available.
<p>Log books and Record Books:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Official log book and ORB are complete and have all of the required entries. <input type="checkbox"/> Other log books maintained: Engine, Radio (GMDSS), medical and visitors logs.
<p>Records of drills and exercises:</p> <ul style="list-style-type: none"> ✓ Fire and abandon ship ✓ Security 	<ul style="list-style-type: none"> <input type="checkbox"/> Fire and abandon ship drills/exercises/training held regularly and properly recorded. <input type="checkbox"/> Fire control plan posted as required. <input type="checkbox"/> Records of security training, drills and exercises up to date. <input type="checkbox"/> Training records up to date.
<p>Signs, Markings and Alarms:</p> <ul style="list-style-type: none"> ✓ Emergency escape ✓ Mustering stations ✓ General Alarm ✓ Engineer's Alarm 	<ul style="list-style-type: none"> <input type="checkbox"/> All required markings are evident. <input type="checkbox"/> Fire control plan posted as required. <input type="checkbox"/> Muster list up to date. <input type="checkbox"/> Alarms tested and working properly.
<p>ISM and ISPS Codes:</p> <ul style="list-style-type: none"> ✓ Master's responsibility & authority ✓ Maintenance of ship and equipment ✓ Familiarity ✓ Documentation ✓ Control of Access ✓ Restricted areas 	<ul style="list-style-type: none"> <input type="checkbox"/> Master, SSO & applicable crew are familiar and have understanding of the Safety Management System (ISM Code) and Ship & Port Facility Security Code (ISPS). <input type="checkbox"/> All records up to date & available. Declaration of Security, Sec. levels, advisory notices. <input type="checkbox"/> Evidence available of maintenance schedule, testing, records documented & implemented. Records of internal audits. <input type="checkbox"/> SSP approved & protected from unauthorized access. <input type="checkbox"/> SSO documented and familiar with his duties. <input type="checkbox"/> Access to vessel is controlled, photo identification and purpose of visitors is verified. <input type="checkbox"/> Restricted areas clearly marked to indicate restricted status.
<p>Comments:</p>	

Signed: _____
Master

Chief Engineer

Date: _____