



CIC on Cargo Securing Arrangements

Inspection Authority			
Ship Name		IMO No.	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
1	Is an approved cargo securing manual onboard?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?*** 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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" 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Are the Master and person in charge of cargo operations familiar with the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are the lashings/fittings as per the cargo securing manual?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the condition of the lashing/fittings considered satisfactory for their intended use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are appropriate securing points or fittings being used for cargo securing?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Is there a sufficient quantity of reserve cargo securing devices onboard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Is the vessel following the Cargo Safe Access Plan (CSAP)?*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Were deficiencies recorded as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Was the vessel detained as a result of deficiencies found during this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 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).