

Cargo securing manual

Introduction

- 1 The information contained in this Cargo Securing Manual, required in accordance with the 1994 amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS) VI/5.6 and VI/6.6, is in an approved form in accordance with the Guidelines for the Preparation of the Cargo Securing Manual, MSC/Circ.745.
- 2 The purpose of this manual is to provide guidance to the Master and crew on board the vessel with respect to the proper stowage and securing of cargo units.
- 3 It is the Masters responsibility to ensure that cargo units (as defined in MSC/Circ.745) are at all times stowed and secured in an efficient manner, taking into account the prevailing conditions and the general principles of safe stowage set out in this Manual, and that the securing equipment and timber used are adequate for the loadings calculated in accordance with this Manual.
- 4 This Manual should be kept on board the vessel for inspection by Port/Flag State inspectors, Classification Society Surveyors and other interested parties.
- 5 This manual has been approved by Lloyd's Register of Shipping on behalf of the Government of Republic of MALTA.
- 6 The information contained in or appended to this manual should be regularly reviewed and updated. With the exception of the lists of portable cargo securing devices where equipment is replaced with new equipment of an identical type, amendments should not be made to this Manual without the prior consent of Lloyd's Register of Shipping.

Scope of this Manual

M.V. Tropical Estoril is a Reefer Cargo vessel designed for carriage of break-bulk refrigerated Cargo. The vessel is owned and operated by [An existing Reefer Company] (and/or subsidiaries). The Vessel carries reefer fruit cargo in loose boxes. This Manual will discuss loading and securing practices as applicable to such cargo.

It is to be noted that this vessel is not designed for unitised pallet loads (the cargo spaces vary in height and width and are not provided with side shoring arrangements).

Further, the vessel does not comply with requirements for carriage of dangerous goods and is not designed or adapted for carriage of freight containers or other mobile transport units.

Nothing in this manual should be read to exclude the use of computer software or other aids, provided the output achieves minimum safety factors/parameters.

Cargo Securing Manual

**Maritime and Coastguard Agency
(Great Britain)**

Cargo Securing Manual:

Guidelines for the Preparation of the Cargo Securing Manual International Maritime Organization,1997 **Cargo Securing Manual for Ms Transaren** Mariterm AB.,Transconsultants AB.,1982 **Cargo Securing Manual** ,1996

CSS Code International Maritime Organization,2011 Including revised guidelines for the preparation of the cargo securing manual **Cargo Securing Manual** ,1996 *Guidelines for Cargo Securing Manual Approval* United States. Coast Guard,1997 **Code of Safe Practice for Cargo Stowage and Securing (CSS Code)** International Maritime Organization,2021-08-11 The Code of Safe Practice for Cargo Stowage and Securing CSS Code provides an international standard for the safe stowage and securing of cargoes to promote the safety of life both at sea and during loading and discharge The 2021 edition incorporates all amendments up to and including 2020 In particular this edition includes amendments to annex 13 on Methods to assess the efficiency of securing arrangements for semi standardized and non standardized cargo MSC 1 Circ 1623 appendix 2 on Revised guidelines for the preparation of the Cargo Securing Manual MSC 1 Circ 1353 Rev 2 and appendix 4 on Revised guidelines for securing arrangements for the transport of road vehicles on ro ro ships MSC 479 102 which supersedes resolution A 581 14 as amended Also included in this 2021 edition of the Code are amendments to annex 14 on Guidance on providing safe working conditions for securing of containers on deck **Code of Safe Practice for Cargo Stowage and Securing** International Maritime Organization,2003 Explains the principles of safe stowage and gives practical advice on securing containers rolling cargos anchor chains etc Appends recommendations concerning enclosed space entry *Safe Stowage and Securing of Cargo on Board Ships* Peter Andersson,1983

Navigation and Vessel Inspection Circular ,1997 **Roll-On/Roll-Off Ships** Maritime and Coastguard Agency (Great Britain),2003 This Code of Practice which includes the standards developed by the International Maritime Organisation provides guidance and information on safe procedures to be followed during roll on roll off operations in order to reduce the safety risks to people and ships The Code is addressed to all parties associated with either the design or the operation of the ship or with the design of freight vehicles or with the presentation of vehicles for loading Sections deal with principal sources of danger the safety of personnel vehicle decks ramps and lifting appliances vehicle suitability for transport by sea stowage and securing specialised freight vehicles and cargoes and the cargo securing manual **Federal Register** ,2013-11 **Code of Federal Regulations** ,2016 Special edition of the Federal Register containing a codification of documents of general applicability and future effect with ancillaries **Cargo Stowage and Securing** Charles Bliault,2003 Includes bibliographical references p 93 and index

1994-1995 Amendments to the Code of Safe Practice for Cargo Stowage and Securing International Maritime Organization,1995 **Lashing and Securing of Deck Cargoes** John R. Knott,2002

2018 CFR Annual Print Title 33 Navigation and Navigable Waters Parts 1 to 124 Office of The Federal Register,2018-07-01 2017 CFR Annual Print Title 33 Navigation and Navigable Waters Parts 1 to 124 Office of The

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) International Labour Office, International Maritime Organization, 2016 The use of freight containers swap bodies vehicles or other cargo transport units substantially reduces the physical hazards to which cargoes are exposed However improper or careless packing of cargoes into onto such units may be the cause of personnel injury or serious and costly damage to the cargo or equipment A great many people in the transport chain rely on the skill of those working in cargo transport units including road vehicle drivers and other road users rail workers crew members of vessels on inland waterways handling staff at transfer terminals dock workers crew members of seagoing ships those inspecting cargoes and those who unpack the units This code of practice outlines best practices for cargo transport units Co published with the IMO and UNECE

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