

Subject

AMSA Focused Inspection Campaign on container  
securing equipment

# **ClassNK**

## ***Technical Information***

No. TEC-0800

Date 19 January 2010

To whom it may concern

AMSA(Australia Maritime Safety Authority) is planning the following Focused Inspection Campaign (FIC).

Items of inspection: Container securing equipment (SOLAS Chapter VI, Regulation 5)

Campaign period: From 1 February to 30 April 2010

The subject of this campaign also includes vessels of less than 500GT.

For the above, please refer to AMSA home page, <http://www.amsa.gov.au>

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Attachment:

1. Marine Notice 2/2010 : Port/Flag State Control – Focused Inspection Campaign

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Australian Government  
Australian Maritime Safety Authority

# MARINE NOTICE

**Marine Notice 2/2010**

## **Port/Flag State Control – Focused Inspection Campaign**

The purpose of this notice is to advise members of the maritime industry engaged in the loading and securing of cargo containers in Australian ports of AMSAs intention to conduct a three month Focused Inspection Campaign (FIC) between 1 February to 30 April 2010.

AMSA will conduct the FIC on all vessels to which the *Navigation Act 1912* (the Navigation Act) applies.

The FIC will primarily concentrate on container securing equipment; both fixed and portable. The equipment inspected will include such things as twist locks, lashing bars and wires, along with the lashing anchor and securing points, etc.

AMSAs intention is to ensure that Masters fulfil their obligations under Regulation 5 to Chapter VI of SOLAS relating to the safe stowage and securing of cargo. This also includes securing arrangements on vessels of less than 500GT.

AMSA surveyors will normally conduct the FIC in conjunction with a port/flag State control inspection.

However, an AMSA surveyor may undertake a random inspection of only the container securing equipment during the FIC.

Where an AMSA surveyor finds a deficiency during the focused inspection, AMSA will require the Master to carry out all necessary rectification work. If an AMSA surveyor finds a deficiency that is serious in nature, the surveyor may detain the vessel under the Navigation Act.

Mick Kinley  
A/g Chief Executive Officer  
6 January 2010

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