LASHING AND SECURING OF DECK CARGOES

Including

Packaged Timber, Vehicles On Ro-Ro Vessels,

And

ISO Containers In Non-Purpose Built Ships

With An Introduction To The
IMO Cargo Securing Manual

By

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Third Edition
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Preamble To The INTRODUCTION To The CSM Regulations

The IMO "Guidelines For The Preparation of the Cargo Securing Manual, 1997" (IMO-298E), are worded in very general terms permitting a rather broad interpretation by whichever Administration may attempt to apply them. Depending upon the type of vessel under consideration, the appropriate CSM will include the CSS Code and its Amendments and some or all of the various Codes of Safe Practice for particular cargoes. The responsibility for producing a CSM resides with the shipowner but, because the "Guidelines" booklet is insufficient in detail, the shipowner (or his appointed surveyor) will not know if his efforts have been successful until they are presented to, and possibly rejected by, the local Administration, even when prepared in line with Classification Society "Guides" literature, and even though an Administration officer is not required to visit the ship. In the U.K., an expanded text is available in Volume I - Instructions to Surveyors, MCA 1999, but even this leaves a lot to be desired by way of specific detail.

The IMO should, as a matter of urgency, prepare detailed guidelines with a full and acceptable format set out in clear, non-open-ended terms, capable of being followed and implemented without difficulty or ambiguity by shipowners technical staff and properly appointed non-Administration surveyors.

The Nautical Institute
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