

PSC CIC on Cargo Securing

01/08/2026 -30/11/2026

Ship Name: _____

IMO No.: _____

Port of Inspection: _____

Date of Inspection: _____

Surveyor's Name _____

No.	Item	YES	NO	N/A
1	Is the CIC applicable to the vessel? (question for information only)	☐	☐	☐
2a*	Does the ship have an approved cargo securing manual onboard?	☐	☐	☐
2b*	Does the CSM contain clear lashing instructions for all specific stowage situations found on board? (NA can only be recorded if Q2a is answered with No)	☐	☐	☐
3*	Are relevant officer's familiar with the contents of the cargo securing manual in respect of container stack weight and tier weight distribution as well as weight limitations for tank top, hatch covers and decks?	☐	☐	☐
4*	Is the Cargo Securing Manual being complied with?	☐	☐	☐
5*	Does the cargo plan reflect the verified gross mass of the containers being loaded?	☐	☐	☐
6	Does the ship have a "Cargo Safe Access Plan" (CSAP) to facilitate the proper stowage and securing of containers? (question for information only)	☐	☐	☐
7*	Does the ship carry sufficient approved portable cargo securing devices, from the correct brand and type, onboard to properly stow and secure the cargo in accordance with the cargo securing manual?	☐	☐	☐
8*	Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with Inspection and maintenance scheme contained in the CSM?	☐	☐	☐
9*	Does the cargo stow comply with bridge visibility requirements?	☐	☐	☐
10a	Does the ship have procedures or arrangements in place, for example within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo, and are appropriate checklists available? (question for information only)	☐	☐	☐
10b	Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo been complied with? (NA can only be recorded if Q10a is answered with No)	☐	☐	☐

Questions 1 to 10, excluding 6 and 10a, answered with a "No" must be accompanied by a relevant deficiency on the report of inspection. If "No" is ticked for questions marked with an asterisk "*", the ship may be considered for detention.

If the answer to any of the above-mentioned statements is "NO" please inform Dromon H.O by imposing a Recommendation through the MyDromon platform.

Additional Comments:

Received for and on behalf of Owners

For Dromon Bureau of Shipping (DBS)

(Name, Signature and Seal)

(Name, Signature and Seal)

Annex 01 Questionnaire Guidance to the CIC on Cargo Securing

Questions with * [asterisk] when answered "NO" may lead to the Detention of the vessel by PSC Authorities.

Q1*- Is the CIC applicable to the vessel?

*This question is for statistics information purposes only.

This CIC is only applicable to vessels carrying Cargo Transport Units and Cargo Units.

If the vessel does not carry Cargo Transport Units and/or Cargo Units, Q1 should be answered "NO" and no further questions need to be answered.

Q2a*- Does the ship have an approved cargo securing manual onboard?

Verify that a Cargo Securing Manual (CSM) is available on board, written in a working language understood by the Officers.

Verify that the CSM is approved by the Flag Administration or Recognized Organization(RO).

Verify that CMS reflects and is applicable to the vessels current configuration and is updated to its latest revision.

Q2b*- Does the CSM contain clear lashing instructions for all specific stowage situations found onboard?

Cargo Units and Cargo Transport Units are to be loaded , stowed and secured as per the CSM that meets the requirements of SOLAS VI/Reg5.6 and MSC.1/Circ.1353/Rev.2

Verify that CSM contain clear cargo securing arrangements for all cargo types and loading conditions presently carried, including container securing arrangements, lashing patterns, permissible stack weights, securing equipment, and special stowage situations.

Note: The information in the CSM is generally based on a standard GM value. The actual GM value is higher from the one the CSM takes into account. As a result the containers and the lashings are subject to larger forces(acceleration).

Q3*-Are relevant officers familiar with the contents of the cargo securing manual in respect of container stack weight and tier weight distribution as well as weight limitations for tank top, hatch covers and decks?

Interview the Master, Chief Officer and relevant deck officers. Verify familiarity with maximum permissible stack weights, lashing limits, tier distribution, permissible deck loads, hatch cover loading limits, wind profile, tank top loading limits, and any operational restrictions stated in the CSM. Officers should be capable of demonstrating how these limits are applied during cargo planning.

Note: The PSCO should be aware that the loading computer[where used] is a tool to determine the stability and is not related to lashing of cargo. (A loading computer might have a lashing module). This tool may be relied on if it is class approved. The correct lashing Configuration is the one prevailing from the CSM and not the one from the lashing Module.

Q4*- Is the Cargo Securing Manual being complied with?

The below need to be checked and verified:

- Stack weights are not exceeded. Refer to MSC.1/Circ.1353/Rev.2 Section 4.2.1.3
- Individual container weights within a stack do not exceed the permissible vertical sequence of wights (masses) in stacks. Refer to MSC.1/Circ.1353/Rev.2 Section 4.2.1.4
- Cargo is secured as per the cargo plan and that plan complies with the CSM. Refer to SOLAS VI/Reg5.6
- The lashing devices used are those described in the CSM MSC.1/Circ.1353/Rev.2 Section 2.1 and 2.2

Note: Officers should be capable of demonstrating how the limits of securing devices are applied during the cargo planning.

Q5*- Does the cargo plan reflect the verified gross mass of containers being loaded?

Verify that the information on the Verified Gross Mass(VGM) has been provided to the ship prior to loading commencing. The VGM of containers should also be reflected in the stowage plan of the ship.

Q6- Does the ship have a "Cargo Safe Access Plan" (CSAP) to facilitate the proper stowage and securing of containers?

*This question is for statistics information purposes only.

The below need to be checked and verified:

- CSAP (when required) is in compliance with Chapter 5 of MSC.1/Circ.1353/Rev.2
- The CSAP covers the areas of cargo operations currently or to be used
- The CSAP has been provided to responsible person working with stowing/securing/discharging containers as per MSC.1/Circ.1353/Rev.2 Chapter 5 Subparagraph 1.3.8

Q7*- Does the ship carry sufficient approved portable cargo securing devices, from the correct brand and type, onboard to properly stow and secure the cargo in accordance with the cargo securing manual?

Verify that enough approved portable securing equipment are available for the intended voyage and cargo.

Confirm that lashing rods, turnbuckles, twist locks, bridge fittings and other equipment are of the approved type and compatible with the vessel's approved securing system. Mixing incompatible manufacturers or equipment types should be carefully assessed against the CSM and manufacturer's guidance.

Q8* – Are the fixed and portable cargo securing devices in good condition, compatible with the ship and maintained in accordance with Inspection and maintenance scheme contained in the CSM?

Verify that portable and fixed securing equipment are free of corrosion, not deformed, not cracked, or excessively worn. Also check that no damage threads, seized turnbuckles, defective twist locks are present and that Identification marks are clearly visible.

Verify that the details of periodic examinations/re-testing as required are followed and that Inspections and Maintenance records are properly kept.

- Record Book should be kept with CSM and include information on the processes of accepting, maintaining, repairing and rejecting cargo securing devices.

Q9* – Does the cargo stow comply with bridge visibility requirements?

Verify compliance with SOLAS Chapter V Regulation 22 regarding bridge visibility:

- Regulation 22/1.1 - The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo.
- Regulation 22/1.2 - No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10 degrees.

Q10a- Does the ship have procedures or arrangements in place, for example within the ships safety management system, covering heavy weather navigation, including precautions to prevent the loss of cargo, and are appropriate checklists available

Where applicable, verify that Safety Management System includes procedure with dealing with heavy/adverse weather conditions for safety of vessel and cargo. For example could cover; weather routing, weather monitoring, speed reduction, course alteration, ballast management, cargo inspections during voyage, additional lashing checks, suspension of deck work, and reporting requirements.

Q10b – Where they exist, have the procedures covering heavy weather navigation, including precautions to prevent the loss of cargo, been complied with?

Verify implementation of the vessel's heavy weather procedures through passage plans, weather routing information, Master's standing orders, deck logbook entries, bridge records, cargo inspection records, heavy weather checklists and evidence of additional lashing inspections before and during adverse weather. Non-compliance with documented procedures should be recorded where applicable.

References

SOLAS Chapter VI/Reg5

MSC.1/Circ.1353/Rev.2

SOLAS Chapter V/Reg22