



ST KITTS & NEVIS INTERNATIONSHIP REGISTRY

MARITIME CIRCULAR - MC 163- 26

Paris MoU / Tokyo MoU Concentrated Inspection Campaign (CIC) on Cargo Securing (01 September 2026 - 30 November 2026)

1. Purpose

- 1.1 This Circular is issued to raise awareness throughout the Saint Kitts and Nevis fleet regarding the upcoming Concentrated Inspection Campaign (CIC) on Cargo Securing of Cargo Units and Cargo Transport Units, jointly conducted by the Paris MoU and Tokyo MoU between 1 September and 30 November 2026.
- 1.2 The campaign will be carried out during routine Port State Control inspections and may result in deficiencies, detention, or further enforcement actions where non-compliances are identified.
- 1.3 The objective of the campaign is to verify compliance with SOLAS requirements relating to the loading, stowage, and securing of cargo units and cargo transport units.

2. Applicability

- 2.2 The Cargo Securing Manual (CSM) requirements apply to vessels carrying cargo units and cargo transport units, including container ships, Ro-Ro vessels, general cargo and multipurpose ships.
- 2.3 The CSM forms a statutory requirement under SOLAS and must be approved by the Administration, implemented onboard, and supported by adequate cargo planning and cargo securing arrangements in accordance with the CSS Code.

3. Legal References and Framework

3. 1 IMO Resolution MSC.380(94) - Adoption of Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (Verified Gross Mass of Packed Containers)
- 3.2 MSC.1/Circ.1475 (VGM Guidelines)

3.3 IMO Code of Safe Practice for Cargo Stowage and Securing (CSS Code), and the Revised Guidelines for the Preparation of Cargo Securing Manuals (MSC.1/Circ.1353/Rev.2).

4. Instructions

4.1 Flag Expectation

SKAN maintains a zero-tolerance approach toward deficiencies that may compromise the safety of navigation, personnel, cargo, or the marine environment.

All vessels are expected to demonstrate full compliance with cargo securing requirements prior to the commencement of the CIC and throughout the inspection period.

The cooperation of all vessel personnel, Recognized Organizations, and Flag State representatives is requested to ensure the highest standards of safety and regulatory compliance across the fleet.

4.2 Required Actions by All Vessels

All Masters and shipboard management teams are instructed to conduct an immediate review of their vessel's compliance with cargo securing requirements and ensure that the following are fully implemented and documented:

- a. Cargo Securing Manual (CSM)
 - Approved Cargo Securing Manual available onboard.
 - Manual updated and approved as required.
 - Clear lashing and securing instructions available for all cargo arrangements carried onboard.
 - Relevant officers are familiar with the content and limitations contained within the CSM.
- b. Cargo Planning
 - Cargo plans accurately reflect verified gross mass (VGM) information where applicable.
 - Compliance with stack weight, tier weight, tank top, hatch cover and deck loading limitations.
 - Compliance with bridge visibility requirements.
- c. Cargo Securing Equipment
 - Sufficient approved cargo securing devices available onboard.
 - Securing devices correspond to approved types and specifications.
 - Fixed and portable securing equipment is maintained in good condition.
 - Inspection and maintenance records are available and up to date.
- d. Safe Access and Operational Controls
 - Cargo Safe Access Plan (CSAP) available where required.
 - Heavy weather navigation procedures incorporated within the Safety Management System (SMS).

- Evidence available demonstrates implementation of heavy weather precautions.
- Verification that cargo remains effectively secured throughout the voyage.

These items correspond directly with the inspection questionnaire that Port State Control Officers will use during the CIC. A negative response to several key questions may result in detention.

4.3 Instructions to Recognized Organizations (RO)

SKAN requests all attending Recognized Organizations to:

- Verify vessel compliance with cargo securing requirements during surveys and audits.
- Review Cargo Securing Manuals for adequacy and applicability to current cargo operations.
- Verify maintenance arrangements for cargo securing equipment.
- Bring any deficiencies or observations immediately to the attention of the Company and the vessel.
- Provide guidance where corrective actions are necessary to ensure full compliance before the commencement of the CIC.

4.4 Instructions to Flag State Inspectors

All Flag State Safety Inspectors are requested to:

- Conduct focused verification during inspections, audits, and visits.
- Pay particular attention to the CIC questionnaire items and associated SOLAS requirements.
- Confirm effective implementation rather than mere documentary compliance.
- Ensure vessels demonstrate familiarity with cargo securing procedures and heavy weather practices.
- Promptly report any significant deficiencies to the Company for immediate corrective action.

4.5 Instructions to Owners/Managers and Masters

- Review this Circular with shipboard officers.
- Conduct a self-assessment against the CIC inspection checklist.
- Verify that all supporting records, manuals, certificates, and maintenance documentation are readily available.
- Report any identified deficiencies to the Company without delay and initiate corrective actions.

5. Further Instructions and Assistance

5.1 Questions concerning the CIC checklist or the contents and application of this Circular should be addressed to:

Technical Department
St. Kitts & Nevis International Ship Registry
Email: technical@skanregistry.com

6. Validity and Supersession

6.1 This Circular enters into force on September 1st, 2026.

6.2 This Circular remains valid until amended, revoked or replaced by the Administration.

6.3 The Administration may amend this Circular to reflect changes to applicable legislation, IMO instruments, financial-security guidance, sanction requirements, or internal Registry processes.

7. Control of MC Changes

Document Version	Date	Details of Change
00	20/08/2026	Initial issue

CONCENTRATED INSPECTION CAMPAIGN (CIC) CHECKLIST			ST. KITTS & NEVIS International Ship Registry	
Cargo Securing Manual & Associated Elements SOLAS Ch. VI & VII				
Vessel Name:			IMO Number:	
Port of Inspection:			Inspection Period:	01 Sep 2026 – 30 Nov 2026
PART 1: DOCUMENTATION & RECORDS VERIFICATION				
ITEM	INSPECTION / DOCUMENT REQUIREMENT	VERIFICATION / REFERENCE DOCUMENT	YES	NO
D1	Approved Cargo Securing Manual (CSM) — Is an Administration/RO approved CSM available onboard and updated to reflect current cargo operations?	Approved CSM Cover Page & Approval Stamp	☐	☐
D2	Cargo Safe Access Plan (CSAP) — Is the Cargo Safe Access Plan readily available and incorporated where applicable (e.g. container ships)?	CSAP Section in CSM / SOLAS Ch. VI/5.6	☐	☐
D3	Verified Gross Mass (VGM) Documentation — Are accurate VGM declarations available for all packed containers/cargo units before loading?	VGM Certificates / Shipping Documents (MSC.1/Circ.1475)	☐	☐
D4	Cargo Lashing & Gear Inspection Records — Are up-to-date inspection, testing, and maintenance logs for fixed/portable securing gear maintained onboard?	Lashing Gear Maintenance Register & Certificates	☐	☐
D5	SMS Heavy Weather & Securing Procedures — Are SMS procedures for heavy weather precautions, cargo monitoring, and re-tightening documented?	Safety Management System (SMS) Manual	☐	☐
PART 2: OPERATIONAL & PHYSICAL CARGO SECURING CHECKS				
ITEM	OPERATIONAL VERIFICATION POINT	STANDARD / CRITERIA	YES	NO
P1	Officer & Crew Familiarity — Are responsible officers familiar with the contents, lashing arrangements, and limitations specified in the CSM?	Interview / Verification of stowage calculations	☐	☐
P2	Weight & Loading Limitations Compliance — Does cargo loading comply with stack weight, tier weight, tank top, hatch cover, and deck strength limits?	Cargo Plan vs CSM Permissible Load Limits	☐	☐
P3	Condition of Portable & Fixed Lashing Gear — Are lashing bars, turnbuckles, twistlocks, bridge clamps, and deck D-rings free from excessive corrosion, deformation, or cracks?	Visual Inspection of Deck Securing Gear	☐	☐
P4	Sufficiency of Securing Devices — Is a sufficient quantity of approved lashing equipment available onboard as per the CSM inventory list?	Inventory Audit vs CSM Equipment Schedule	☐	☐
P5	Navigational Bridge Visibility — Is bridge visibility unblocked and fully compliant with SOLAS V/22 requirements after deck cargo stowage?	Visual Check from Bridge / SOLAS V/22 Diagram	☐	☐
P6	En-Route Cargo Securing Checks — Are regular inspections and re-tightening of lashings during passage recorded in the deck logbook?	Deck Logbook Entries / Routine Voyage Logs	☐	☐
Master / Chief Officer Signature: _____			FSI / Inspector Signature: _____	
Name: _____			Date: _____	
CRITICAL NOTICE: Negative answers during Port State Control (PSC) CIC inspections may result in vessel detention. Ensure all deficiencies are rectified and reported to SKAN Registry prior to port arrival.				