



THE STEAMSHIP MUTUAL
UNDERWRITING ASSOCIATION (BERMUDA) LIMITED

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To the Members

February 2001

Dear Sir,

PARIS MOU CONCENTRATED INSPECTION CAMPAIGN ON CARGO – 1 MARCH TO 31 MAY 2001

In the Management Highlights of the Report and Accounts for the year to February 2000 (page 38) Members' attention was drawn to the issue of cargo stowage and securing. A significant percentage of the total value of claims over \$200,000 arose from loss of or damage to cargo in heavy weather, including loss of a substantial number of containers overboard. Careful attention to stowage and securing of cargo can result in a significant number of claims being avoided.

The Paris MOU has announced a concentrated inspection campaign on cargo securing for a period of 3 months starting on 1 March 2001 for all ships which are subject to port state control inspections in the Paris MOU region and which are carrying freight units on deck. Ships will be inspected for compliance with the SOLAS 1994 rules on cargo securing which entered into force on 1 July 1996. These rules made mandatory the Code of Safe Practice for Cargo Stowage and Securing (the Code) pursuant to which cargo units, including containers, must be loaded, stowed and secured in accordance with a manual that must be, at least, equivalent to the Code. From 1 January 1998 it became mandatory for ships to carry a Cargo Securing Manual (CSM) on board. Information on the Code was given in the Club's February 1998 circular which can be viewed on the Club's website at: www.simsl.com or obtained in hard copy by contacting the Club.

Inspections will check whether:

- the CSM complies with the Code
- the lashing plan is in accordance with the CSM
- cargo has been secured in accordance with the lashing plan
- the lashing material is in good condition

Inspections will follow special campaign guidelines including an itemised inspection report on the condition of the ship's securing arrangements. If inspection reveals deficiencies, delay may result: The deficiency will be recorded and in some cases the master will be instructed to rectify problems within 14 days. In other cases, for example where cargo is not safely secured, the ship may be detained and subsequently face follow-up inspections in other Paris MOU ports. Such detentions will appear in the monthly list published by the Paris MOU secretariat. All costs related to inspection may be recovered from the owner and a detention will not be lifted until full payment has been made or sufficient guarantee for reimbursement has been given.

Members should, therefore, ensure that cargo securing is in compliance with the Code and that there is a CSM on board in order to avoid delay and possible expense at Paris MOU ports. Members requiring further information should contact the Managers' London representative.

Yours faithfully,

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