



SUB-COMMITTEE ON SHIP DESIGN AND  
EQUIPMENT  
47th session  
Agenda item 8

DE 47/8/1  
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## ANCHORING, MOORING AND TOWING EQUIPMENT

**Submitted by the International Maritime Pilots Association (IMPA), Oil Companies International Marine Forum (OCIMF), The International Association of Independent Tanker Owners (INTERTANKO), International Association of Ports and Harbours (IAPH), International Harbour Masters Association (IHMA) and Society of International Gas Tanker and Terminal Operators (SIGTTO)**

### SUMMARY

**Executive summary:** This document is in response to the request of NAV 49 to submit a substantial proposal, to enable the Sub-Committee to make progress on this matter. In order to further address and improve safety of anchoring, mooring and towing equipment on vessels, the industry recommends an amendment to SOLAS chapter II-1, part A-1, as given in annex 2.

**Action to be taken:** Paragraph 6

**Related documents:** MSC 73/18/8, DE 46/12/1, DE 46/12/2, NAV 48/19, DE 45/16, NAV 49/19, DE 46/12/3

### Introduction

1 The International Maritime Pilots Association (IMPA), Oil Companies International Marine Forum (OCIMF), The Society of International Gas Tankers and Terminals (SIGTTO), The International Association of Independent Tanker Owners (INTERTANKO), the International Association of Ports and Harbours (IAPH), and the International Harbour Masters' Association (IHMA), representing 'industry', have noted document DE 46/12/1 submitted by Australia, and document DE 46/12/2 submitted by the Republic of Korea and note the general principles contained within both documents relating to a proposal for SOLAS amendments for anchoring, mooring and towing equipment.

2 IMPA, OCIMF and INTERTANKO had become aware of a number of incidents in which ships' mooring equipment has failed. At NAV 48, the Chairman asked the organizations to submit a report on the potential size of the problem. This was submitted at NAV 49, as was a similar paper by IHMA and IAPH on accidents due to apparent failure of ships mooring lines or associated ship equipment.

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3 The NAV Sub-Committee invited the observer organisations to submit a substantial proposal to allow progress to be made on the matter. Together with the other industry bodies submitting this paper, it was decided to jointly submit a proposal to the forty-seventh session of the DE Sub-Committee and another proposal, on the issue of incidents involving ropes, to the fiftieth session of the NAV Sub-Committee.

4 The revised IACS UR A2 “Shipboard fittings and supporting hull structures associated with towing and mooring on conventional vessels”, referred to in document DE 46/12/3, has recently been reviewed by the above industry groups. This is felt to be a significant development for the industry and we fully endorsed this revised UR.

5 In order to further address and improve safety of anchoring, mooring and towing equipment on vessels the industry recommends an amendment to SOLAS chapter II-1, part A-1, as given in annex 2. A proposal for implementation is described in annex 1.

#### **Action requested of the Sub-Committee**

6 The Sub-Committee is invited to consider the recommendation in paragraph 5.

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**ANNEX 1**  
**IMPLEMENTATION**

All arrangements, equipment and fittings which enable the safe conduct of all anchoring, towing and mooring operations associated with the normal and emergency operations of the ship must undergo an assessment of fittings and of the under deck stiffening. The assessment should be carried out by a competent independent authority (such as a classification society). The equipment should be inspected by ship's personnel at regular intervals and maintained in good working order.

All fitting must be marked with their safe working load and this information must be included in mooring information documentation, master/pilot information exchange documentation, and other equivalent plans.

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## ANNEX 2

## PROPOSED NEW REGULATIONS FOR SOLAS CHAPTER II-1 PART A-1

**Regulation 3-mm. Anchoring, towing and mooring equipment**

1 This regulation applies to ships constructed on or after [ ]. It does not apply to emergency towing arrangements provided in accordance with regulation 3-4 or to towing and mooring lines covered by regulation 3-nn.\*

2 Ships shall be provided with arrangements, equipment and fittings of adequate strength to enable the safe conduct of all anchoring, towing and mooring operations associated with the normal and emergency operations of the ship.

3 Arrangements, equipment and fittings provided in accordance with 2 above shall meet the appropriate requirements of the Administration or an organization recognized by the Administration under regulation I/6.

4 Each fitting or item of equipment provided under this regulation shall be clearly marked with any restrictions associated with its safe operation, taking into account the strength of its attachment to the ship's structure.

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\* Refer to document DE 46/12/2.