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101st session  
Agenda item 12

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## SHIP DESIGN AND CONSTRUCTION

### Modification to the draft revised guidance on shipboard towing and mooring equipment

Submitted by Japan and IACS

#### SUMMARY

*Executive summary:* This document proposes to modify the draft revised Guidance on shipboard towing and mooring equipment, set out in annex 4 to document SDC 6/13

*Strategic direction, if applicable:* Other work

*Output:* OW 31

*Action to be taken:* Paragraph 8

*Related documents:* SDC 6/13, SDC 6/WP.3 and MSC 101/12

#### Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environmental Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.1) and provides comments on document SDC 6/13.

#### Background

2 SDC 6 agreed on the draft revised Guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1), as set out in annex 4 to SDC 6/13. After SDC 6, the co-sponsors scrutinized the draft guidance and found some room for improvement. The co-sponsors propose to modify the draft guidance as mentioned below.

**Clarification of the provisions on safe towing load (TOW)**

3 At SDC 6, the Working Group on Safe Mooring Operations discussed paragraph 4.6.1 of the draft revised Guidance regarding the Safe Working Load (SWL), set out in annex 3 to the report of the Correspondence Group (SDC 6/3). Of the three options mentioned in paragraph 28.5 of the report, the following two options were considered:

- .1 the SWL should not exceed the ship design minimum breaking load of the mooring line according to appendix A; and
- .3 the SWL of fittings should be equal to or greater than the ship design minimum breaking load  $MBL_{SD}$  of the mooring line according to appendix A.

4 The Working Group, having noted that:

- .1 for the purpose of selection of equipment, the SWL should not be less than the  $MBL_{SD}$ ; and
- .2 for the purpose of marking, the SWL should not be greater than the  $MBL_{SD}$ ,

agreed on the following text, clarifying the purpose of the SWL and, taking into account that SWLs marked on equipment would not be smaller than the  $MBL_{SD}$ :

"4.6.1 The SWL, for the purpose of marking, should be equal to the ship design minimum breaking load of the mooring line according to appendix A."

5 After SDC 6, the co-sponsors noted that similar clarification should be made regarding safe towing load (TOW), i.e. paragraph 3.6.1 of draft revised Guidance set out in annex 4 to SDC 6/13. Thus, the co-sponsors propose to modify the paragraph as follows:

"3.6.1 For the purpose of marking, TOW used for normal towing operations should ~~not exceed~~ be equal to 80% of the design load as given in 3.3.1(.1) and TOW used for other towing operations should ~~not exceed~~ be equal to 80% of the design load as given in 3.3.1(.2). For fittings used for, both, normal and other towing operations, the greater of the safe towing loads should be used."

6 The Working Group agreed to clarify that the appendix to the annex to the revised Guidance merely provided the minimum value of  $MBL_{SD}$  and the  $MBL_{SD}$  should be determined by the designer. The Group then modified the first sentence in paragraph 1.4 of the appendix to the annex to the revised Guidance set out in the report of the Correspondence Group as follows:

"1.4 Sections 2 and 3 specify the minimum recommended number and **minimum** strength of mooring lines ( $MBL_{SD}$ )."

7 The co-sponsors are of the view that similar clarification should be made regarding TOW and propose to add the following new paragraph 1.5 in the appendix to the annex to the revised Guidance:

"1.5 Section 2 also specifies the minimum recommended strength of tow lines ( $MBL_{SD}$ ). The designer should consider to verify the adequacy of the tow line strength for the considered ship."

**Action requested of the Committee**

8 The Committee is invited to consider the proposed modification in paragraphs 5 and 7 and take action, as appropriate.

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