



**SING-LLOYD**  
390 Victoria Street  
#02-38, The Golden Landmark  
Singapore 188061

Circular No. 04-2023

Rev. 0

## Maritime Circular No. 04-2023

To:

**Ship Owners / Managers / Operators, All SING-LLOYD Departments and Surveyors**

Subject:

**New SOLAS requirements for towing and mooring equipment - Regulation II-1/3-8**

References:

- **MSC.1/Circ1175/Rev.1 - Revised guidance on shipboard towing and mooring equipment**
- **MSC.1/Circ.1619 - Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring**
- **MSC.1/Circ.1620 - Guidelines for inspection and maintenance of mooring equipment including lines.**

Summary:

On 1<sup>st</sup> January 2024, amendments to SOLAS Regulation II-1/3-8 relevant to towing and mooring equipment, intended to improve the safety of seafarers during mooring and unmooring operations and to counter the increase of dangerous and sometimes fatal incidents, will enter into force.

The revised Regulation has different provisions, applicable to ships depending on building date that can be summarized as follows:

- **Paragraphs 4 to 6** – ships constructed on or after 1st January.
- **Paragraphs 7 and 8** – new ships:
  - a. for which the building contract is placed on or after 1st January 2024; or
  - b. in the absence of a building contract, for which the keel is laid or is at a similar stage of construction on or after 1<sup>st</sup> July 2024; or
  - c. which are delivered on or after 1st January 2027.
- **Paragraph 9** - All new and existing ships from 1<sup>st</sup> January 2024.

### Paragraphs 4 to 6

Those paragraphs were originally introduced by MSC.194(80) back in 2005 and entered into force on 1st January 2007.

They require that arrangements, equipment and fittings for towing and mooring are provided of sufficient safe working load to enable the safe conduct of all towing and mooring operations and they shall meet requirements of the Recognized Organization, and IMO Revised guidance on shipboard towing and mooring equipment, MSC.1/Circ1175/Rev.1.

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## **Paragraphs 7 and 8**

Paragraph 7 requires the mooring arrangement for ships of 3,000 gross tonnage and above to be designed, and the mooring equipment (including mooring lines) to be selected, based on the IMO Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring, MSC.1/Circ.1619.

Paragraph 8 states that ships of less than 3,000 gross tonnage are to comply with the requirements of Paragraph 7 as far as reasonably practicable.

## **Paragraph 9**

Mooring equipment, including lines, shall be inspected and maintained in a suitable condition for their intended purposes according to the IMO Guidelines for inspection and maintenance of mooring equipment including lines, MSC.1/Circ.1620.

It is then required that from 1 January 2024, ships shall have documented maintenance plans, procedures and records for mooring operations, inspection and maintenance of mooring equipment (including mooring lines). In particular:

- Company should establish procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines;
- Company should establish procedures to allow the identification and control of mooring lines, tails and associated attachments when on board and to facilitate inspection and maintenance of mooring lines, and any defect should be immediately reported to the Master;
- Periodic inspection of mooring lines, mooring line tails and associated attachments should be included in the onboard maintenance plan or equivalent maintenance management system;
- Equipment and fittings should be properly inspected and maintained, based on the manufacturer's recommendations. Mooring equipment and fittings should be included in the onboard maintenance plan or equivalent maintenance management system.

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