Clarification of Requirements for Towing and Mooring Equipment

Object of Amendment

Rules for the Survey and Construction of Steel Ships Parts B, C and CS Rules for the Survey and Construction of Passenger Ships Guidance for the Survey and Construction of Steel Ships Parts B, C and CS Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

In 2016, IACS conducted a complete review of Unified Requirements (UR) A1 and A2 as well as Recommendation No.10, which are related to towing and mooring equipment. The Society has already incorporated the latest revisions of these into its Rules.

In 2020, the IMO adopted its Guidelines on the Design of Mooring Arrangements and the Selection of Appropriate Mooring Equipment and Fittings for Safe Mooring (adopted as MSC.1/Circ.1619) and its Guidelines for Inspection and Maintenance of Mooring Equipment Including Lines (adopted as MSC.1/Circ.1620). The Society has also already incorporated these two guidelines into its Rules.

Since some of the Society's requirements were subsequently found to be unclear, the Society reviewed them. Accordingly, relevant requirements are amended to clarify them with respect to towing and mooring equipment based on this review.

Outline of the Amendment

The main amendments are as follows.

- (1) Clarifies requirements related to the selection of replacement mooring lines for "management plans for inspection and maintenance of mooring equipment including mooring lines" that are prepared in accordance with MSC.1/Circ.1620 and are required to be maintained on board from 1 January 2024.
- (2) Clarifies that ships of not less than 500 gross tonnage engaged in international voyages are required to maintain the management plans referred to in (1) above on board.
- (3) Deletes requirements related to the diameter and line design break force (LDBF) of fibre ropes used as mooring or towing in accordance with IACS Recommendation No.10 (Rev.5).

Effective Date and Application

The effective date of this amendment is 26 December 2024.

(This amendment also applies to ships subject to Part C of the Rules for the Survey and Construction of Steel Ships prior to its comprehensive revision.)

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

ID: DX24-08

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS Part B CLASS SURVEYS Chapter 2 CLASSIFICATION SURVEYS 2.1 Classification Survey during Construction 2.1.6 Documents to be Maintained On Board* 1 At the completion of a classification survey, the Surveyor confirms that the finished versions of the following applicable drawings, plans, manuals, lists, etc., are on board. ((1) is omitted.) (2) Other documents ((a) to (x) are omitted) (y) Management plans for inspection and maintenance of mooring equipment including mooring lines (14.4.5.1, Part 1, Part C or 23.2.10, Part CS) RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS Part B CLASS SURVEYS Chapter 2 CLASSIFICATION SURVEYS 2.1 Classification Survey during Construction 2.1.6 Documents to be Maintained On Board* 1 At the completion of a classification survey, the Surveyor confirms that the finished versions of the following applicable drawings, plans, manuals, lists, etc., are on board. ((1) is omitted.) (2) Other documents ((a) to (x) are omitted) (y) Management plans for inspection and maintenance of mooring equipment including mooring lines) The section number of the provision requiring to maintain on board is added as a reference.		able (Clarification of Requirements for Towing and Mo	
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			added as a reference.
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	23.2.10, 1 art C5)		

Amended-Origin		able (Clarification of Requirements for Towing and Mooring	<u> </u>
	Amendment	Original	Remarks
Chapter 3 3.2 Annual Surve Extinction and	ANNUAL SURVEYS ys for Hull, Equipment, Fire Fittings	Chapter 3 ANNUAL SURVEYS 3.2 Annual Surveys for Hull, Equipment, Fire Extinction and Fittings	
1 At Annual Surv lans and documents list	n of Plans and Documents* reys, the management conditions of red in Table B3.1 are to be examined.	plans and documents listed in Table B3.1 are to be examined.	
	nation of Plans and Documents	Table B3.1 Examination of Plans and Documents	
Items 1 Loading Manual	Examination (1) For ships required to have the manual on board in accordance with the requirements of 3.8.1.1, Part 1, Part C, and 25.1.1, Part CS, confirmation that the manual is kept on board is to be made.	Items Examination 1 Loading Manual (1) For ships required to have the manual on board in accordance with the requirements of 3.8.1.1, Part 1, Part C, and 25.1.1, Part CS, confirmation that the manual is kept on board is to be made.	
2 Stability Information Booklet	(1) Confirmation as to whether the booklet is kept on board is to be made.	2 Stability Information Booklet (1) Confirmation as to whether the booklet is kept on board is to be made.	
3 Damage Control Plan, Booklet and Damage Stability Information	(1) For ships required to have the damage control plan on board in accordance with the requirement in 2.3.4, Part 1, Part C, confirmation that the approved plan is exhibited and the booklet containing the information shown in the plan and the damage stability information are kept on board is to be made.	3 Damage Control Plan, Booklet and Damage Stability Information (1) For ships required to have the damage control plan on board in accordance with the requirement in 2.3.4, Part 1, Part C, confirmation that the approved plan is exhibited and the booklet containing the information shown in the plan and the damage stability information are kept on board is to be made.	
4 Fire Control Plan	(1) Confirmation that the fire control plan is exhibited and properly stored is to be made.	4 Fire Control Plan (1) Confirmation that the fire control plan is exhibited and properly stored is to be made.	
5 Operating and	(1) For ships required to have the	5 Operating and (1) For ships required to have the	

A	mendment	Original	Remarks
Maintenance Manual for the door and inner door and notices indicating procedures for closing and securing	manual and notices on board in accordance with the requirements in 14.10, Part 1, Part C, and Chapter 21, Part CS; (2) Confirmation that the manual is kept on board is to be made. (3) Confirmation that the board is exhibited is to be made.	Maintenance Manual for the door and inner door and notices indicating procedures for closing and securing Maintenance Manual for manual and notices on board in accordance with the requirements in 14.10, Part 1, Part C, and Chapter 21, Part CS; (2) Confirmation that the manual is kept on board is to be made. (3) Confirmation that the board is exhibited is to be made.	
6 Instruction Manuals for the Inert Gas System	(1) For ships required to have the manual on board in accordance with the requirements of 4.5.5, Part R, confirmation that the manual is kept on board is to be made.	6 Instruction Manuals for the Inert Gas System (1) For ships required to have the manual on board in accordance with the requirements of 4.5.5, Part R, confirmation that the manual is kept on board is to be made.	
7 Towing and Mooring Fitting Arrangement Plan	(1) Confirmation that the Towing and Mooring Fitting Arrangement Plan specified in 14.4, Part 1, Part C or 23.2, Part CS is kept on board is to be made.	7 Towing and Mooring Fitting Arrangement Plan (1) Confirmation that the Towing and Mooring Fitting Arrangement Plan specified in 14.4, Part 1, Part C or 23.2, Part CS is kept on board is to be made.	
8 Ship Structure Access Manual	(1) For ships required to have the manual on board in accordance with the requirements of 14.16.3.6, Part 1, Part C or 26.2.6, Part CS, confirmation that the manual is kept on board and updated as necessary is to be made.	8 Ship Structure Access Manual (1) For ships required to have the manual on board in accordance with the requirements of 14.16.3.6, Part 1, Part C or 26.2.6, Part CS, confirmation that the manual is kept on board and updated as necessary is to be made.	
9 Documents related to the surveys for bulk carriers, oil tankers and ships carrying dangerous chemicals in bulk with integral tanks	(1) Confirmation that the documents are kept on board is to be made.	9 Documents related to the surveys for bulk carriers, oil tankers and ships carrying dangerous chemicals in bulk with integral tanks	
10 Coating Technical File and/or Corrosion Resistant	(1) For ships required to have a Coating Technical File for	10 Coating Technical File (1) For ships required to have a and/or Corrosion Resistant Coating Technical File for	

Amendment			Origi		 Remarks	
Steel Technical File	(2)	dedicated seawater ballast tanks, etc. on board in accordance with the requirements of 3.3.5.3, Part 1, Part C, 22.4.2, Part CS, 1.2.2 Section 5 Chapter 3, Part CSR-B or 2.1.1.2 Section 6, Part CSR-T, confirmation that the file is kept on board and that maintenance and repair work are properly recorded and kept on the file is to be made. For ships required to have a Coating Technical File and/or a Corrosion Resistant Steel Technical File for cargo oil tanks on board in accordance with the requirements of 3.3.5.4, Part 1, Part C or 22.4.3, Part CS, confirmation that the files are kept on board and that maintenance and repair work are properly recorded and kept on the files is to be made.	Steel Technical File	(2)	dedicated seawater ballast tanks, etc. on board in accordance with the requirements of 3.3.5.3, Part 1, Part C, 22.4.2, Part CS, 1.2.2 Section 5 Chapter 3, Part CSR-B or 2.1.1.2 Section 6, Part CSR-T, confirmation that the file is kept on board and that maintenance and repair work are properly recorded and kept on the file is to be made. For ships required to have a Coating Technical File and/or a Corrosion Resistant Steel Technical File for cargo oil tanks on board in accordance with the requirements of 3.3.5.4, Part 1, Part C or 22.4.3, Part CS, confirmation that the files are kept on board and that maintenance and repair work are properly recorded and kept on the files is to be made.	
11 Noise survey report	(1)	Confirmation that the report is kept on board	11 Noise survey report	(1)	Confirmation that the report is kept on board	
12 Polar Water Operational Manual	(1)	For ships required to have the manual on board in accordance with the requirements of 2.3.1, Part I, confirmation that the manual is kept on board is to be made.	12 Polar Water Operational Manual	(1)	For ships required to have the manual on board in accordance with the requirements of 2.3.1, Part I, confirmation that the manual is kept on board is to be made.	
13 Drawings indicating critical structural areas, construction monitoring plan and all construction monitoring survey records	(1)	For ships affixed with the notation "HCM" or "HCM-GBS", confirmation that the documents are kept on board is to be made.	13 Drawings indicating critical structural areas, construction monitoring plan and all construction monitoring survey records	(1)	For ships affixed with the notation "HCM" or "HCM-GBS", confirmation that the documents are kept on board is to be made.	
14 Watertight cable	(1)	Confirmation that the register is	14 Watertight cable	(1)	Confirmation that the register is	

Amended-Original Requirements Com	parison Table (Clarification of Rec	quirements for Towin	g and Mooring Equipment)

Amended-Original Requirements Comparison 1a	able (Clarification of Requirements for Towing and Mod	oring Equipment)
Amendment	Original	Remarks
RULES FOR THE SURVEY AND	RULES FOR THE SURVEY AND	
CONSTRUCTION OF STEEL SHIPS	CONSTRUCTION OF STEEL SHIPS	
Part C HULL CONSTRUCTION AND	Part C HULL CONSTRUCTION AND	
EQUIPMENT	EQUIPMENT	
Part 1 GENERAL HULL REQUIREMENTS	Part 1 GENERAL HULL REQUIREMENTS	
Chapter 14 EQUIPMENT	Chapter 14 EQUIPMENT	
14.4 Towing and Mooring Arrangement	14.4 Towing and Mooring Arrangement	
14.4.2 Towing	14.4.2 Towing	
14.4.2.1 Tow Lines	14.4.2.1 Tow Lines	
Where ships are provided with tow lines, wire ropes	Where ships are provided with tow lines, it is advised	
and fibre ropes used as tow lines are to comply the	that tow lines are to be in accordance with the following (1)	
requirements in Chapter 4 and Chapter 5, Part L,	and (2).	
respectively. The specifications of tow lines (e.g. breaking	(1) Wire ropes and fibre ropes used as tow lines are to	
load, length) and the number of tow lines are to be in	comply the requirements in Chapter 4 and Chapter	
accordance with Table 14.3.1-1 according to ship equipment	5, Part L, respectively. The specifications of tow	
number. However, when calculating the equipment number,	lines (e.g. breaking load, length) and the number of	
the effect of deck cargoes at the ship nominal capacity	tow lines are to be in accordance with Table 14.3.1-1	
condition is to be considered with respect to the side-projected	according to ship equipment number. However, when	
area A .	calculating the equipment number, the effect of deck	
	cargoes at the ship nominal capacity condition is to be considered with respect to the side-projected area A.	
(Deleted)	(2) Fibre ropes used as tow lines are to be not less than 20	
(Dolotto)	(2) I fore topes used as tow times are to be not less than 20	

Amendment	Original	Remarks
	 mm in diameter in consideration of rope age degradation and wear. Therefore, the line design break force for such ropes is to be in accordance with the following (a) or (b): (a) Polyamide ropes: LDBF ≥ 120 % of the minimum breaking load specified in Table 14.3.1-1 according to equipment number, (b) Other synthetic ropes: LDBF ≥ 110 % of the minimum breaking load specified in Table 14.3.1-1 according to equipment number. 	Deleted the provision in 14.4.2.1(2) as IACS Recommendation No. 10 (Rev. 5) 2.3, on which the provision in 14.4.2.1(2) is based, has been deleted.
 14.4.3.2 Mooring Lines* Mooring lines are to be in accordance with the following (1) to (4). Ships are to be provided with mooring lines of which LDBF is more than MBL_{sd}. Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L, respectively. (a) For mooring lines connected with powered winches where the rope is stored on the drum, steel cored wire ropes of suitable flexible construction may be used instead of fibre cored wire ropes subject to the approval by the Society. (b) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the stipulated number of mooring lines is not less than the required total length. 	 14.4.3.2 Mooring Lines* 1 Mooring lines are to be in accordance with the following (1) to (5). (1) Ships are to be provided with mooring lines of which LDBF is more than MBL_{sd}. (2) Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L, respectively. (3) Fibre ropes used for mooring lines are to be not less than 20 mm in diameter. (4) For mooring lines connected with powered winches where the rope is stored on the drum, steel cored wire ropes of suitable flexible construction may be used instead of fibre cored wire ropes subject to the approval by the Society. (5) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the stipulated number of mooring lines is not less than the required total length. 	Deleted the provision in 14.4.3.2-1(3) as IACS Recommendation No. 10 (Rev. 5) 2.3, on which the provision in 14.4.3.2-1(3) is based, has been deleted.

<u> </u>	able (Clarification of Requirements for Towing and Mo	
Amendment	Original	Remarks
14.4.3.4 Supporting Hull Structure 3 Allowable stresses of supporting hull structures are not to be more than the following: ((1) to (3) are omitted) (4) The means of finite element analysis are to be in accordance with the requirements in 14.4.2.2-4(4).	14.4.3.4 Supporting Hull Structure 3 Allowable stresses of supporting hull structures are not to be more than the following: ((1) to (3) are omitted) (4) The means of finite element analysis are to be in accordance with the requirements in 14.4.2.3-4(3).	Correction of reference numbers.
14.4.5 Inspection and Maintenance of Mooring Equipment Including Mooring Lines 14.4.5.1 Management Plans for Inspection and Maintenance of Mooring Equipment Including Mooring Lines Ships of not less than 500 gross tonnage are to have management plans for inspection and maintenance of mooring equipment including mooring lines deemed appropriate by the Society. EFFECTIVE DATE AND APPLICATION 1. The effective date of the amendments is 26 December 2024. 2. For ships subject to Part C of the Rules for the Survey and Construction of Steel Ships prior to its comprehensive revision by Rule No.62 on 1 July 2022 (hereinafter referred to as "old Part C of the Rules"), this amendment also applies to following requirements. 27.2.2-2, old Part C of the Rules 27.2.5-1, old Part C of the Rules 27.2.11, old Part C of the Rules (New)	(Newly added)	Clearly indicates that ships of not less than 500 gross tonnage are to have a management plans for inspection and maintenance of mooring equipment including mooring lines, which is required to be confirmed as available at classification surveys, annual surveys, etc. to be carried out on or after 1 January 2024. Note that this provision applies to ships engaged on international voyages in accordance with An1.3.1-7, Annex 1.1. Part 1, Part C.

Amended-Original Requirements Com	parison Table (Clarification of Rec	quirements for Towin	g and Mooring Equipment)

	able (Clarification of Requirements for Towing and Mo	<u>, c i i , , , , , , , , , , , , , , , , </u>
Amendment	Original	Remarks
RULES FOR THE SURVEY AND	RULES FOR THE SURVEY AND	
CONSTRUCTION OF STEEL SHIPS	CONSTRUCTION OF STEEL SHIPS	
Part CS HULL CONSTRUCTION AND	Part CS HULL CONSTRUCTION AND	
EQUIPMENT OF SMALL SHIPS	EQUIPMENT OF SMALL SHIPS	
Chapter 23 EQUIPMENT	Chapter 23 EQUIPMENT	
23.2 Towing and Mooring Fittings	23.2 Towing and Mooring Fittings	
23.2.2 Tow Lines	23.2.2 Tow Lines	
Where ships are provided with tow lines, wire ropes	Where ships are provided with tow lines, it is advised	
and fibre ropes used as tow lines are to be comply with the	that such two lines are to be in accordance with the following	
requirements in Chapter 4 and Chapter 5, Part L of the	(1) and (2).	
Rules, respectively. The specifications of tow lines (e.g.	(1) Wire ropes and fibre ropes used as tow lines are to be	
breaking load, length) and the number of tow lines are to be in	comply with the requirements in Chapter 4 and	
accordance with Table CS23.1 according to ship equipment	Chapter 5, Part L of the Rules, respectively. The	
numbers. However, when calculating the equipment number,	specifications of tow lines (e.g. breaking load, length)	
the effect of deck cargoes at the ship nominal capacity	and the number of tow lines are to be in accordance	
condition is to be considered with respect to the side-projected	with Table CS23.1 according to ship equipment	
area A .	numbers. However, when calculating the equipment	
	number, the effect of deck cargoes at the ship nominal	
	capacity condition is to be considered with respect to	
(Deleted)	the side-projected area A. (2) Eibra range used as tay lines are to be not less than 20.	Deleted the married :-
(Detelett)	(2) Fibre ropes used as tow lines are to be not less than 20 mm in diameter in consideration of rope age	Deleted the provision in
	degradation and wear. Therefore, the line design	23.2.2(2) as IACS
	break force for such ropes is to be in accordance with	Recommendation No. 10
	the following (a) or (b):	(Rev. 5) 2.3, on which

(a) Polyamide ropes: LDBF ≥ 120 % of the minimum breaking load specified in Table CS23.1 according to equipment number. 23.2.5 Mooring Lines 1 General (1) Ships are to be provided with mooring lines of which LDBF is more than MBL _{sd} . (2) Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (3) For mooring lines connected with powered winches where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society. (4) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the rope is stored on the drum, steel cord in this section, provided that the actual total length of the deleted. (a) Polyamide ropes: LDBF ≥ 120 % of the minimum breaking load specified in Table CS23.1 according to equipment number. (b) Other synthetic ropes: LDBF ≥ 110 % of the minimum breaking load specified in Table CS23.1 according to equipment number. (c) Other synthetic ropes: LDBF ≥ 110 % of the provision in 23.2.5 (2) is based, has been deleted. (a) Fibre ropes or synthetic ropes used as mooring lines are to be provided with mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (a) Polyamide ropes: LDBF ≥ 120 % of MBL _{sd} (b) Other synthetic ropes in diameter. (a) Polyamide ropes: LDBF ≥ 110 % of MBL _{sd} (b) Other synthetic ropes used for mooring lines are to be not less than 20 mm in diameter. (a) Polyamide ropes: LDBF ≥ 110 % of MBL _{sd} (b) Other synthetic ropes used as mooring lines are to be not less than 20 mm in diameter. (a) Polyamide ropes: LDBF ≥ 120 % of MBL _{sd} (b) Other synthetic ropes used as mooring lines are to be not less than 20 mm in diameter. (a) Polyamide ropes: LDBF ≥ 120 % of MBL _{sd} (b) Other synthetic ropes used for mooring lines are to be not less	Amended-Original Requirements Comparison Table (Clarification of Requirements for Towing and Mooring Equipment)				
breaking load specified in Table CS23.1 according to equipment number. (b) Other synthetic ropes: LDBF ≥ 110 % of the minimum breaking load specified in Table CS23.1 according to equipment number. 23.2.5 Mooring Lines 1 General (1) Ships are to be provided with mooring lines of which LDBF is more than MBLsd. (2) Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (Deleted) (3) For mooring lines connected with powered winches where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society. (4) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the deleted. Ships are to be provided with mooring lines of which LDBF is more than MBLsd. Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (3) For mooring lines connected with powered winches where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society. (4) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the deleted.	Amendment	Original	Remarks		
reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the deleted.	23.2.5 Mooring Lines 1 General (1) Ships are to be provided with mooring lines of which LDBF is more than MBLsd. (2) Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (Deleted) (3) For mooring lines connected with powered winches where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society.	(a) Polyamide ropes: LDBF ≥ 120 % of the minimum breaking load specified in Table CS23.1 according to equipment number. (b) Other synthetic ropes: LDBF ≥ 110 % of the minimum breaking load specified in Table CS23.1 according to equipment number. 23.2.5 Mooring Lines 1 General (1) Ships are to be provided with mooring lines of which LDBF is more than MBLsd. (2) Wire ropes or synthetic ropes used as mooring lines are to comply with the requirements in Chapter 4 and Chapter 5, Part L of the Rules, respectively. (3) Fibre ropes used for mooring lines are to be not less than 20 mm in diameter. (a) Polyamide ropes: LDBF ≥ 120 % of MBLsd (b) Other synthetic ropes: LDBF ≥ 110 % of MBLsd (c) For mooring lines connected with powered winches where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society.	Remarks the provision in 23.2.2(2) is based, has been deleted. Deleted the provision in 23.2.5-1(3) as IACS		
stipulated number of mooring lines is not less than the required total length required. stipulated number of mooring lines is not less than the required total length required.	where the rope is stored on the drum, steel cord wire ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society. (4) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the stipulated number of mooring lines is not less than the	ropes of suitable flexible construction may be used instead of fibre cord wire ropes subject to the approval by the Society. (5) The length of individual mooring lines may be reduced by up to 7 % of the lengths required in this section, provided that the actual total length of the stipulated number of mooring lines is not less than the	Recommendation No. 10 (Rev. 5) 2.3, on which the provision in 23.2.5-1(3) is based, has been		

Amendment Amendment	Original	Remarks
Amenament	Ongmai	Kemarks
23.2.10 Inspection and Maintenance of Mooring	(Newly added)	Clearly indicates that ships are to have a
Equipment Including Mooring Lines Ships are to have management plans for inspection and		•
maintenance of mooring equipment including mooring lines		management plans for
deemed appropriate by the Society.		inspection and
decined appropriate by the society.		maintenance of mooring
		equipment including
		mooring lines, which is
EFFECTIVE DATE AND APPLICATION		required to be confirmed
		as available at
1. The effective date of the amendments is 26 December 2024.		classification surveys,
December 2024.		annual surveys, etc. to be
		carried out on or after 1
		January 2024.
		Note that this provision
		applies to ships of not
		less than 500 gross
		tonnage engaged on
		international voyages in
		accordance with 23.2.1-
		1, Part CS of the Rules
		and CS1.1.1-4, Part CS
		of the Guidance.

	able (Clarification of Requirements for Towing and Mo	
Amendment	Original	Remarks
RULES FOR THE SURVEY AND	RULES FOR THE SURVEY AND	
CONSTRUCTION OF PASSENGER SHIPS	CONSTRUCTION OF PASSENGER SHIPS	
CONSTRUCTION OF TROSENGER SIIII'S	CONSTRUCTION OF TROSENGER SHITS	
David A. CL. A.C. CLIDVEV	Don't 2 CL ACC CLIDATEN	
Part 2 CLASS SURVEY	Part 2 CLASS SURVEY	
Chapter 2 CLASSIFICATION SURVEYS	Chapter 2 CLASSIFICATION SURVEYS	
2.1 Classification Survey during Construction	2.1 Classification Survey during Construction	
2.1.6 Documents to be Maintained On Board*	2.1.6 Documents to be Maintained On Board*	
1 At the completion of a classification survey, the	1 At the completion of a classification survey, the	
Surveyor confirms that the following drawings, plans,	Surveyor confirms that the following drawings, plans,	
manuals, lists, etc., as applicable, of finished version are on	manuals, lists, etc., as applicable, of finished version are on	
board.	board.	
((1) is omitted)	((1) is omitted)	
	(2) Other manuals, etc.	
(a) to (o) are omitted	(a) to (o) are omitted	The section number of
(p) Management plans for inspection and	(p) Management plans for inspection and	41
maintenance of mooring equipment including	maintenance of mooring equipment (including	the provision requiring
mooring lines (1.1.1-4, Part 3)	mooring lines)	to maintain on board is
((3) is omitted)	((3) is omitted)	added as a reference.
((-)	((-)	added as a reference.
EFFECTIVE DATE AND APPLICATION		
ETTETIVE DATE AND ATTECHTION		
1 771 00 (1 1 0 0 1 1 1 1 2 0 1		
1. The effective date of the amendments is 26		
December 2024.		

1 1 0 · · 1 D · · · · ·	o . To 11	(C1 'C' ' CD	. , , , , ,	134 ' 🗔 '
Amended-Original Requirements (Comparison Lable	(Clarification of Red	allirements for Lowi	ng and Mooring Equinment)
Amended-Original Requirements		(Clarification of ICC)	quirements for fowr	ing and widding Equipment,

	able (Clarification of Requirements for Towing and Mod	
Amendment	Original	Remarks
GUIDANCE FOR THE SURVEY AND	GUIDANCE FOR THE SURVEY AND	
CONSTRUCTION OF STEEL SHIPS	CONSTRUCTION OF STEEL SHIPS	
Part B CLASS SURVEYS	Part B CLASS SURVEYS	
B2 CLASSIFICATION SURVEYS	B2 CLASSIFICATION SURVEYS	
B2.1 Classification Survey during Construction	B2.1 Classification Survey during Construction	
 B2.1.6 Documents to be Maintained On Board 10 The management plans for inspection and maintenance of mooring equipment including mooring lines specified in 2.1.6-1(2)(y), Part B of the Rules are to be prepared in accordance with MSC.1/Circ.1620 and are to include the following (1) to (6). (1) Procedures for mooring equipment including mooring lines operations, inspection and maintenance. (2) Procedures to allow the identification and management of mooring lines, tails and associated 	B2.1.6 Documents to be Maintained On Board 10 The management plans for inspection and maintenance of mooring equipment (including mooring lines) specified in 2.1.6-1.(2)(y), Part B of the Rules are to be prepared in accordance with MSC.1/Circ.1620 and are to include the following (1) to (6). (1) Procedures for mooring equipment (including mooring lines) operations, inspection and maintenance. (2) Procedures to allow the identification and management of mooring lines, tails and associated	
attachments. (3) Manufacturer criteria for mooring line replacement. (4) Records of the original mooring design concepts, equipment, arrangements and specifications. For ships the keels of which were laid before 1 January 2007 and which are without appropriate documentation, MBL _{sd} should be established in accordance with the following (a) and (b). (a) MBL _{sd} should be established based on the Safe	attachments. (3) Manufacturer criteria for mooring line replacement. (4) Records of the original mooring design concepts, equipment, arrangements and specifications. For ships the keels of which were laid before 1 January 2007 and which are without appropriate documentation, <i>MBL</i> _{sd} should be established in accordance with the following (a) and (b). (a) <i>MBL</i> _{sd} should be established based on the Safe	

Amended-Original Requirements Comparison 1:	able (Clarification of Requirements for Towing and Moo	oring Equipment)
Amendment	Original	Remarks
Working Load (<i>SWL</i>) of the mooring equipment provided on board. (b) If no safe working load is specified, the strength	Working Load (<i>SWL</i>) of the mooring equipment provided on board. (b) If no safe working load is specified, the strength	
of the mooring equipment and its supporting hull	of the mooring equipment and its supporting hull	
structure should be checked based on 14.4.3,	structure should be checked based on 14.4.3,	
Part 1, Part C of the Rules and determine $MBL_{\rm sd}$	Part1, Part C of the Rules and determine MBL_{sd}	
based on the actual capacity of the equipment on	based on the actual capacity of the equipment on	
board and its supporting hull structure.	board and its supporting hull structure.	
(5) Manufacturers' test certificates for mooring lines,	(5) Manufacturers' test certificates for mooring lines,	
joining shackles and synthetic tails	joining shackles and synthetic tails	
(6) Records of mooring equipment inspections and maintenance, and mooring line inspections and	(6) Records of mooring equipment inspections and maintenance, and mooring line inspections and	
replacement. The selection of replacement mooring	replacement.	
lines is to be in accordance with the following (a) to	replacement.	T 4
(g).	(Newly added)	For the management
(a) When replacing mooring lines, compatibility	,	plans for inspection and
with the mooring equipment and fittings on		maintenance of mooring
board, as specified in the mooring arrangement		equipment including
plan, is to be taken into account, and a		mooring lines, which is
replacement mooring line which meets the designed specification is to be selected.		required to be confirmed
(b) In cases where (a) above cannot be satisfied, the		•
following i) to vii) properties are to be taken into		as available at
consideration and the towing and mooring		classification surveys,
arrangement plan updated accordingly.		annual surveys, etc. to be
i) breaking strength;		carried out on or after 1
ii) environmental conditions to be used (e.g.		January 2024, clearly
temperature);		indicates the
iii) linear density;		
<u>iv)</u> tenacity; v) D/d ratios;		requirements for the
v) D/d ratios; vi) compression fatigue; and		selection of replacement
vii) stiffness.		mooring lines in

	ble (Clarification of Requirements for Towing and Mooring)	<u> </u>	.)
Amendment	Original	Remarks	
(c) Any increase in LDBF for the mooring lines	acc	cordance	with
above the limits specified, i.e. 100 % to 105 % of			
the MBLSD, may require a review of the		SC.1/Circ.1620,	para
operating parameters and design loads of	5.		
mooring equipment and fittings, and their			
associated hull supporting structures.			
(d) It is be considered that their strength will decay			
due to varying environmental conditions and thus			
the original service life expectations may not be			
achieved.			
(e) For wire ropes, corrosion protection is to be			
considered.			
(f) The acceptable minimum bend radius (D/d ratio)			
recommended by the manufacturer is to be taken			
into consideration. The mooring line regularly			
exposed to below the acceptable minimum bend			
radius is to be subject to particular attention			
during inspections, taking into account the			
possibility that they may need to be replaces			
before the end of the service life recommended			
by the manufacturer.			
(g) When selecting replacement mooring lines with			
high stiffness, consideration is to be given to the			
use of synthetic tails. The effect of the use of			
synthetic tail on the stored energy and possible			
snap-back of the high stiffness mooring lines is to			
also be considered.			

Amondment	Original	Remarks
Amendment	Original	Kemarks
B3 ANNUAL SURVEYS	B3 ANNUAL SURVEYS	
B3.2 Annual Surveys for Hull, Equipment, Fire Extinction and Fittings	B3.2 Annual Surveys for Hull, Equipment, Fire Extinction and Fittings	
B3.2.1 Examination of Plans and Documents 8 Confirmation of the management plans for inspection and maintenance of mooring equipment including mooring lines referred to in item 16, Table B3.1, 3.2.1, Part B of the Rules is required from 1 January 2024 and the contents of the plans are to be in accordance with B2.1.6-10.	B3.2.1 Examination of Plans and Documents (Newly added)	
EFFECTIVE DATE AND APPLICATION 1. The effective date of the amendments is 26 December 2024.		

Amendment Amendment	Original	Remarks
GUIDANCE FOR THE SURVEY AND	GUIDANCE FOR THE SURVEY AND	IXIIIai KS
CONSTRUCTION OF STEEL SHIPS	CONSTRUCTION OF STEEL SHIPS	
D A CHUIL CONCEDUCTION AND	D (CHILL CONCEDUCTION AND	
Part C HULL CONSTRUCTION AND	Part C HULL CONSTRUCTION AND	
EQUIPMENT	EQUIPMENT	
D 44 CENEDAL IIII I DECLIDEMENTO	D 44 CENEDAL HILL DECLIDEMENTS	
Part 1 GENERAL HULL REQUIREMENTS	Part 1 GENERAL HULL REQUIREMENTS	
C14 EQUIPMENT	C14 EQUIPMENT	
CI4 EQUITMENT	C14 EQUITMENT	
C14.4 Towing and Mooring Arrangement	C14.4 Towing and Mooring Arrangement	
C14.4.5 Inspection and Maintenance of Mooring	(Newly added)	
Equipment Including Mooring Lines		
C14.4.5.1 Management Plans for Inspection and		
Maintenance of Mooring Equipment Including		
Mooring Lines		
Witten ing Lines		
The wording "deemed appropriate by the Society" in		
14.4.5.1, Part 1, Part C of the Rules means those which are		
in accordance with B2.1.6-10, Part B of the Guidance.		
EFFECTIVE DATE AND APPLICATION		
1. The effective date of the amendments is 26		
December 2024.		

	Amendment	Original	Remarks
Sui coi 202 Gu	or ships subject to Part C of the Guidance for the arvey and Construction of Steel Ships prior to its imprehensive revision by Notice No.47 on 1 July 122 (hereinafter referred to as "old Part C of the uidance"), this amendment also applies to 127.2.11, old Part C of the Guidance (New).		

	original	
Amendment CHIPANICE FOR THE CHRYEN/AND	Original CLUD ANCE FOR THE SUDVEY AND	Remarks
GUIDANCE FOR THE SURVEY AND	GUIDANCE FOR THE SURVEY AND	
CONSTRUCTION OF STEEL SHIPS	CONSTRUCTION OF STEEL SHIPS	
Dowl CC HILL CONCEDUCTION AND	Dowl CC HILL CONCEDUCTION AND	
Part CS HULL CONSTRUCTION AND	Part CS HULL CONSTRUCTION AND	
EQUIPMENT OF SMALL SHIPS	EQUIPMENT OF SMALL SHIPS	
CS23 EQUIPMENT	CS23 EQUIPMENT	
Egon MENT	EQUITITE (1	
CS23.2 Towing and Mooring Fittings	CS23.2 Towing and Mooring Fittings	
CS23.2.10 Inspection and Maintenance of Mooring	(Newly added)	
Equipment Including Mooring Lines		
The wording "deemed appropriate by the Society" in		
23.2.10, Part CS of the Rules means those which are in		
accordance with B2.1.6-10, Part B of the Guidance.		
EFFECTIVE DATE AND ADDITION		
EFFECTIVE DATE AND APPLICATION		
1. The effective date of the amendments is 26		
1. The effective date of the amendments is 26 December 2024.		
December 2024.		

1 1 0 · · 1 D · · · · ·	o . To 11	(C1 'C' ' CD	. , , , , ,	134 ' 🗔 '
Amended-Original Requirements (Comparison Lable	(Clarification of Red	allirements for Lowi	ng and Mooring Equinment)
Amended-Original Requirements		(Clarification of ICC)	quirements for fowr	ing and widding Equipment,

Amended-Original Requirements Comparison Ta	able (Clarification of Requirements for Towing and Mo	oring Equipment)
Amendment	Original	Remarks
GUIDANCE FOR THE SURVEY AND	GUIDANCE FOR THE SURVEY AND	
CONSTRUCTION OF PASSENGER SHIPS	CONSTRUCTION OF PASSENGER SHIPS	
Part 2 CLASS SURVEY	Part 2 CLASS SURVEY	
Chapter 2 CLASSIFICATION SURVEYS	Chapter 2 CLASSIFICATION SURVEYS	
2.1 Classification Survey during Construction	2.1 Classification Survey during Construction	
 2.1.6 Documents to be Maintained On Board 2 The management plans for inspection and maintenance of mooring equipment (including mooring lines) specified in 2.1.7-1(2)(p), Part 2 of the Rules are to be prepared in accordance with MSC.1/Circ.1620 and are to include the following (1) to (6). (1) Procedures for mooring equipment (including mooring lines) operations, inspection and maintenance. (2) Procedures to allow the identification and management of mooring lines, tails and associated attachments. (3) Manufacturer criteria for mooring line replacement. (4) Records of the original mooring design concepts, equipment, arrangements and specifications. For ships the keels of which were laid before 1 January 2007 and which are without appropriate documentation, MBL_{sd} should be established in accordance with the following (a) and (b). (a) MBL_{sd} should be established based on the Safe 	 2.1.6 Documents to be Maintained On Board 2 The management plans for inspection and maintenance of mooring equipment (including mooring lines) specified in 2.1.7-1.(2)(p), Part 2 of the Rules are to be prepared in accordance with MSC.1/Circ.1620 and are to include the following (1) to (6). (1) Procedures for mooring equipment (including mooring lines) operations, inspection and maintenance. (2) Procedures to allow the identification and management of mooring lines, tails and associated attachments. (3) Manufacturer criteria for mooring line replacement. (4) Records of the original mooring design concepts, equipment, arrangements and specifications. For ships the keels of which were laid before 1 January 2007 and which are without appropriate documentation, MBLsd should be established in accordance with the following (a) and (b). (a) MBLsd should be established based on the Safe 	

Amended-Original Requirements Comparison 1a	able (Clarification of Requirements for Towing and Mo	oring Equipment)
Amendment	Original	Remarks
Working Load (SWL) of the mooring equipment	Working Load (SWL) of the mooring equipment	
provided on board.	provided on board.	
(b) If no safe working load is specified, the strength	(b) If no safe working load is specified, the strength	
of the mooring equipment and its supporting hull	of the mooring equipment and its supporting hull	
structure should be checked based on 14.4.3,	structure should be checked based on 14.4.3,	
Part 1, Part C of the Rules and determine $MBL_{\rm sd}$	Part 1, Part C of the Rules and determine $MBL_{\rm sd}$	
based on the actual capacity of the equipment on	based on the actual capacity of the equipment on	
board and its supporting hull structure.	board and its supporting hull structure.	
(5) Manufacturers' test certificates for mooring lines,	(5) Manufacturers' test certificates for mooring lines,	
joining shackles and synthetic tails	joining shackles and synthetic tails	
(6) Records of mooring equipment inspections and	(6) Records of mooring equipment inspections and	
maintenance, and mooring line inspections and	maintenance, and mooring line inspections and	
replacement. The selection of replacement mooring	replacement.	
lines is to be in accordance with the following (a) to		Same as in B2.1.6-11,
(g).	(Newly added)	Part B of the Guidance.
(a) When replacing mooring lines, compatibility		Tart D'or the Guidance.
with the mooring equipment and fittings on		
board, as specified in the mooring arrangement		For the management
plan, is to be taken into account, and a		plans for inspection and
replacement mooring line which meets the		maintenance of mooring
designed specification is to be selected.		
(b) In cases where (a) above cannot be satisfied, the		equipment including
following i) to vii) properties are to be taken into consideration and the towing and mooring		mooring lines, which is
arrangement plan updated accordingly.		required to be confirmed
i) breaking strength;		•
ii) environmental conditions to be used (e.g.		as available at
temperature);		classification surveys,
iii) linear density;		annual surveys, etc. to be
iv) tenacity;		carried out on or after 1
v) D/d ratios;		January 2024, clearly
vi) compression fatigue; and		•
<u>vii) stiffness.</u>		indicates the

	tote (Clarification of Requirements for Towing and Mooring Equipment)		
Amendment	Original	Remarks	
(c) Any increase in LDBF for the mooring lines		requirements for	the
above the limits specified, i.e. 100 % to 105 % of		selection of replacer	
the MBLSD, may require a review of the		•	Hent
operating parameters and design loads of		mooring lines	in
mooring equipment and fittings, and their		accordance	with
associated hull supporting structures.		MSC.1/Circ.1620,	para
(d) It is be considered that their strength will decay		,	Para
due to varying environmental conditions and thus		5.	
the original service life expectations may not be			
achieved.			
(e) For wire ropes, corrosion protection is to be			
considered.			
(f) The acceptable minimum bend radius (D/d ratio)			
recommended by the manufacturer is to be taken			
into consideration. The mooring line regularly			
exposed to below the acceptable minimum bend			
radius is to be subject to particular attention			
during inspections, taking into account the			
possibility that they may need to be replaces			
before the end of the service life recommended			
by the manufacturer.			
(g) When selecting replacement mooring lines with			
high stiffness, consideration is to be given to the			
use of synthetic tails. The effect of the use of			
synthetic tail on the stored energy and possible			
snap-back of the high stiffness mooring lines is to			
also be considered.			
EFFECTIVE DATE AND APPLICATION			
1. The effective date of the amendments is 26			
December 2024.			