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发：总部相关处室、各分社/办事处并转船公司

应急拖带程序

---转马耳他技术通告 SLS.16 Rev.1

马耳他商船总署近日下发技术通告 SLS.16 Rev.1, 明确了“应急拖带程序”的适用要求。根据经决议 MSC.256 (84)和 MSC.1/Circ.1255 修订的 SOLAS 74 第 II-1 章第 3-4 条第 2 款规定, 下述船舶应在规定期限内配备《应急拖带程序》:

- 所有客船, 不迟于 2010 年 1 月 1 日;
- 建造于 2010 年 1 月 1 日及之后的货船; 以及
- 2010 年 1 月 1 日之前建造的货船, 但不晚于 2012 年 1 月 1 日。

同时, 《应急拖带程序》作为《国际安全管理 (ISM) 规则》A 部分第 8 章“应急部署”模块的补充, 由公司根据 MSC.1/Circ.1255 中的指南予以编制。该应急拖带程序可整体并入安全管理体系中, 或可作为安全管理体系相关章节中的独立手册以提供单独的参考。

我社审核员在进行 ISM 审核时验证公司是否将《应急拖带程序》作为公司应急部署的一部分纳入 SMS 中。

- 附件: 1、马耳他技术通告 SLS.16 Rev.1 译文, 共 6 页
2、马耳他技术通告 SLS.16 Rev.1 原文, 共 6 页

中文翻译如有异议, 以巴哈马信息公告 No.139(Rev.01)原文为主。本通函在实施过程中如有任何疑问, 请与总部 认证处 联系。



商船总署



船舶应急拖带程序

技术通告 *SLS.16 Rev.1*

致船东、船舶经营人、管理人、船长、船东代表和
认可组织的通告

参考经决议 MSC.256 (84)和 MSC.1/Circ.1255 修订的 SOLAS 74 第 II-1 章第 3-4 条

规则第 3-4.2 条规定，船舶《应急拖带程序》不迟于下述期限配备在船：

- 所有客船，不迟于 2010 年 1 月 1 日；
- 建造于 2010 年 1 月 1 日及之后的货船；以及
- 2010 年 1 月 1 日之前建造的货船，但不晚于 2012 年 1 月 1 日。

《应急拖带程序》应作为《国际安全管理（ISM）规则》A 部分第 8 章“应急部署”模块的补充，由公司根据 MSC.1/Circ.1255 中的指南予以编制。

该应急拖带程序可整体并入安全管理体系中，或可作为安全管理体系相关章节中的独立手册以提供单独的参考。

商船总署

2013 年 8 月 20 日

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马耳他交通部是根据 2009 年法案 XV 要求成立的一个交通主管机构。



商船总署



Transport Malta

技术通告 SLS.16 Rev.1

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参考: T4/3.01

MSC.1/Circ.1255
2008年5月27日

船东/操作者编制应急拖带程序指南

- 1 海上安全委员会在其第 84 届会议(2008 年 5 月 7 日至 16 日)上, 根据船舶设计和设备分委会在第 50 次会议上的建议案, 批准了船东/操作者编制应急拖带程序指南, 其文本载于附件, 旨在帮助船东/操作者对遵守 SOLAS 公约第 II-1/3-4 条规定的船舶编制船舶特定应急拖带程序。
- 2 本指南拟帮助船东/操作者在建立应急拖带程序时实施必要的步骤, 提供有关应急拖带手册适用范围的信息并为建立拖带程序提供指导。
- 3 按本指南编制的程序旨在支持船员在碰到需要拖带的应急情况时建立要采取的最安全和最有效的行动过程。
- 4 提请各成员国政府使所有相关方注意到附件中的指南, 以结合 SOLAS 公约第 II-1/3-4 条(应急拖带装置和程序)一起应用。

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附件

船东/操作者编制应急拖带程序指南

1 目的

本指南的目的是帮助船东/操作者对遵守 SOLAS 公约第 II-1/3-4 条的船舶编制船舶特定应急拖带程序。程序应被视作《国际安全管理 (ISM) 规则》A 部分 8 要求的应急准备的一部分。

2 观察

2.1 船东、操作者和船员应注意到紧急情况的性质不允许有考虑的时间。因此，程序应事先演练。

2.2 拖带程序应保留在船上以便于船上船员在准备其船舶在紧急情况下拖带时随时可用。

2.3 船员应熟悉设备存放位置和取用。对存放装置的任何得到确认的改进都应予以实施。

2.4 处理紧急情况的船员应了解绞车和工具以及甲板照明（用于差/低能见度和夜间情况）所要求的动力的有效性。

2.5 认识到不是所有的船舶都有同样等级的船上设备，因此对可能的拖带程序就可能有限制。然而，其目的是预先确定能完成什么，并向船上船员以即刻可用的形式（小册子、图纸、海报等）提供信息。

3 船舶评估

3.1 船东/操作者应确保船舶接受检查，且其在紧急情况下被拖带的能力接受评估。应评审船上设备和可用的程序。需要接受检查的项目在下列段落中予以描述。

3.2 应评估船舶从船首至船尾被拖带的能力，并应评审下列项目：

- .1 缆绳处理程序（传递和接收引缆、拖缆、短绳索）；和
- .2 连接点的布局、结构适当性和安全工作载荷（导缆钳、绞车、缆柱、系船索）等。



3.3 应确认船上用于装配拖曳装置的工具和设备及其位置。应包括但不限于：

- .1 锚链；
- .2 电缆；
- .3 卸扣；
- .4 制动器；
- .5 根据；和
- .6 抛绳设备。

3.4 应确定船上无线电设备的有效性和特性以使甲板船员、驾驶室和拖/救助船之间保持通信。

3.5 除非知道连接点的安全工作载荷，应通过反映船上状况的工程分析来确定这些载荷。可使用船上拖带和系泊设备导则（海安会通函 MSC/Circ.1175）作为指导。

3.6 应由熟悉拖带设备和操作的人员进行评估。

4 应急拖带手册

4.1 应急拖带手册（ETB）应针对船舶并以清晰、简明和随时可用的形式（手册、图纸、海报等）出现。

4.2 船舶特定数据应包括但不限于：

- .1 船名；
- .2 呼号；
- .3 IMO 编号；
- .4 锚的详细情况（卸扣、连接细节、重量、类型等）；
- .5 电缆和锚链的详细情况（长度、连接细节、验证载荷等）；
- .6 基座之上系船甲板的高度；
- .7 吃水范围；和
- .8 排水量范围。



4.3 按 5 编制的所有程序应以清晰易懂的形式出现以在紧急情况时帮助其平稳迅速的应
用。

4.4 应具备有全面的图表和草图并包括下列：

- .1 组件和索具图；
- .2 拖带设备和加固点位置；和
- .3 设备和加固点容量以及安全工作载荷（SWL）。

4.5 船东/操作者应手持一份副本以使在发生紧急情况时能尽早将信息传递给拖带公司。
副本也应以普通的电子文件形式保存以允许较快地分发给相关方。

4.6 至少 3 份副本应保留在船上并位于：

- .1 驾驶室；
- .2 首楼处所；和
- .3 船上办公室或货物控制室。

5 编制程序

5.1 在船舶评估期间应确定船舶特定程序并在 ETB 中输入。程序应至少包括下列：

- .1 快速参照判定矩形图，其总结了不同紧急情况下的选项，例如天气状况（适
度、恶劣）船上动力的可用性（推进、甲板上动力）、迫近的搁浅危险等；
- .2 甲板船员的组织（人员分布、设备分布，包括无线电、安全设备等）；
- .3 任务的组织（需要做什么、应如何做、每项任务需要什么等）；
- .4 系船索、拖缆等的装配图，显示用于船首和船尾的可能的应急拖带装置。吊
索应为铅制以避免尖角、边缘和其他应力集中点；
- .5 必须考虑到动力不足和瘫船状况，特别是在抛粗拖缆时；
- .6 联系救助船/拖船的通信计划。计划应列出船长需要通知救助船/拖船的所有
信息。清单应包括但不限于：
 - .1 损坏或适航性；



商船总署



Transport Malta

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- .2 船舶操舵状况；
- .3 推进力；
- .4 甲板上动力系统；
- .5 船上拖带设备；
- .6 现有紧急快速断开系统；
- .7 前后拖点位置；
- .8 设备、连接点、加固点和安全工作载荷（SWL）；
- .9 拖带设备的尺寸和容量；和
- .10 船舶资料；
- .7 可能用于安装拖索和加固拖缆的船上现有设备、工具和装置的评估；
- .8 确定对船舶的“拖带能力”有重大改进的任何小工具或设备；
- .9 在紧急拖带情况下能使用的船上设备的详细目录和位置；
- .10 其他准备（锁定舵和螺旋桨轴、压载和纵倾等）；和
- .11 其他相关信息（限制海况、拖带速度等）。

商船总署

2013年1月18日

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Merchant Shipping Directorate



EMERGENCY TOWING PROCEDURES ON SHIPS

Technical Notice SLS.16 Rev.1

*Notice to Shipowners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognised Organisations*

Reference SOLAS 74 Chapter II-1 Regulation 3-4 as amended by Resolution MSC.256 (84), and MSC.1/Circ.1255

Regulation 3-4.2 requires that ship-specific emergency towing procedures be available on:

- all passenger ships not later than 1 January 2010;
- cargo ships constructed on or after 1 January 2010; and
- cargo ships constructed before 1 January 2010 by not later than 1 January 2012.

The emergency towing procedures, which shall complement the “emergency preparedness” element required by Paragraph 8 of Part A of the International Safety Management (ISM) Code, shall be developed by the Company based on the guidance contained in MSC.1/Circ.1255

The emergency towing procedures may be either incorporated in their entirety within the Safety Management System or may be in the form of a stand-alone booklet with explicit reference thereto being contained within the relevant section of the Safety Management System.

Merchant Shipping Directorate

20 August 2013

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Transport Malta
Technical Notice SLS.16 Rev.1
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Ref.: T4/3.01

MSC.1/Circ.1255
27 May 2008

GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

- 1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), following a recommendation of the fiftieth session of the Sub-Committee on Ship Design and Equipment, approved Guidelines for owners/operators on preparing emergency towing procedures, set out in the annex, aimed at assisting owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4.
- 2 The Guidelines are intended to help owners/operators to carry out the necessary steps in establishing emergency towing procedures, provide information on the scope of the emergency towing booklet and give guidance towards creating procedures for towage.
- 3 The procedures developed by means of these Guidelines aim at supporting the crew in establishing the safest and most efficient course of action to be taken when confronted with an emergency that requires towing.
- 4 Member Governments are invited to bring the annexed Guidelines to the attention of all parties concerned for application in conjunction with SOLAS regulation II-1/3-4 (Emergency towing arrangements and procedures).

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ANNEX

GUIDELINES FOR OWNERS/OPERATORS ON PREPARING EMERGENCY TOWING PROCEDURES

1 PURPOSE

The purpose of these Guidelines is to assist owners/operators in preparing ship-specific emergency towing procedures for ships subject to SOLAS regulation II-1/3-4. The procedures should be considered as part of the emergency preparedness required by paragraph 8 of part A of the International Safety Management (ISM) Code.

2 OBSERVATIONS

2.1 Owners, operators and crews should take into consideration that the nature of an emergency does not allow time for deliberation. Accordingly, the procedures should be practiced beforehand.

2.2 The towing procedures should be maintained on board the ship for ready use by the ship's crew in preparing their ship for towage in an emergency.

2.3 The crew should have good knowledge of equipment stowage location and accessibility. Any identified improvements to stowage arrangements should be implemented.

2.4 Crew dealing with an emergency situation should be aware of power availability required for winches and tools, as well as for deck lighting (for bad/low visibility and night time situations).

2.5 It is recognized that not all ships will have the same degree of shipboard equipment, so that there may be limits to possible towing procedures. Nevertheless, the intention is to predetermine what can be accomplished, and provide this information to the ship's crew in a ready-to-use format (booklet, plans, poster, etc.).

3 SHIP EVALUATION

3.1 The owner/operator should ensure that the ship is inspected and its capability to be towed under emergency situations is evaluated. Both equipment on board and available procedures should be reviewed. Items that need to be inspected are described in the following paragraphs.

3.2 The ability of the ship to be towed from bow and stern should be evaluated, and the following items should be reviewed:

- .1 line handling procedures (passing and receiving messenger lines, towlines, bridles); and
- .2 layout, structural adequacy and safe working loads of connection points (fairleads chocks, winches, bitts, bollards), etc.



3.3 The on-board tools and equipment available for assembling the towing gear and their locations should be identified. These should include but not be limited to:

- .1 chains;
- .2 cables;
- .3 shackles;
- .4 stoppers;
- .5 tools; and
- .6 line throwing apparatus.

3.4 The availability and characteristics of radio equipment on board should be identified, in order to enable communication between deck crew, bridge and the towing/salvage ship.

3.5 Unless the safe working loads of connection points are known, these loads should be determined by an engineering analysis reflecting the on-board conditions of the ship. The Guidance on shipboard towing and mooring equipment (MSC/Circ.1175) may be used for guidance.

3.6 The evaluation should be performed by persons knowledgeable in towing equipment and operations.

4 EMERGENCY TOWING BOOKLET

4.1 The Emergency Towing Booklet (ETB) should be ship specific and be presented in a clear, concise and ready-to-use format (booklet, plan, poster, etc.).

4.2 Ship-specific data should include but not be limited to:

- .1 ship's name;
- .2 call sign;
- .3 IMO number;
- .4 anchor details (shackle, connection details, weight, type, etc.);
- .5 cable and chain details (lengths, connection details, proof load, etc.);
- .6 height of mooring deck(s) above base;
- .7 draft range; and
- .8 displacement range.



4.3 All procedures developed in accordance with section 5 should be presented in a clear and easy to understand format, which will aid their smooth and swift application in an emergency situation.

4.4 Comprehensive diagrams and sketches should be available and include the following:

- .1 assembly and rigging diagrams;
- .2 towing equipment and strong point locations; and
- .3 equipment and strong point capacities and safe working loads (SWLs).

4.5 A copy should be kept at hand by the owners/operators in order to facilitate the passing on of information to the towage company as early as possible in the emergency. A copy should also be kept in a common electronic file format, which will allow faster distribution to the concerned parties.

4.6 A minimum of three copies should be kept on board and located in:

- .1 the bridge;
- .2 a forecastle space; and
- .3 the ship's office or cargo control room.

5 DEVELOPING PROCEDURES

5.1 Ship-specific procedures should be identified during the ship's evaluation and entered accordingly in the ETB. The procedures should include, as a minimum, the following:

- .1 a quick-reference decision matrix that summarizes options under various emergency scenarios, such as weather conditions (mild, severe), availability of shipboard power (propulsion, on-deck power), imminent danger of grounding, etc.;
- .2 organization of deck crew (personnel distribution, equipment distribution, including radios, safety equipment, etc.);
- .3 organization of tasks (what needs to be done, how it should be done, what is needed for each task, etc.);
- .4 diagrams for assembling and rigging bridles, tow lines, etc., showing possible emergency towing arrangements for both fore and aft. Rigged lines should be lead such that they avoid sharp corners, edges and other points of stress concentration;
- .5 power shortages and dead ship situations, which must be taken into account, especially for the heaving across of heavy towing lines;
- .6 a communications plan for contacting the salvage/towing ship. This plan should list all information that the ship's master needs to communicate to the salvage/towing ship. This list should include but not be limited to:
 - .1 damage or seaworthiness;



- .2 status of ship steering;
- .3 propulsion;
- .4 on deck power systems;
- .5 on-board towing equipment;
- .6 existing emergency rapid disconnection system;
- .7 forward and aft towing point locations;
- .8 equipment, connection points, strong points and safe working loads (SWL);
- .9 towing equipment dimensions and capacities; and
- .10 ship particulars;
- .7 evaluation of existing equipment, tools and arrangements on board the ship for possible use in rigging a towing bridle and securing a towline;
- .8 identification of any minor tools or equipment providing significant improvements to the "towability" of the ship;
- .9 inventory and location of equipment on board that can be used during an emergency towing situation;
- .10 other preparations (locking rudder and propeller shaft, ballast and trim, etc.); and
- .11 other relevant information (limiting sea states, towing speeds, etc.).