
To: Relevant Shipping Companies, Shipyards, Designers, Product Manufacturers, All CCS Branches, Plan Approval Centers, Rules & Research Institutes

New Requirements for Inspection and Maintenance of Mooring Equipment

I. Introduction

The paragraph 9 of new SOLAS Regulation II-1/3-8, as amended by Resolution MSC.474(102), requires that for all ships, mooring equipment including lines shall be inspected and maintained in a suitable condition for their intended purposes.

In order to ensure all mooring equipment functions as required, procedures for mooring operations, inspection and maintenance of mooring equipment including mooring lines should be established according to MSC.1/Circ.1620 Guidelines for Inspection and Maintenance of Mooring Equipment including Lines, taking into account industry practices(section 7 of MSC.1/Circ.1620), and available on board.

Resolution MSC.474(102) will enter into force on 1 January 2024. Hence all applicable ships shall comply with the above requirements by the effective date.

II. Definitions

1. **All ships** mean ships constructed before, on or after 1 January 2009
2. **New ships** mean ships:
 - .1 for which the building contract is placed on or after 1 January 2024; or
 - .2 in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2024; or
 - .3 the delivery of which is on or after 1 January 2027.
3. **Existing ships** mean all ships other than new ships.

4. **Company** means company as defined in SOLAS Regulation IX/1.2.

III. Establishment of Documents

In order to comply with the requirements of SOLAS Regulation II-1/3-8 para.9, the Company should ensure the following:

1. procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines, should be established and available on board, taking into account industry practices(section 7 of MSC.1/Circ.1620).
2. procedures to allow the identification and control of mooring lines, tails and associated attachments should be established and available on board.
3. the periodic inspection of mooring lines, mooring line tails and associated attachments should be included in the onboard maintenance plan or equivalent maintenance management system.
4. manufacturers' criteria for replacement of mooring lines should be available.
5. records of the original design concept, equipment, arrangements and specifications should be available on board. Manufacturers' test certificates for mooring lines, joining shackles and synthetic tails should be kept on board and properly linked back to the equipment if available.
6. a document should be provided on board for gathering the information above and describe how the information listed above is filed and collected.

Usually most of the above listed items are included in the onboard SMS. The Company is suggested to review the relevant onboard SMS documents in advance to confirm whether the above listed items have been properly addressed.

IV. Confirmation by CCS surveyor

1. The documents listed in Part III will be confirmed for compliance by CCS surveyor on or after 1 January 2024:

- .1 at the initial survey for new ships; or
- .2 at the first periodical survey(annual or intermediate or renewal) of the Cargo Ship Safety Constructions Certificate or renewal survey of the Passenger Ship Safety Certificate for existing ships.

The Company may, on a voluntary basis, apply its CCS customer manager branch to confirm the documents for compliance in advance once the documents are established.

2. The records of inspection and maintenance of mooring equipment, and inspection and replacement of mooring lines, since last periodical survey, should be kept updated and available

on board, which will be confirmed for compliance by CCS surveyor at the subsequent periodical survey after initial compliance.

V. Impact for ships constructed before 1 January 2007

Such ships are not required to comply with previous SOLAS Regulation II-1/3-8. So there are possibly no original design concept to support the establishment of the required documents. As an option, the Company may establish the MBL_{SD} for mooring based on the safe working load of mooring equipment provided on board.

If no safe working load is specified, then the Company are advised to check the strength of mooring equipment and their supporting hull structure based on MSC.1/Circ.1175/Rev.1 and determine MBL_{SD} based on actual capacity of the equipment and their supporting hull structure on board. In this case, calculations and relevant supporting documents should be submitted to CCS Plan Approval Department/Center for approval.

VI. References

1. Resolution MSC.474(102) Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
2. MSC/Circ.1175 Guidance on Shipboard Towing and Mooring Equipment
3. MSC.1/Circ.1175/Rev.1 Revised Guidance on Shipboard Towing and Mooring Equipment
4. MSC.1/Circ.1619 Guidelines on the Design of Mooring Arrangements and the Selection of Appropriate Mooring Equipment and Fittings for Safe Mooring
5. MSC.1/Circ.1620 Guidelines for Inspection and Maintenance of Mooring Equipment including Lines
6. MSC.1/Circ.1362/Rev.2 Unified Interpretation of SOLAS Chapter II-1

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