



## CIRCULAR MCO – 008-2023

December 22nd, 2023

**FROM** | MCO HEAD OFFICE – TECHNICAL DEPARTMENT  
**TO** | SURVEYORS/ MANAGEMENTS/ OWNERS/ OPERATORS  
**SUBJECT** | TOWING AND MOORING EQUIPMENT – REGULATION II-1/3-8

Dear all,

By this means we would like to draw your attention to the new SOLAS requirements for towing and mooring equipment that will enter into force on January 1<sup>st</sup>, 2024.

Vessel owners and managers are strongly advised to establish the following onboard maintenance and inspection procedures:

- Procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines.
- Procedures to allow the identification and control of mooring lines, tails and associated attachments.
- Periodic inspection of mooring lines, mooring line tails and associated attachments as part of the onboard maintenance plan or equivalent maintenance management system.
- Manufacturers' criteria for replacement of mooring lines should be available.
- Records of the original design concept, equipment, arrangements and specifications should be available on board.

Vessels with keel laid before January 2007 were not required to comply with SOLAS, Chapter II-1/3-8, due to this they may not have original design concept to support the new SOLAS maintenance and inspection requirements. For such cases, we recommend the following available options:

- Original design concept could be a mooring arrangement plan or any document that specifies mooring specifications at the time of the ship's construction.
- Alternatively, owners and managers may establish the original design concept, including MBLSD (Ship Design Minimum Breaking Load) for mooring based on the safe working load of mooring equipment provided on board.
- If the vessel neither has any mooring documentation nor any safe working load marking on fittings, owners are advised to check the strength of mooring equipment. Owners should also determine MBLSD based on actual capacity of the equipment and their supporting hull structure on board.

For existing vessels, IMO MSC.1/Circ.1620 offers specific recommendations and guidance for maintenance and in-service inspections of mooring equipment (including lines and tails), criteria for identifying worn-out lines and tails for removal from service before failure, and criteria for selection of replacement mooring lines and tails etc.



It is expected that all SOLAS ships from 1 January 2024 shall have documented maintenance plans, procedures and records for mooring operations, inspection and maintenance of mooring equipment (including mooring lines) as per the guidance provided in the circular MSC.1/Circ.1620.

Compliance will be checked by MCO attending surveyors during the first Cargo Ship Safety Construction Survey scheduled on or after January 1<sup>st</sup>, 2024.

**Note: IMO Circular MSC.1/Circ.1175/Rev.1 – Revised Guidance on Shipboard Towing and Mooring Equipment and IMO Circular MSC.1/Circ.1620 – Guidelines for Inspection and Maintenance of Mooring Equipment Including Lines are attached for your reference.**

Should you have any further questions, don't hesitate to contact us.

Best regards,



  
Capt. Gustavo Vaz  
Technical Department  
MACOSNAR Corporation