



SUB-COMMITTEE ON SAFETY OF
NAVIGATION
50th session
Agenda item 6

NAV 50/6/1
14 May 2004
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ANCHORING, MOORING AND TOWING EQUIPMENT

Submitted by the International Maritime Pilots' Association (IMPA), the International Harbour Masters' Association (IHMA) and the International Association of Ports and Harbours (IAPH)

SUMMARY

Executive summary: Commenting upon paper NAV 50/6
Action to be taken: Paragraph 7
Related documents: NAV 49/19, NAV 49/6 and NAV 49/INF.3

Introduction

1 This paper comments on paper NAV 50/6 by Australia and is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the Organization and method of work of the MSC and MEPC and their subsidiary bodies (MSC/Circ.1099/MEPC/Circ.405).

2 In its report of NAV 49, the Sub-Committee tasked the sponsoring observer organizations to submit substantial proposals to NAV 50 in order to progress matters in respect of incidents occurring with both bits and fairleads as well as mooring ropes.

3 This followed submission by the organizations of two papers:

- NAV 49/6 - IMPA and OCIMF paper providing information on recent incidents of mooring equipment failure.
- NAV 49/INF.3 - IHMA and IAPH paper providing information on accidents that had occurred as a result of apparent failure of mooring lines.

Bitt and Fairlead Failure

4 IMPA, OCIMF, INTERTANKO, IAPH, IHMA and SIGTTO submitted a paper to DE 47 (DE 47/8/1) which dealt only with ship board fittings and endorsed the revised IACS UR A2 proposal referred to in DE 46/12/3.

Mooring Line Failure

5 The report NAV 49/INF.3 identified a sizeable problem and possible remedial action was discussed by an industry group along the lines of a shipboard SMS within the ISM Code.

6 IMPA, IAPH and IHMA therefore consider that paragraphs 7 and 8 of Australia's paper NAV 50/6 address the major concerns highlighted by NAV 49/INF.3 and furthermore that paragraph 11 provides a reasonable basis for further discussion at the Sub-Committee. However, during such discussions, it is felt, the proposals of paragraph 3 should focus not on rigid operational plans and procedures but rather on recommendations on ways to ensure that masters and tug masters have accurate information on the limitations of equipment and fittings used in shiphandling operations and make such information available to pilots and other persons involved in the dynamic situation of bringing the vessel alongside.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to note the foregoing.
