



Statutory Document no. 132/97

MERCHANT SHIPPING ACT 1985

MERCHANT SHIPPING (EMERGENCY TOWING ARRANGEMENTS) (TANKERS) REGULATIONS 1997

Coming into operation : 1st April, 1997

In exercise of the powers conferred on the Department of Transport by sections 1 and 2 of the Merchant Shipping Act 1985 ^(a), and of all other enabling powers, after consultation with the Secretary of State and those persons referred to in section 2(2) of the Merchant Shipping Act 1985, the following Regulations are hereby made:-

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Emergency Towing Arrangements) (Tankers) Regulations 1997 and shall come into operation on 1st April, 1997.

Interpretation

2. In these Regulations -

"chemical tanker" means a ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an oil tanker when carrying a cargo or part cargo of noxious liquid substances in bulk;

"combination carrier" means a ship designed to carry either oil or solid cargoes in bulk;

"Department" means the Department of Transport;

"gas carrier" means a self-propelled cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or any other substance listed in Chapter 19 of the IGC Code;

"1986-1994 gas carrier" means -

- (a) a gas carrier which was constructed on or after 1st July 1986 but before 1st October 1994;
- (b) a ship which was converted to being a gas carrier in that period; or
- (c) (to the extent that the Department considers reasonable and practicable) a gas carrier which was constructed before 1st July 1986, but which underwent repairs, alterations or modifications of a major character in that period;

(a) 1985 c. 3

"the IGC Code" means -

- (a) in relation to 1986-1994 gas carriers, the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk published by the International Maritime Organisation in 1983, and
- (b) in relation to new gas carriers, the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk published by the International Maritime Organisation in 1993.

"new gas carrier" means -

- (a) a gas carrier which is constructed on or after 1st October 1994;
- (b) a ship which is converted to being a gas carrier on or after that date; or
- (c) (to the extent that the Department considers reasonable and practicable) a gas carrier which was constructed before that date, but underwent repairs, alterations or modifications of a major character after that date;

"oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes a combination carrier or a chemical tanker when it is carrying a cargo or part cargo of oil in bulk;

"recognised organisation" means an organisation specified in Schedule 2;

"tanker" includes an oil tanker, chemical tanker and a gas carrier;

Emergency towing arrangements

3. (1) An emergency towing arrangement shall be fitted at both ends on board all tankers of not less than 50,000 tonnes deadweight, constructed on or after 1st January 1996. In the case of a tanker constructed before 1st January 1996, such an arrangement shall be fitted at the first scheduled dry-docking after 1st April 1997 but not later than 1st January 1999.

(2) The design and construction of the towing arrangement shall be approved by the Department or a recognised organisation and shall comply with the requirements specified in Schedule 1.

(3) In the case of a tanker constructed before 1st January 1996 which is fitted with the emergency towing arrangements in accordance with IMO Resolution A.535(13) (Recommendation on Emergency Towing requirements for Tankers), the existing towing arrangements forward of the ship may be retained, and the towing arrangements aft of the ship shall comply with the requirements of Schedule 1.

Exemptions

4. The Department may grant exemptions from all or any of the provisions of these Regulations (as may be specified in the exemption) for classes of cases or individual cases on such terms (if any) as it may so specify and may, subject to giving reasonable notice, alter or cancel any such exemption.

Offences

5. (1) The owner of a tanker who fails to comply with regulation 3(1) shall be guilty of an offence, and shall be liable on summary conviction to a fine not exceeding £5,000 or, on conviction on information, to a fine.

(2) Where the commission by any person of an offence under these Regulations is due to the act or default of some other person, that other person shall be guilty of the offence, and a person may be charged with and convicted of the offence by virtue of this paragraph whether or not proceedings are taken against the first mentioned person.

(3) It shall be a defence for a person charged under these Regulations to show that he took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

Power to detain

6. In any case where a ship does not comply with the requirements of these Regulations the ship shall be liable to be detained and section 74(3) of the Merchant Shipping Registration Act 1991 ^(b) (which relates to the detention of a ship) shall have effect in relation to the ship, subject to the modification that for the words "this Act" wherever they appear, there shall be substituted the words "the Merchant Shipping (Emergency Towing Arrangements) (Tankers) Regulations 1997".

(b) 1991 c. 15

SCHEDULE 1**PART I****REQUIREMENTS FOR THE ARRANGEMENTS AND COMPONENTS****1. General**

The emergency towing arrangements should be so designed as to facilitate salvage and emergency towing operations on tankers primarily to reduce the risk of pollution. The arrangements should at all times be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing vessel.

2. Towing Components

The major components of the towing arrangements shall consist of the following :

	<i>Forward of ship</i>	<i>Aft of ship</i>	<i>Strength requirements</i>
Pick-up gear	optional	obligatory	-
Towing pennant	optional	obligatory	obligatory
Chafing gear	obligatory	depending on design	obligatory
Fairlead	obligatory	obligatory	obligatory
Strongpoint	obligatory	obligatory	obligatory
Roller pedestal	obligatory	depending on design	-

3. Strength of the towing components

(1) Towing components as specified in paragraph 2 for strength shall have a working strength of at least 1,000 kN for tankers of 20,000 tonnes deadweight and over but less than 50,000 tonnes deadweight, and at least 2,000 kN for tankers of 50,000 tonnes deadweight and over. The strength shall be sufficient for all relevant angles of towline, that is to say up to 90° from the ship's centreline to port and starboard and 30° vertical downwards,

(2) Other components shall have a working strength sufficient to withstand the load to which such components may be subject during the towing operation.

(3) In this paragraph, "working strength" means one half the ultimate strength.

4. Length of towing pennant

The towing pennant shall have a length of at least twice the lightest seagoing ballast freeboard at the fairlead plus 50 metres.

5. Location of strongpoint and fairlead

The bow and stern strongpoint and fairleads shall be located so as to facilitate towing from either side of the bow or stern and minimize the stress on the towing system.

6. Strongpoint

The inboard end fastening shall be a stopper or bracket or other fitting of equivalent strength. The strongpoint can be designed integral with the fairlead.

7. Fairleads

(1) Size

Fairleads shall have an opening large enough to pass the largest portion of the chafing gear, towing pennant or towing line.

(2) Geometry

The fairlead shall give adequate support for the towing pennant during towing operation which means bending 90° horizontally to the port side and to the starboard side and 30° vertically downwards. The ratio of the diameter of the towing pennant bearing surface to the diameter of the towing pennant shall be not less than 7 to 1.

(3) Vertical location

The fairlead shall be located as close as possible to the deck and, in any case, in such a position that the chafing chain is approximately parallel to the deck when it is under strain between the strongpoint and the fairlead.

8. Chafing chain.

Different designs of chafing gear are permitted. If a chafing chain is used, it shall have the following characteristics -

(1) Type

The chafing chain shall be stud link chain.

(2) Length

The chafing chain shall be long enough to ensure that the towing pennant remains outside the fairlead during the towing operation. A chain extending from the strongpoint to a point at least 3 metres beyond the fairlead shall meet this criterion.

(3) Connecting limits

One end of the chafing chain shall be suitable for connection to the strongpoint. The other end shall be fitted with a standard pear-shaped open link allowing connection to a standard bow shackle.

(4) Stowage

The chafing chain shall be stowed in such a way that it can be rapidly connected to the strongpoint.

9. Towing connection

The towing pennant shall have a hard eye-formed termination allowing connection to a standard bow shackle.

10. Prototype test

Designs of emergency towing arrangements in accordance with this Schedule shall be prototype tested to the satisfaction of the Department or a recognised organisation.

PART II

READY AVAILABILITY OF TOWING ARRANGEMENTS

1. To facilitate the approval of emergency towing equipment and to ensure rapid deployment, emergency towing arrangements shall comply with the following criteria -

- (1) The aft emergency towing arrangement shall be pre-rigged and be capable of being deployed in a controlled manner in harbour conditions in not more than 15 minutes.
- (2) The pick-up gear for the aft towing pennant shall be designed at least for manual operation by one person taking into account the absence of power and the potential for adverse environmental conditions that may prevail during such emergency towing operations. The pick-up gear shall be protected against the weather and other adverse conditions that may prevail.
- (3) The forward emergency towing arrangement shall be capable of being deployed in harbour conditions in not more than 1 hour.
- (4) The forward emergency towing arrangement shall be designed at least with a means of securing a towline to the chafing gear using a suitably positioned pedestal roller to facilitate connection of the towing pennant.
- (5) Forward emergency towing arrangements which comply with the requirements for aft emergency towing arrangements may be accepted.
- (6) All emergency towing arrangements shall be clearly marked to facilitate safe and efficient use even in darkness and poor visibility.

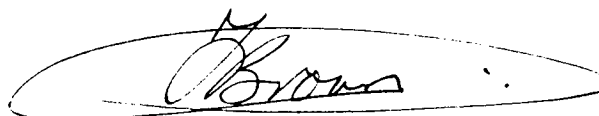
2. All emergency towing components shall be inspected by the ship's personnel at regular intervals and maintained in good working order.

SCHEDULE 2

RECOGNISED ORGANISATIONS

Lloyd's Register of Shipping;
The British Committee of Bureau Veritas;
The British Committee of Det Norske Veritas;
The British Committee of Germanischer Lloyd;
The British Technical Committee of American Bureau of Shipping;
The British Technical Committee of Registro Italiano Navale;
Nippon Kaiji Kyokai (Class N.K.).

Made *24th* March, 1997



Minister for Transport.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations give effect to IMO Resolution MSC 35(63). The requirements for towing arrangements are specified in Schedule 1 and apply to new tankers over 50,000 tonnes deadweight and existing tankers over 100,000 tonnes deadweight. A tanker is defined as a ship carrying oil, liquefied gas and other hazardous liquids in bulk.

In addition to the Department of Transport, Lloyd's Register of Shipping, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd, American Bureau of Shipping, RINA and Class N.K. are specified as organisations authorised for the purposes of the Regulations.