



**REPUBLIC OF
THE MARSHALL ISLANDS**
MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-59

Jan/2024

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Towing and Mooring

Reference:

- (a) **SOLAS**, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2020
- (b) **IMO Resolution [MSC.474\(102\)](#)**, *amendments to the international convention for the safety of life at sea, 1974, as amended*, adopted 11 November 2020
- (c) **IMO Circular [MSC.1/Circ.1175/Rev.1](#)**, *Revised guidance on shipboard towing and mooring equipment*, issued 9 December 2020
- (d) **IMO Circular [MSC.1/Circ.1362/Rev.2](#)**, *Unified Interpretation of SOLAS Regulation II-1*, issued 14 July 2023
- (e) **IMO Circular [MSC.1/Circ.1619](#)**, *Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring*, issued 11 December 2020
- (f) **IMO Circular [MSC.1/Circ.1620](#)**, *Guidelines for inspection and maintenance of mooring equipment including lines*, issued 24 December 2020
- (g) **IMO Circular [MSC.1/Circ.1673](#)**, *Unified Interpretation of SOLAS Regulation II-1/1.1.3*, issued 14 July 2023

PURPOSE

This Marine Notice (MN) implements the Republic of the Marshall Islands (RMI) Maritime Administrator's (the "Administrator's) requirements for towing and mooring in SOLAS Regulation II-1/3-8. It contains SOLAS amendments in IMO Resolution [MSC.474\(102\)](#) that enter into force 1 January 2024. This includes:

- design of mooring arrangements;
- carriage of a towing and mooring arrangements plan;
- equipment marking;
- record keeping; and
- surveys.

APPLICABILITY

This MN applies to all RMI-flagged ships to which SOLAS II-1 is applicable and that are constructed before, on or after 1 January 2009.

REQUIREMENTS

1.0 Application of Unified Interpretations and Guidance

- 1.1 The Administrator requires the unified interpretations in IMO Circulars [MSC.1/Circ.1673](#) and [MSC.1/Circ.1362/Rev.2](#) to be used when applying SOLAS Regulation II-1/3-8.
- 1.2 Application of the guidance in IMO Circulars [MSC.1/Circ.1619](#), [MSC.1/Circ.1620](#), and [MSC.1/Circ.1175/Rev.1](#) is mandatory.
- 1.3 Refer to Appendix A below for a summary of the requirements, their applicability, and associated guidance.

2.0 Design of Mooring Arrangements

Only ships constructed on or after 1 January 2024 must meet the design requirements for mooring arrangements per SOLAS Regulations II-1/3-8.7 and II-1/3-8.8.

3.0 Equipment Marking

Ships with keels laid on or after 1 January 2007 must mark each fitting or item of equipment with any limitations associated with its safe operation, taking into account the strength of the supporting ship's structure and its attachment to it. Refer to IMO Circulars [MSC.1/Circ.1362/Rev.2](#) and [MSC.1/Circ.1620](#).

4.0 Towing and Mooring Arrangements Plan

- 4.1 Ships constructed on or after 1 January 2024 must develop and carry, for guidance to the master, a Towing and Mooring Arrangements Plan as described IMO Circular [MSC.1/Circ.1175/Rev.1](#), Annex, Section 5. Refer also to Appendix A below.
- 4.2 The RO must confirm that the towing and mooring arrangements plan is provided on board. It is not required to be approved.

5.0 Inspection and Maintenance of Mooring Lines

- 5.1 All ships,¹ regardless of size or date of construction, must comply with the requirements for the inspection and maintenance of mooring equipment per SOLAS Regulation II-1/3-8.9.
- 5.2 Records of inspection and maintenance of mooring equipment and inspection and replacement of mooring lines must be retained on board for a period determined by the Company but at least until completion of the next annual survey per IMO Circular [MSC.1/Circ.1620](#).
- 5.3 Compliance with SOLAS Regulation II-1/3-8.9 must be confirmed by the RO after 1 January 2024, as follows:
 - .1 **New Ships:** at the initial survey; or
 - .2 **Existing Ships:** first annual survey for the issuance of the Cargo Ship Safety Construction Certificate or renewal survey for the issuance of the Passenger Ship Safety Certificate.

1. Refer to IMO Circular [MSC.1/Circ.1362/Rev.2](#).

APPENDIX A: Summary of Requirements

Application ²	Requirements	Associated Guidance
All ships, regardless of size or date of construction	<p>Mooring equipment, including lines, must be inspected, and maintained in a suitable condition for their intended purposes. (SOLAS II-1/3-8.9). To comply with this requirement, ship operators must establish procedures, including:</p> <ul style="list-style-type: none"> • for mooring operations, inspection, and maintenance of mooring equipment; and • to allow the identification and control of mooring lines, tails, and associated attachments. <p>Compliance with SOLAS II-1/3-8.9 must be confirmed by the RO after 1 January 2024.</p> <p>The records of inspection maintenance of mooring equipment and inspection and replacement of mooring lines, since the last periodical survey, must be kept updated and available onboard. Compliance with this recordkeeping requirement must be confirmed by the surveyor.</p>	<p>MSC.1/Circ.1620 must be complied with in its entirety. Shipowners must ensure that appropriate measures are taken to mitigate any occupational risks arising from deviations.</p> <p>Refer to MSC.1/Circ.1362/Rev.2.</p>
Ships constructed on or after 1 January 2007 but before 1 January 2024 (Existing Ships)	Ships must be provided with arrangements, equipment, and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship (SOLAS II-1/3-8.4)	MSC.1/Circ.1175
Ships constructed on or after 1 January 2024 (New Ships)	Each fitted item of equipment provided under SOLAS II-3/8 must be clearly marked with any limitations associated with its safe operation. (SOLAS II-1/3-8.5)	MSC.1/Circ.1175/Rev.1 must be complied with in its entirety. Shipowners must ensure that appropriate measures are taken to mitigate any occupational risks arising from deviations.
Ships ≥ 3,000 GT constructed on or after 1 January 2024.	<p>Mooring arrangement must be designed, and the mooring equipment, including lines, must be selected to ensure occupational safety and safe mooring of the ship. (SOLAS II-1/3-8.7)</p> <p>Ship-specific information about the mooring arrangement, and the mooring equipment, including lines must be provided and kept on board (MSC.1/Circ1362/Rev.2)</p>	<p>MSC.1/Circ.1619 must be complied with in its entirety. Shipowners must ensure that appropriate measures are taken to mitigate any occupational risks arising from deviations which must be recorded in a supplement.</p> <p>Refer also to MSC.1/Circ.1362/Rev.2 which addresses the Towing and Mooring Arrangements Plan, selection of mooring line, recording deviations, and mooring winches.</p>
Ships < 3,000 GT constructed on or after 1 January 2024.	Compliance with SOLAS II-1/3-8.7 (as provided above for Ships ≥ 3,000 GT) must be complied with as reasonably practicable. (SOLAS II-1/3-8.8)	

2. See IMO Circular [MSC.1/Circ.1673](#) for the definitions of: “ships constructed”, “ ships constructed on or after 1 January 2024”, and “ all ships”.