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Administration Maritime

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AMENDMENT TO SOLAS REGULATION II-1/3-4 (RES. MSC.256 (84) - EMERGENCY TOWING ARRANGEMENTS AND PROCEDURES

TO:

**SHIPOWNERS, SHIPS' OPERATORS, MANAGERS, MASTERS AND SURVEYORS TO FLAG STATE
ADMINISTRATION RECOGNIZED ORGANIZATIONS**

APPLICABLE TO:

All ships

An amendment to SOLAS Convention Chapter II-1 Regulation 3-4 regarding emergency towing procedures was adopted as Resolution MSC.256 (84) at the 84th session of the IMO Maritime Safety Committee (MSC 84) held in May 2008. At the same time, Guidelines for Owners/Operators on Preparing Emergency Towing Procedures were circulated as MSC.1/Circ.1255.

Application dates for Passenger and Cargo ships are as follows:

- All passenger ships, not later than 1st January 2010;
- Cargo ships built on or after 1st January 2010; and
- Cargo ships built before 1st January 2010, not later than 1st January 2012

Ships should be provided with a ship-specific emergency towing procedure. Such a procedure should be carried aboard the ship for use in emergency situations and be based on existing arrangements and equipment available on board the ship.

A minimum of three copies should be kept on board at specified locations and a copy should be kept at hand by the owners/operators in order to facilitate the passing on of information to the towage company as early as possible in a situation of emergency. A copy should also be kept in a common electronic file format, which will allow faster distribution to the concerned parties. (Refer to the Guidelines for owners/operators on preparing emergency towing procedures (MSC. 1 /Circ. 1255)).

Application dates for tankers are as follows: For tankers

built on or after 1st July 2002:

- 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 ship. At least one of the emergency towing arrangements should be pre-rigged ready for rapid deployment; and emergency towing arrangements at both ends should be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements should be approved by the Administration, based on the Guidelines developed by the Organization (MSC.35 (63), as amended).
- For tankers built before 1st July 2002, the design and construction of emergency towing arrangements should be approved by the Administration, based on the Guidelines developed by the Organization (MSC.35 (63), as amended).

Emergency towing arrangements should be fitted at both ends on board every tanker of not less than 20,000 tons deadweight.

Approval by the Administration is delegated to Recognized Organizations to this Administration.

The procedures should be considered as part of the emergency preparedness required by paragraph 8 of part A of the International Safety Management (ISM) Code.

Sincerely,

**For the International Ships Registry of the Maritime
Administration of the Union of Comoros**




Capt. Souheil alkhayer
Technical Manager