

## Port of Varanus Island – Safe use of Towing and Mooring Equipment

Number: V05/2024

Date: 14/10/2024

Date of Effect:	14/10/2024
Details:	Port of Varanus Island - Safe use of Towing and Mooring Equipment
Former Notice:	NA
Charts & Publications:	NA
Further Notice:	NA
Attachments:	NA

Historical evolution in ship designs, especially the design of large ships, has resulted in optimized performance and a greater degree of complexity; this has not been extended to the design of ships' mooring arrangements.

Pilbara Ports has investigated several incidences where mooring equipment has been used for towing, resulting in damage to ship and the high potential for injury to people.

### Ships calling the Port of Varanus Island:

- Clearly identified deck fittings/shipboard fittings which are constructed **for towing only and used for this purpose only.**
- **Where possible, the use of roller fairleads for harbour towing shall be avoided.**
- Clearly identify what deck fittings are constructed for mooring only, and what angles mooring ropes can lead without damaging personnel or equipment.
- **Deck fittings/shipboard fittings constructed for mooring only is NOT to be used for towing – this to be clarified in pilot/master MPX**
- Prior to warping (at berths where this is needed)– vessel to understand and document the angles and forces equipment may be subjected to during the duration of operation and take the necessary steps to prevent risks to people
- Safe warping parameters (go/no go) are to be set and agreed with terminal
- MBL (Ship Design Minimum Breaking Load) on the safe working load of mooring equipment shall be provided on board.
- Procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines shall be onboard and consulted
- Towing and mooring arrangement plan shall be onboard and clearly define the SWL and TOW for the intended use of each shipboard fitting.

All current local Marine Notices are available on our website: <http://www.pilbaraports.com.au/#marine-notices>

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Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

- Procedures to allow the identification and control of mooring lines, tails and associated attachments shall be in place
- Periodic inspection of mooring lines, mooring line tails and associated attachments as part of the onboard maintenance plan or equivalent maintenance management system shall be in place.
- Manufacturers' criteria for replacement of mooring lines shall be available and adhered to.
- Records of the original design concept, equipment, arrangements and specifications shall be available on board.
- Emergency towing booklet shall be readily available onboard, crew shall be trained in emergency towing operations and its risks
- No mooring lines are allowed to be tied off/secured on warping drum ends.

### For More Information

#### SOLAS Chap II-1/3-8 Towing and Mooring Equipment

- **MSC.1/Circ. 1175 (issued 24 May 2005)**, Guidance on Shipboard Towing and Mooring Equipment. In its original and unrevised form, it remains in force and is applicable to all SOLAS regulated vessels built after 2007 but before 1 Jan 2024.
- **MSC.1/Circ. 1175/Rev 1 (Issued 9 Dec 2020)** Revised Guidance on Shipboard Towing and Mooring Equipment. This revision applies mandatorily to vessels over 3,000 GT built after 1 Jan 2024. For vessels under 3000 GT, shipowners are encouraged to follow the Guidelines as closely as reasonably practical or with their flag state standards.
- **MSC.1/Circ.1619 (Issued 11 Dec 2020)**, Guidelines on the Design of Mooring Arrangements and Selection of Mooring Equipment and Fittings, applies mandatorily only to vessels over 3,000 GT ordered or built after 1 Jan 2024. For vessels under 3000 GT, shipowners are encouraged to follow the Guidelines as closely as reasonably practical or with their flag state standards.
- **MSC.1/Circ.1620 (Issued 24 Dec 2020)**, Guidelines for Inspection and Maintenance of Mooring Equipment, including Mooring Lines, applies retrospectively to all existing vessels by way of the provision of IMO "guidance and recommendations".



Mike Minogue  
Harbour Master (Marine West)