



Gibraltar Maritime Administration

HM Government of Gibraltar

Watergate House
2/8 Casemates Square
Gibraltar

Tel (+350)200 46862 / 200 47771 /200 50424
Fax (+350) 200 47770
e-mail: maritime.survey@gibraltar.gov.gi
maritime.registry@gibraltar.gov.gi

Shipping Information Notice – 128 Rev.3 Lifting Appliances & Anchor Handling Winches (Repeals SIN 017(a), SIN 11,9 & SIN 128 Revisions 1 & 2)

To: Masters, Owners, Operators, Recognised Organisations, Industry Associations, Naval Architects and Builders

1. Introduction

- 1.1. This Shipping Information Notice (SIN) serves to bring to the attention of stakeholders IMO Resolution MSC.532(107) which has introduced revised definitions under SOLAS Chapter II-1 Regulation 2, and, the introduction of Chapter II-1 Regulation 3-13 which sets out new requirements for lifting appliances, anchor handling winches and loose gears, and which is effective 01 January 2026.
- 1.2. Previous versions of this SIN addressed a shortfall in respect of certain lifting appliances which statutory requirements at the time did not suitably cover, and which have now been addressed under IMO Resolution MSC.532(107).
- 1.3. The revised requirements are based on ILO Convention 152, with the main difference being that ILO 152 covers the lifting appliances that are used for lifting, suspending and handling cargoes, whilst the revised SOLAS regulation extends the scope of application to additional lifting appliances and anchor handling winches.
- 1.4. SIN 128 repeals SIN 017(a) effective 01 January 2026.
- 1.5. SIN 128 repeals SIN 119 effective from the date of publication of this SIN .
- 1.6. ***All regulations and guidance referred to within this SIN should be applied in its latest edition and/or as amended.***

2. Definitions

2.1. Lifting appliance means any load-handling ship's equipment:

- used for cargo loading, transfer, or discharge;
- used for raising and lowering hold hatch covers or moveable bulkheads;
- used as engine-room cranes;
- used as stores cranes;
- used as hose handling cranes;
- used for launch and recovery of tender boats and similar applications; and
- used as personnel handling cranes.

2.2 Anchor handling winch means any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations.

2.3 Loose gear means an article of ships equipment by means of which a load can be attached to a lifting appliance or an anchor handling winch but which does not form an integral part of the appliance or load.

2.4 Competent Person:

- In respect of references to a “competent person” related to the examination and testing of lifting appliances, loose gear, and anchor handling winches, this shall mean a person possessing the knowledge and/or experience necessary to enable them to satisfactorily perform the duties under the requirement. It is essential that the competent person is sufficiently independent and impartial to allow objective decisions to be made.
- Gibraltar Maritime Administration’s Recognised Organisations and Certifying Authorities are considered as being under the definition of competent person.

3 Application

3.1 The new SOLAS Chapter II-1 Regulation 3-13 requirements in respect of lifting appliances, anchor handling winches and loose gears, apply to Gibraltar registered ships which are subject to compliance with SOLAS Chapter II-1 and as prescribed by Regulation 3-13.1

3.2 In respect of SOLAS Chapter II-1 Regulation 3-13.2.1.1, the Gibraltar Maritime Administration requires lifting appliances are designed, constructed, and installed in accordance with the requirements of its Recognised Organizations taking into account the guidelines contained within circular MSC.1/Circ.1663.

3.3 In respect of SOLAS Chapter II-1 Regulation 3-13.2.2, the Gibraltar Maritime Administration requires anchor handling winches are designed, constructed, and installed in accordance with the requirements of its Recognised Organizations taking into account the guidelines contained within circular MSC.1/Circ.1662.

3.4 In respect of SOLAS Chapter II-1 Regulation 3-13.1.2.2, such vessels shall meet the requirements of Regulation 3-13 to the maximum extent possible.

- In respect of section 3.4 above, such vessels shall as a minimum:
 - Be provided with lifting appliances, loose gear, and anchor handling winches which are designed and constructed in accordance with the requirements of its Recognised Organizations, or in the case of lifting appliances having a safe working load (SWL) of less than 1000kg a recognised international standard; and,
 - Meet the requirements of chapter 19 of the United Kingdom Maritime & Coastguard Agency’s Code of Safe Working Practices for Merchant Seafarers (as amended);
 - The examination and testing of lifting appliances, loose gear, and anchor handling winches shall be undertaken by a competent person in accordance with the definition for competent person as contained within section 2.4 of this SIN.

3.5 Pursuant to SOLAS Chapter II-1 Regulation 3-13.1.3 in respect of lifting appliances provided on any vessel which have a SWL of less than 1000kg, the Gibraltar Maritime Administration requires:

- Lifting appliances are designed, constructed and installed in accordance with a recognised international standard verified by the competent person;
- Meet the requirements of chapter 19 of the United Kingdom Maritime & Coastguard Agency’s Code of Safe Working Practices for Merchant Seafarers (as amended); and,
- The examination and testing of lifting appliances and loose gear is undertaken by a competent person in accordance with the definition contained within section 2.4 of this SIN.

3.6 Vessels of 24 meters Load Line length and above and under 500GT

- Vessels of 24 meters and above and under 500GT which by virtue of SOLAS Chapter I, Regulation 3 (a)(ii), are not subject to compliance with SOLAS Chapter II-1 requirements, shall meet the requirements of Regulation 3-13 to the maximum extent possible.
- In respect of section 3.6.1 above, such vessels shall as a minimum:
 - Be provided with lifting appliances, loose gear, and anchor handling winches which are designed and constructed in accordance with the requirements of the Administration's Recognised Organizations, or in the case of lifting appliances having a SWL of less than 1000kg in accordance with a recognised international standard; and,
 - The examination and testing of lifting appliances and loose gear shall be undertaken by a competent person noting the definition contained within section 2.4 of this SIN and in accordance with sections 5 through to 8 of this SIN.

3.7 Commercially Operating Vessels under 24 meters in Load Line Length

- In respect of lifting appliances and loose gear provided on commercially operating vessels of less than 24 meters in Load Line length, the Gibraltar Maritime Administration requires:
 - Lifting appliances are designed and constructed in accordance with a recognised international standard;
 - The examination and testing of lifting appliances and loose gear shall be undertaken by a competent person noting the definition contained within section 2.4 of this SIN and in accordance with sections 5 through to 8 of this SIN.

3.8. Commercial Yachts

- 3.8.1. In respect of lifting appliances, loose gear, and anchor handling winches, commercial yachts subject to the survey and certification regime of the Red Ensign Group (REG) Yacht Code shall be guided by the requirements of the REG Yacht Code Part A and Part B, and common annexes¹.
- 3.8.2. Lifting appliances provided on commercial yachts of 500GT and over, shall be designed, constructed and in accordance with the requirements of the Administration's Recognised Organisations, or in the case of lifting appliances having a SWL of less than 1000kg in accordance with a recognised international standard.
- 3.8.3. Lifting appliances provided on commercial yachts of less than 500GT shall be designed and constructed in accordance with a recognised international standard.
- 3.8.4. The periodical testing, examination, and testing of lifting appliances and loose gear shall be undertaken by a competent person noting the definition contained within section 2.4 of this SIN, in accordance with the guidance contained within MGN 618 (M).
- 3.8.5. The identification, certification, and records pertaining to lifting appliances and loose gear shall be in accordance with the guidance contained within MGN 618 (M) as amended.

¹ Part A applicable to yachts which are 24 metres and over in load line length, are in commercial use for sport or pleasure, do not carry cargo and do not carry more than 12 passengers;

Part B applicable to pleasure yachts of any size, in private use or engaged in trade, which carry more than 12 but not more than 36 passengers and which do not carry cargo.

4 Existing lifting appliances installed before 1 January 2026

4.1 Pursuant to SOLAS regulation II-1/3-13.2.4, existing lifting appliances subject installed prior to 01 January 2026 without valid certificates attesting the testing and thorough examination of any such equipment, a “factual statement/statement of fact” issued by the competent person in accordance with the unified interpretation of MSC.1/Circ.1696 is required.

5 Load testing and thorough examination of lifting appliances

5.1 Load testing

- Pursuant to section 3 of this SIN, lifting appliances shall be load tested after installation and before being put into use for the first time, after repairs and/or modifications, or alterations of a major character, taking into account the guidance contained within MSC.1/Circ.1663.
 - Repairs, modifications or alterations of a major character are:
 - change the safe working load of the lifting appliance; or
 - affect the strength, stability or service life of the lifting appliance; or
 - affect the primary load bearing structure of the lifting appliance; or
 - modify the functionality of the lifting appliance or any part thereof which may affect its strength or safety or structural integrity.

5.2 Thorough examination

- Pursuant to section 3 of this SIN, lifting appliances shall be subject to thorough examination taking into account the guidance contained within MSC.1/Circ.1663:
 - upon completion of any load test; and
 - annually.

6 Loose Gear

6.1 Pursuant to section 3 of this SIN, in respect of loose gear to be utilized with lifting appliances, the Gibraltar Maritime Administration requires lifting appliances are designed, constructed, and installed in accordance with the requirements of its Recognised Organizations.

6.2 Proof test and thorough examination

- Pursuant to section 3 of this SIN, all loose gear in use with lifting appliances shall have documentary evidence of a proof test, and be retested after repairs, modifications or alterations of a major character taking into account the guidance contained within MSC.1/Circ.1663.

6.3 Thorough examination

- Pursuant to section 3 of this SIN, loose gear shall be subject to thorough examination taking into account the guidance contained within MSC.1/Circ.1663:
 - upon completion of any proof test; and
 - annually.

7 Records of inspection, maintenance, testing and thorough examination

7.1 Records of any load testing, proof testing, thorough examinations, and maintenance, shall be maintained in a register of lifting appliances and loose gear to be retained on board the vessel.

7.2 Registers of lifting appliances and loose gear should be developed noting the sample format contained within MSC.1/Circ.1663, Appendix 3.

8 Marking

8.1 All lifting appliances and loose gear shall be clearly and permanently marked with its unique identification (serial no.), the SWL and any additional marks required for safe use taking into account the guidance contained within MSC.1/Circ.1663.

9 Defective equipment

9.1 If on completion of a load test or thorough examination, the competent person considers any lifting appliance(s) or item(s) of loose gear to be unsafe for operation or not in compliance with the applicable requirements of the Administration, then such lifting appliance or loose gear should be taken out of service until any deficiency is rectified to the satisfaction of a competent person.

9.2 The lifting appliance(s) or item(s) of loose gear should be clearly marked "not to be used" and the status be recorded in the register of lifting appliances and loose gear.

9.3 While out of service, the following actions should be taken by the master:

- take the inoperative lifting appliance into account in planning and executing a safe voyage;
- prevent operation of inoperative lifting appliances;
- prevent uncontrolled movement of inoperative lifting appliances or their components using appropriate restraining and preventing arrangements, if required;
- store inoperative loose gear separately from in-service loose gear and mark it as being inoperative; and
- record a particular lifting appliance or loose gear that is inoperative in the register of ship's lifting appliances until necessary repairs have been completed and it has been load tested or proof tested, as necessary, and thoroughly examined.

10 Harmonized system of survey and certification (HSSC)

10.1 Annual and renewal surveys in accordance with HSSC are independent of the dates for the annual thorough examination (both lifting appliances and loose gears) and the load test for the lifting appliance, providing certification attesting annual thorough examination and the load testing are valid at the time of the annual and renewal surveys.

10.2 Lifting appliances subject to SOLAS II-1/3-13:

- In respect of cargo ships, in order to enhance flexibility when conducting thorough examinations of lifting appliances and associated loose gear (to which SOLAS Chapter II-1, Regulation 3-13 applies), and potentially facilitate alignment with other ship surveys, it is recommended that annual thorough examinations may be undertaken within three months before and after each anniversary date of the lifting appliance's load testing survey.
- The load testing is to be undertaken at least once every five years. Generally, no flexibility is afforded in respect to any prolongation beyond the anniversary date unless duly authorised by the Administration in exceptional cases (e.g. where the ship certificates were extended for a period no longer than three months in accordance with SOLAS Chapter I, Regulation 14(e), and to allow the ship to arrive to the survey port).

- In respect of lifting appliances subject to ILO Convention No. 152 (i.e. lifting appliances used for cargo operations) no survey windows are afforded by the ILO convention.
- Masters/owners/operators should be aware that ILO Convention No. 152 may be enforced by local port authorities irrespective of the interpretation by the ship's Administration. It is therefore strongly recommended that Masters consult local authorities regarding any applicable requirements, and make any necessary timely arrangements in respect of lifting appliance examinations to ensure compliance with ILO requirements.

10.3 The Administration recommends that where possible, thorough examinations and load tests are undertaken synchronized with the harmonized system of survey and certification regime (IMO Resolution A.1186(33) as amended).

11 Equivalent levels of safety

11.1 Where within SOLAS Chapter II-1, Regulation 3-13.2.1.1 reference is made to *"standards acceptable to the Administration which provide an equivalent level of safety"*, the Gibraltar Maritime Administration may upon application consider the acceptance of alternative construction standards on a case-by-case basis.

11.2 Applications for consideration of an alternative construction standard are to be submitted to the Gibraltar Maritime Administration via maritime.survey@gibraltar.gov.gi, include any related technical documentation demonstrating an equivalent standard, and where applicable include any considerations and/or recommendations on part of the associated Recognised Organisation.

Steve Gomez - Chief Surveyor
For & on behalf of the Maritime Administrator

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