

GIBRALTAR MARITIME ADMINISTRATION
(Ministry of Maritime Affairs)



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Shipping Guidance Notice – 040

To: Ship Owners, Operators, Masters, Officers and Classification Societies

EMERGENCY TOWING ARRANGEMENTS

1) The amendments of SOLAS Chapter II-1 Reg 3-4.2 in accordance with IMO resolution MSC 256(84) require that not only tankers but **ALL vessels** as defined by SOLAS Chapter I, should have an emergency towing procedure manual on board, based on existing equipment.

2) Refer also to guidelines in MSC 1/Circ 1255

The emergency towing procedure manual should include a procedure that the crew may follow in case of an emergency tow. This procedure must be based on the vessel's existing equipment. Procedures should take in to consideration the maximum allowable forces the equipment is able to withstand.

3) The manual must be ship specific. Generic manuals are not sufficient since the manual must refer to the actual equipment on board each individual ship.

4) The manual should be prepared by the owners / managers and not the ship builders.

5) The manual should include:

- a) Drawing / arrangement showing possible towing arrangements both forward and aft
- b) An inventory of equipment on board to be used
- c) Description of procedures to be followed before and during towing operations.
- d) Methods and means of communication during the towing process

6) The manual does not need to be approved by the Flag State or classification societies. However, during audits and inspections, the surveyor / auditor should confirm that the manual is on board the vessel.

7) The procedure should be incorporated into the Safety Management System and be part of the emergency preparedness required by ISM Code, Part A, paragraph 8.

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Maritime Administrator
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