Sjøfartsdirektoratet
Norwegian Maritime Authority

Vår dato	Vår referanse	Vår saksbehandler
12.09.2025	2025/68314-2	Nina Hanssen Åse
Deres referanse	**Arkivkode**	**Direkte telefon**
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Høringsinstanser

Høring – forslag til endring i forskrift om bygging av skip

I. Generelt om forslaget

1. *Høringsfrist og kontaktinformasjon*

Sjøfartsdirektoratet sender med dette på høring forslag til endring i forskrift 1. juli 2014 nr. 1072 om bygging av skip (heretter omtalt som byggeforskriften).

Høringsfrist er satt til **12. desember 2025**, og eventuelle innspill sendes til post@sdir.no.

Høringen er tilgjengelig på Sjøfartsdirektoratets hjemmesider www.sdir.no.
Spørsmål om høringen kan rettes til seniorrådgiver Nina Hanssen Åse via e-post til nha@sdir.no

Forskriftsforslaget blir også sendt på EØS-høring, jf. lov 17. desember 2004 nr. 101 om europeisk meldeplikt for tekniske regler m.m. (EØS-høringsloven) § 4, jf. § 3.

2. *Kort om forslaget*

IMOs Maritime Safety Committee (MSC) har vedtatt endringer i SOLAS kapittel II-1 med virkning fra 1. januar 2026 gjennom resolusjonen MSC.532(107). Bestemmelsene i SOLAS kapittel II-1 om bygging – konstruksjon, oppdeling og stabilitet, maskineri og elektriske anlegg er i norsk rett gjennomført ved inkorporasjon i byggeforskriften § 3. Gjennomføringsbestemmelsen i § 3 foreslås derfor endret med henvisning i første ledd til MSC.532(107). SOLAS kapittel II-1 er konsolidert i 2024, og dette gjenspeiles nå også i § 3 første ledd.

Norge utarbeidet posisjoner i samarbeid med næringen og deltok i forhandlingen om dette regelverket i IMO. Næringen forutsettes godt kjent med endringene gjennom sine interesseorganisasjoner og informasjon fra Sjøfartsdirektoratet.

Endringene i SOLAS kapittel II-1 innebærer nye definisjoner i SOLAS regel II-1/2.30, 2.31, 2.32 og 2.33 og en ny regel II-1/3-13. Den nye regelen i SOLAS II-1/3-13 gjelder ikke bare ankerhåndteringsvinsjer, men også løfteinnretninger og løst utstyr som brukes sammen med løfteinnretningen og ankerhåndteringsvinsjene. Løfteinnretninger reguleres i dag av forskrift 17. januar 1978 nr. 4 om laste- og losseinnretninger på skip og forskrift 13. januar 1986 nr. 31 om kraner som brukes til lasting og lossing av skip i åpent farvann. Sjøfartsdirektoratet arbeider for tiden med å utforme nye krav til løfteinnretninger og løfteoperasjoner på skip, og forslag til ny forskrift vil bli sendt på høring så snart dette arbeidet er klart. Etter en sammenligning med dagens regelverk for kran er det vår vurdering at gjeldende regler foreløpig dekker SOLAS II-1/3-13 og «Guidelines for lifting appliances» (MSC.1/Circ.1663). Det vil derfor ikke være behov for å endre kranregelverket nå, bortsett fra å gjennomføre MSC.532(107) i byggeforskriften § 3. Denne høringen omhandler derfor bare endringene som gjelder ankerhåndteringsvinsjer og løst utstyr som brukes sammen med ankerhåndteringsvinsjen.

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Den nye regelen i SOLAS II-1/3-13 gjør «Guidelines for anchor handling winches» (MSC.1/Circ.1662) bindende gjennom henvisningene i SOLAS regel II-1/3-13.2.2 og 3-13.2.5. Retningslinjene skal brukes for ankerhåndteringsvinsjer installert 1. januar 2026 eller senere. Hva som menes med «installert 1. januar 2026 eller senere», er definert i SOLAS regel II-1/2.33. For skip som er kjølstrukket 1. januar 2026 eller senere, gjelder alle installasjonsdatoer for utstyret om bord. For skip som er kjølstrukket før 1. januar 2026, gjelder den avtalte leveringsdatoen for ankerhåndteringsvinsjen. Hvis en slik avtale ikke finnes, gjelder den faktiske leveringsdatoen, forutsatt at denne er 1. januar 2026 eller senere.

Endringene trer i kraft 1. januar 2026.

I tillegg til ovenfornevnte endringsforslag foreslår Sjøfartsdirektoratet endringer i byggeforskriften § 11, § 13 og ny § 13a. Alle endringsforslagene beskrives nærmere under II.

3. *Hjemmelsspørsmål, virkeområde og pliktsubjekt*

Endringsforskriften gis med hjemmel i lov 16. februar 2007 nr. 9 om skipssikkerhet (skipssikkerhetsloven), og endringene vil ha samme lovhjemmel som i gjeldende forskrift. Forskriften gjelder blant annet for lasteskip med lengde (L) 24 meter eller mer eller med bruttotonnasje 500 eller mer, jf. § 1 bokstav d, og § 3 retter seg mot lasteskip i utenriksfart med bruttotonnasje 500 eller mer og for passasjerskip i utenriksfart.

II. Nærmere om forslaget

1. Generelt

MSC.532(107)

SOLAS regel II-1/2.31 og 2.32 inneholder nye definisjoner av «ankerhåndteringsvinsj» og «løst utstyr». Ankerhåndteringsvinsj betyr «enhver vinsj som brukes til å sette ut, ta opp og flytte på ankere og fortøyninger ved undervannsoperasjoner». Løst utstyr er definert som «en skipsutstyrsenhet som kan festes til en løfteinnretning eller ankerhåndteringsvinsj, men som ikke utgjør en integrert del av innretningen eller lasten.»

SOLAS regel II-1/3-13 gjelder for ankerhåndteringsvinsjer og løst utstyr som brukes sammen med ankerhåndteringsvinsjen. Det følger av SOLAS regel II-1/3-13.2.2 at ankerhåndteringsvinsjer som installeres 1. januar 2026 eller senere skal være utformet, konstruert, installert og testet basert på «Guidelines for anchor handling winches» (MSC.1/Circ.1662). Det fremgår videre av SOLAS regel II-1/3-13.2.5 at ankerhåndteringsvinsjer installert før 1. januar 2016 skal testes og undersøkes grundig basert på «Guidelines for anchor handling winches» (MSC.1/Circ.1662) senest ved første fornyelsestilsyn 1. januar 2026 eller senere. Dette innebærer at ankerhåndteringsvinsjer som installeres 1. januar 2026 eller senere, som et minimum skal følge disse godkjente retningslinjene. Eksisterende ankerhåndteringsvinsjer som allerede er installert om bord, skal oppfylle nye test- og inspeksjonskrav senest ved første fornyelsestilsyn 1. januar 2026 eller senere.

Guidelines for anchor handling winches (MSC.1/Circ.1662)

Retningslinjene setter utfyllende krav til SOLAS regel II-1/3-13 for ankerhåndteringsvinsjer, tilhørende utstyr og løst utstyr som skal brukes i forbindelse med ankerhåndteringsvinsjer, jf. virkeområde i retningslinjene punkt 1. Ankerhåndteringsvinsjer og tilhørende utstyr skal i henhold til punkt 3.1.1 være utformet, konstruert og installert i samsvar med kravene fra et klasseselskap som er anerkjent av administrasjonen i henhold til bestemmelsene i SOLAS regel XI-1/1 eller standarder akseptert av administrasjonen som gir tilsvarende sikkerhetsnivå. I tillegg skal ankerhåndteringsutstyr som omfattes av SOLAS regel II-1/3-13.2.2, altså ankerhåndteringsvinsjer som er installert 1. januar 2026 eller senere, også være i samsvar med de ekstra retningslinjene som er angitt i nr. 3.1.2 til 3.1.8.

I forskrift 22. desember 2014 nr. 1893 om tilsyn og sertifikat for norske skip og flyttbare innretninger (heretter omtalt som sertifikatforskriften) er det i § 34 allerede gjeldende krav om kontroll og tilsyn for slepe- og ankerhåndteringsarrangement. Denne paragrafen må ses i sammenheng med retningslinjene, som også omtaler kontroll av ankerhåndteringsvinsjer. Sjøfartsdirektoratet ser på nåværende tidspunkt ikke behov for å endre ordlyden i sertifikatforskriften § 34, da bestemmelsen samsvarer med retningslinjene.

2. Kommentarer til endringsforslagene

Til § 3 om krav til bygging, stabilitet og utrustning av lasteskip og passasjerskip i utenriksfart
Som følge av endringene i SOLAS II-1/2 og II-1/3-13 foretas det en tilføyelse til resolusjon MSC.532(107) i § 3 første ledd. I tillegg oppdateres henvisningen til SOLAS konsolidert utgave til 2024.

Til § 11 om sikkerhetstiltak på støttefartøy
Paragraf 11 foreslås endres ved at andre ledd slettes, og kravet om «arrangement for kontrollert utløsning av torsjonskrefter i wire» flyttes til ny § 13a tredje ledd bokstav d. Paragrafen gjelder for «støttefartøy», som er definert i byggeforskriften § 2 andre ledd bokstav c.

Nåværende § 11 tredje og fjerde ledd blir andre og tredje ledd.

Til § 13 Slepevinsj og tilhørende utstyr
Dagens § 13 gjelder for både slepeutstyr og ankerhåndteringsutstyr. Sjøfartsdirektoratet foreslår at regler for disse utstyrene deles opp i to forskjellige paragrafer og at det i § 13 blir regler om slepeutstyr, mens det i ny § 13a inntas krav om ankerhåndteringsutstyr.

Første ledd
Dagens § 13 første ledd videreføres, men med en presisering om at bestemmelsen kun gjelder dersom skipet har slikt utstyr om bord.

Andre ledd
Den samme vinsjen kan brukes både til sleping og til ankerhåndtering. I «Guidelines for anchor handling winches» (MSC.1/Circ.1662) gis det mulighet for å bruke klasseregelverk ved utforming, konstruksjon og installasjon av ankerhåndteringsvinsj, jf. punkt 3.1.1. På bakgrunn av dette foreslår Sjøfartsdirektoratetat at det også for slepevinsjer kan brukes regler fra et anerkjent klasseselskap slik at bestemmelsen bedre tilpasses retningslinjene for ankerhåndteringsvinsj. I bokstav b, c og d videreføres dagens § 13 andre ledd bokstav b, d og e.

Dagens § 13 andre ledd bokstav c gjelder for ankerhåndteringsutstyr og flyttes til § 13a.

Tredje ledd
Her videreføres dagens § 13 tredje ledd, men hvor kravet begrenses til tauepinner og styrepinner dersom dette finnes om bord.

Fjerde ledd
Utstyret som nevnes i fjerde ledd, er hentet fra dagens § 13 sjette ledd, men hvor det kun nevnes utstyr som gjelder ved slepeoperasjoner.

Dagens § 13 fjerde, femte og syvende ledd gjelder for ankerhåndteringsutstyr og tas derfor ikke med her, men i ny § 13a.

Til § 13a Ankerhåndteringsvinsj og tilhørende utstyr
Første ledd
Virkeområde for § 13 a følger av første ledd. Bokstav a omfatter lasteskip i utenriksfart med bruttotonnasje under 500 og lasteskip i innenriksfart, jf. byggeforskriften § 4 bokstav a og c.
Bokstav b omfatter lasteskip i utenriksfart med bruttotonnasje 500 eller mer som har ankerhåndteringsvinsjer som er installert om bord før 1. januar 2026. Dette er skip som omfattes av byggeforskriften § 3. Disse lasteskipene har allerede ankerhåndteringsvinsjer installert om bord i henhold til dagens § 13 og vil ved gjennomføringen av MSC.532(107) i byggeforskriften § 3 ikke være omfattet av kravene i SOLAS II-1/3-13.2.2 om utforming, konstruksjon og installasjon av ankerhåndteringsvinsjer før ny ankerhåndteringsvinsj installeres om bord 1. januar 2026 eller senere.

Andre ledd
Dagens § 13 andre ledd bokstav a til c videreføres, men teksten om frist for støttefartøy bygget før 1. november 1992 fjernes, da fristen for oppfyllelse er utløpt, og alle skal oppfylle kravet.

Tredje ledd
Bokstav a viderefører kravet i dagens § 13 syvende ledd om å ha fjernbetjent wire- eller kjettingstopper om bord, men kravet foreslås nå å gjelde alle skip som driver med ankerhåndtering, ikke bare støttefartøy. Sjøfartsdirektoratets forvaltningspraksis på området har vært at også andre skip enn støttefartøy, slik som for eksempel skip som driver med ankerhåndtering i havbruk skal ha utstyret som nevnes i bokstav a.

I den opphevede forskriften fra 15. september 1992 nr. 695 om bygging av passasjer-, lasteskip og lektere § 48 femte ledd bokstav a var det krav om «tauepinner eller styrepinner for føring av ståltau og kjetting», og i § 48 åttende ledd var det et krav om å ha «hekkrull eller tilsvarende arrangement tilpasset det aktuelle fartøy». Det fremstår som at disse to tekstene ved en feil ble utelatt ved overgangen til dagens byggeforskrift og § 13. Dette rettes nå ved at tekstene tas inn i § 13a andre ledd bokstavene b og c, med en tilpasning og språklig endring i bokstav c. Endringen vil være i tråd med Sjøfartsdirektoratets praksis som har blitt opprettholdt etter den opphevede byggeforskriften.

Bokstav d viderefører byggeforskriftens § 11 andre ledd, men utstyrskravet er nå foreslått å gjelde alle skip som utfører ankerhåndtering, ikke bare støttefartøy. Fartøyet trenger ikke å være et støttefartøy for å kunne utføre ankerhåndtering, og de samme faremomentene vil være aktuelle ved ankerhåndteringsoperasjonen. Direktoratet mener derfor at det skal være samme utstyrskrav på skip når det utføres ankerhåndtering.

Fjerde til sjette ledd
Viderefører her byggeforskriften § 13 tredje til femte ledd for ankerhåndteringsutstyr.

Syvende ledd
I syvende ledd videreføres øvrige krav fra byggeforskriftens § 13 syvende ledd, men hvor det også her endres til at kravet gjelder for alle skip som utfører ankerhåndtering, ikke kun støttefartøy. Se her merknaden til tredje ledd bokstav a.

Åttende ledd
Her videreføres byggeforskriften § 13 første ledd for ankerhåndteringsutstyr, men med en presisering om at kravet gjelder for lukkede taupinner eller styrepinner.

Niende ledd
I «Guidelines for anchor handling winches» (MSC.1/Circ.1662) punkt 3.1.1 fremgår det at ankerhåndteringsvinsjer og tilhørende utstyr skal være utformet, konstruert og installert i samsvar med regler fra et anerkjent klasseselskap eller standard med tilsvarende sikkerhetsnivå. I byggeforskriften § 13 a andre ledd bokstav a vises det til at ankerhåndteringsvinsjen skal oppfylle kravene til dimensjonering og prøving i den internasjonale standarden ISO 7365, med mindre annet framgår av paragrafen. For at også regler fra et anerkjent klasseselskap skal kunne brukes, foreslår vi dette som alternativ til § 13 a andre ledd bokstav a, femte, sjette og åttende ledd.

Ikrafttredelse
Endringene vil tre i kraft 1. januar 2026.

III. Administrative og økonomiske konsekvenser

Konsekvenser for næringen og berørte instanser
Sjøfartsdirektoratet legger til grunn at aktørene som til daglig forholder seg til SOLAS-konvensjonen, er kjent med de omtalte endringene i SOLAS kapittel II-1. Endringene er fremforhandlet i IMO, hvor de ulike partenes

interesser er ivaretatt. Basert på dette vil gjennomføring av SOLAS regel II-1/2 og 3-13 etter Sjøfartsdirektoratets vurdering føre til mindre økonomiske konsekvenser for næringen.

Kontroll og tilsyn med ankerhåndteringsvinsjer gjennomføres allerede i dag etter sertifikatforskriften § 34. Endringene faller derfor etter direktoratets vurdering inn i et allerede etablert kontroll- og tilsynsregime.

For endringen i § 13a tredje ledd bokstav a og syvende ledd, hvor kravene endres fra å gjelde for støttefartøy til å gjelde for alle skip, legger direktoratet til grunn at dette ikke vil medføre økte kostnader for næringen, og at dette er utstyr som er om bord i dag. Når det gjelder forslaget i § 13a tredje ledd bokstav d om at skip som brukes til ankerhåndtering skal være utstyrt med arrangement for kontrollert utløsning av torsjonskrefter i wire er ikke direktoratet kjent med at det i dag er skip som utfører ankerhåndtering som ikke allerede har et slikt arrangement om bord. Vi antar dermed at størsteparten av dagens skip som utfører ankerhåndtering vil samsvare med kravet, og at den foreslåtte endringen vil få begrensede eller ingen konsekvenser for næringen. De øvrige endringene i § 11, § 13 og ny § 13a er av redaksjonell art, i tillegg til enkelte tilpasninger av kravene. Sjøfartsdirektoratet forutsetter at disse endringene vil medføre begrensede eller ingen økte kostnader for næringen.

Konsekvenser for det offentlige
Utover kostnader ved å gjennomføre nødvendige endringer i forskriften, vil de foreslåtte endringene ikke medføre ytterlige økonomiske eller administrative konsekvenser for det offentlige.

Med hilsen

Alf Tore Sørheim sjøfartsdirektør	Henrikke Roald fung. avdelingsdirektør Regelverk og internasjonalt arbeid

Dette dokumentet er godkjent elektronisk, og har derfor ikke håndskrevne signaturer

C.c.
Nærings- og fiskeridepartementet

Vedlegg:
1) Forslag til forskrift om endring av forskrift om bygging av skip
2) MSC.532(107)
3) (nor) MSC.532(107)
4) Guidelines for anchor handling winches (MSC.1/Circ.1662)
5) Høringsliste

Forslag til forskrift om endring i forskrift om bygging av skip

Hjemmel: Fastsatt av Sjøfartsdirektoratet dd.mm.2025 med hjemmel i lov 16. februar 2007 nr. 9 om skipssikkerhet (skipssikkerhetsloven) § 2, § 6, § 9, § 11, § 21, § 28a, § 29, § 30, og § 45, jf. delegeringsvedtak 16. februar 2007 nr. 171, delegeringsvedtak 31. mai 2007 nr. 590 og delegeringsvedtak 19. august 2013 nr. 1002.

I

I forskrift 1. juli 2014 nr. 1072 om bygging av skip gjøres følgende endringer:

§ 3 første ledd skal lyde:

(1) SOLAS konsolidert utgave *2024* kapittel II-1, som endret ved *MSC.532(107)* gjelder som forskrift for

a. lasteskip i utenriksfart med bruttotonnasje 500 eller mer

b. passasjerskip i utenriksfart.

§ 11 skal lyde:

§ 11. *Sikkerhetstiltak på støttefartøy*

(1) Støttefartøy skal ha fast skansekledning rundt dekk hvor folk skal arbeide med dekkslast i åpen sjø.

(2) Støttefartøy skal på hver side av lastedekket ha en kraftig stuvningsrekke eller tilsvarende som effektivt beskytter personer som laster eller losser. Det skal være nødvendige åpninger i siden for tilkomst fra lastedekket. Stuvningsrekken skal være dimensjonert for aktuelle dynamiske og statiske belastninger fra lasten, og skal være konstruert slik at den ved skade vil deformeres uten å rive eller trykke hull i dekket.

(3) Støttefartøy skal ha fester forut som er dimensjonert for å feste en sleper fra annen båt som kan slepe.

§ 13 skal lyde:

§ 13. Slepevinsj og tilhørende utstyr

(1) Krusifiks, tauepinner og styrepinner og lignende utstyr til sleping skal minst beregnes for skipets maksimale slepekraft i minst gunstige retninger fra 0–60° til hver side relativt til skipets senterlinje, og 30° oppover relativt til horisontalplanet, *dersom skipet har slikt utstyr om bord.*

(2) *En slepevinsj skal*

a. oppfylle kravene til dimensjonering og prøving i internasjonal standard ISO 7365 *eller tilsvarende regler fra et anerkjent klasseselskap*, *med mindre* annet framgår av paragrafen her

b. kunne nødutløses fra broen

c. ha hovedslepewire for havslep med lengde som minst oppfyller følgende formel:

L = (BP/ BL)x1800 meter hvor følgende er angitt i tonn:

BL = dokumentert bruddstyrke på hovedslepewire

BP = maksimal kontinuerlig slepekraft («bollard pull»).

d. ha hovedslepewire med minste dokumenterte bruddstyrke (MBL) som følger:

Maksimal slepekraft (BP) (tonn)	*<40*	*40–90*	*>90*
MBL (tonn)	*3,0 BP*	*3,8-(BP/50)*	*2,0 BP*

(3) Dersom en har tauepinner eller styrepinner som kan settes i bevegelse, skal disse være utstyrt med en automatisk lydalarm på arbeidsdekket. Alarmen skal utløses når utstyret settes i bevegelse.

(4) Tauepinner, styrepinner og lignende skal ikke brukes som slepefeste ved slepeoperasjoner.

Ny § 13a *skal lyde:*

§ 13a. Ankerhåndteringsvinsj og tilhørende utstyr

(1) Kravene i denne paragrafen gjelder for følgende skip:

a. lasteskip bygget etter § 4

b. lasteskip i utenriksfart med bruttotonnasje 500 eller mer som har ankerhåndteringsvinsjer installert om bord før 1. januar 2026.

(2) En ankerhåndteringsvinsj skal

a. oppfylle kravene til dimensjonering og prøving i internasjonal standard ISO 7365, med mindre annet framgår av denne paragrafen

b. kunne nødutløses fra broen

c. være utstyrt med vinsjtromler med et fjernbetjent spoleapparat som kan opereres fra vinsjbetjeningsposisjon på broen. Spoleapparatet skal

i. hvis det betjener hovedankerhåndteringstromlene, være utstyrt med ruller som kan splittes fra hverandre

ii. være dimensjonert for å kunne spole wire ved full last på vinsjen og med visningen av wiren i den minst gunstige posisjonen i forhold til trommelen og taue- eller styrepinnene

iii. ha en kapasitet på minst 10 prosent av vinsjens maksimale hivekraft

iv. gi etter på en kontrollert måte hvis spoleapparatet overbelastes.

(3) Skip som brukes til ankerhåndtering, skal være utstyrt med

a. fjernbetjent wire- eller kjettingstopper

b. hekkrull eller tilsvarende arrangement tilpasset det aktuelle fartøyet *c. lukkede tauepinner eller styrepinner for føring av wire og kjetting*

d. arrangement for kontrollert utløsning av torsjonskrefter i wire.

(4) Wire- og kjettingstoppere, tauepinner, styrepinner og arrangement for kontrollert utløsning av torsjonskrefter i wire skal ha automatisk lydalarm på arbeidsdekket. Alarmen skal utløses når utstyret settes i bevegelse.

(5) En wire- og kjettingstopper skal være dimensjonert for en sikker arbeidsbelastning (SWL) som er 20 prosent høyere enn vinsjens største hivekraft og oppfylle følgende krav:

a. Bruddforlengelsen skal være lik eller over 12 prosent

b. Gjennomsnittlig skårslagseighet av tre enkeltprøver skal være lik eller over 50 J ved romtemperatur og ingen enkeltverdi skal være under 40 J

c. Hardheten skal være under eller lik 320 Vickers hardhetsverdi (HV).

(6) Kjettingstopper konstruert for SWL på

a. inntil 120 tonn skal kunne utløses ved angitt SWL

b. lik 120 og inntil 500 tonn skal kunne løses ut ved et strekk på minimum 100 tonn + 20 prosent av kjettingstopperens SWL

c. lik 500 tonn og mer, skal minst kunne løses ut ved et strekk på 40 prosent av SWL.

(7) Fjernbetjent wire- eller kjettingstopper skal kunne løses ut fra broen eller en operasjonsstasjon som har kommunikasjon med broen. Nødutløsning skal virke ved dødt skip og ikke kreve manuelle inngrep nær stopperen.

(8) Lukkede tauepinner, styrepinner og lignende utstyr skal minst beregnes for skipets maksimale slepekraft i minst gunstige retninger fra 0–60° til hver side relativt til skipets senterlinje, og 30° oppover relativt til horisontalplanet.

(9) Som alternativ til andre ledd bokstav a, femte ledd, sjette ledd og åttende ledd kan regler fra et anerkjent klasseselskap brukes.

II

Forskriften trer i kraft 1. januar 2026.

ANNEX 2

RESOLUTION MSC.532(107)
(adopted on 8 June 2023)

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 107th session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2025, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Part A
General

Regulation 2
Definitions

1 The following new paragraphs are added after existing paragraph 29:

"30 *Lifting appliance* means any load-handling ship's equipment:

.1 used for cargo loading, transfer or discharge;

.2 used for raising and lowering hold hatch covers or movable bulkheads;

.3 used as engine-room cranes;

.4 used as stores cranes;

.5 used as hose handling cranes;

.6 used for launch and recovery of tender boats and similar applications; and

.7 used as personnel handling cranes.

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

32 *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.

33 The expression *installed on or after 1 January 2026*, as provided in regulation 3-13, means:

.1 for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or

.2 for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026."

Part A-1
Structure of ships

2 The following new regulation is added after existing regulation II-1/3-12, together with the associated footnotes:

"**Regulation 3-13**
Lifting appliances and anchor handling winches

1 Application

1.1 Unless expressly provided otherwise, this regulation shall apply to lifting appliances and anchor handling winches, and loose gear utilized with the lifting appliances and the anchor handling winches.

1.2 Notwithstanding the above, this regulation does not apply to:

.1 lifting appliances on ships certified as MODUs;[1]

.2 lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration;

.3 integrated mechanical equipment for opening and closing hold hatch covers; and

.4 life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code.

1.3 The Administration shall determine to what extent the provisions of paragraphs 2.1 and 2.4 do not apply to lifting appliances which have a safe working load below 1,000 kg.

2 Design, construction and installation

2.1 Lifting appliances installed on or after 1 January 2026 shall be:

.1 designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and

.2 load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.

2.2 Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines developed by the Organization.[2]

2.3 Lifting appliances installed on or after 1 January 2026 shall be permanently marked and provided with documentary evidence for the safe working load (SWL).

2.4 Lifting appliances installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization[3] and comply with paragraph 2.3 no later than the date of the first renewal survey on or after 1 January 2026.

2.5 Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization[2] no later than the date of the first renewal survey on or after 1 January 2026.

3 Maintenance, operation, inspection and testing

All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with any lifting appliances and anchor handling winches, shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the Organization.[2,3]

4 Inoperative lifting appliances and anchor handling winches

Except as provided in regulation I/11(c), while all reasonable steps shall be taken to maintain lifting appliances, anchor handling winches and loose gear to which this regulation applies in working order, malfunctions of that equipment shall not be assumed as making the ship unseaworthy or as a reason for delaying the ship in ports, provided that action has been taken by the master to take the inoperative lifting appliance or anchor handling winch into account in planning and executing a safe voyage.[2, 3]

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1 Ships certified as MODUs are those subject to the MODU Code and which carry a MODU Code Certificate on board issued by the Administration or a recognized organization. The carriage of this certificate includes authorized electronic versions available on board.

2 Refer to the *Guidelines for anchor handling winches* (MSC.1/Circ.1662).

3 Refer to the *Guidelines for lifting appliances* (MSC.1/Circ.1663)."

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A
General

Regulation 1
Application

2 Applicable requirements to existing ships

3 The following new paragraph 2.10 is added after existing paragraph 2.9, together with the associated footnote:

"2.10 Ships constructed before 1 January 2026 shall comply with regulation 10.11.2, as adopted by resolution MSC.532(107), not later than the date of the first survey* on or after 1 January 2026.

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* Refer to the *Unified interpretation of the term "first survey" referred to in SOLAS regulations* (MSC.1/Circ.1290)."

Part C
Suppression of fire

Regulation 10
Fire fighting

4 The following new paragraph 11 is added after existing section 10:

"11 Fire-extinguishing media restrictions

The purpose of this paragraph is to protect persons on board against exposure to dangerous substances used in fire fighting, as well as to minimize the impact of fire-extinguishing media that are deemed detrimental to the environment.

11.1 Application

This regulation applies to ships constructed on or after 1 January 2026.

11.2 General

11.2.1 The prohibited substances in this regulation shall be delivered to appropriate shore-based reception facilities when removed from the ship.

11.2.2 Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited."

CHAPTER V
SAFETY OF NAVIGATION

Regulation 2
Definitions

5 The following new paragraphs are added after existing paragraph 7, together with the associated footnotes:

"8 *Bulk carrier* means a bulk carrier as defined in regulation XII/1.1.[1]

9 *Containership* means a ship which is intended primarily to carry containers.[2]

1 Refer to *Clarification of the term "bulk carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and chapter II-1* (resolution MSC.277(85)).

2 Refer to the term "container" as defined in article II of the International Convention for Safe Containers (CSC), 1972."

Regulation 18
Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder

6 The following reference is added to the footnote corresponding to paragraph 2:

"*Performance standards for electronic inclinometers* (resolution MSC.363(92))"

Regulation 19
Carriage requirements for shipborne navigational systems and equipment

7 The following new paragraph 2.12 is added after existing paragraph 2.11:

"2.12 Containerships and bulk carriers of 3,000 gross tonnage and upwards constructed on or after 1 January 2026 shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion."

CHAPTER XIV
SAFETY MEASURES FOR SHIPS OPERATING IN POLAR WATERS

Regulation 2
Application

8 Regulation 2 is replaced by the following:

"**Regulation 2**
Application

1 Unless expressly provided otherwise, this chapter applies to the following ships operating in polar waters:[1]

.1 ships certified in accordance with chapter I;

.2 fishing vessels of 24 metres in length overall and above;

.3 pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and

.4 cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

[1] Refer to the *Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters* (resolution A.1137(31)).

2 Ships subject to paragraph 1.1 constructed before 1 January 2017 shall meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

3 Ships subject to paragraphs 1.2, 1.3 or 1.4 constructed before 1 January 2026 shall meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027.

4 In applying part I-A of the Polar Code, consideration should be given to the additional guidance in part I-B of the Polar Code.

5 This chapter shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

6 Nothing in this chapter shall prejudice the rights or obligations of States under international law."

Regulation 3
Requirements for ships to which this chapter applies

9 Regulation 3 is replaced by the following:

"Regulation 3
Requirements for ships certified in accordance with chapter I

1 Ships subject to regulation 2.1.1 above shall comply with the requirements of the safety-related provision of the introduction and with part I-A of the Polar Code and shall, in addition to the requirements of regulations I/7, I/8, I/9 and I/10, as applicable, be surveyed and certified, as provided for in that Code.

2 Ships subject to regulation 2.1.1 above holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulation I/12 or I/13."

10 The following new regulation is inserted after existing regulation 3:

"Regulation 3-1
Requirements for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage

1 Ships subject to regulations 2.1.2, 2.1.3 or 2.1.4 on all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly shall comply with the provisions of chapters 9-1 and 11-1 of part I-A of the Polar Code, taking into account the introduction and the safety-related provisions of paragraphs 1.2, 1.4 and 1.5 of chapter 1 of part I-A of the Polar Code.

2 Notwithstanding paragraph 1 above, the Administration shall determine to what extent the provisions of regulations 9-1.3.1 and 9-1.3.2 of chapter 9-1 of part I-A of the Polar Code do not apply to:

.1 fishing vessels of 24 metres in length overall and above; and

.2 ships of 300 gross tonnage and upwards but below 500 gross tonnage not engaged in international voyages."

APPENDIX

CERTIFICATES

Record of equipment for passenger ship safety (Form P)

2 Details of life-saving appliances

11 In the table for "Details of life-saving appliances", entries 10 to 10.2 are replaced by the following:

10	Number of immersion suits

Form of Safety Equipment Certificate for Cargo Ships

Cargo Ship Safety Equipment Certificate

Type of ship

12 The following new entry is added after "Gas carrier":

"Containership"

Record of equipment for cargo ship safety (Form E)

2 Details of life-saving appliances

13 In the table for "Details of life-saving appliances", entries 9 to 9.2 are replaced by the following:

9	Number of immersion suits

3 Details of navigational systems and equipment

14 In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

"16 Electronic inclinometer"

Form of Safety Certificate for Nuclear Cargo Ships

Nuclear Cargo Ship Safety Certificate

Type of Ship

15 The following new entry is added after "Gas carrier":

"Containership"

Record of equipment for cargo ship safety (Form C)

2 Details of life-saving appliances

16 In the table for "Details of life-saving appliances", entries 9 to 9.2 are replaced by the following:

9	Number of immersion suits

5 Details of navigational systems and equipment

17 In the table for "Details of navigational systems and equipment", the following new entry is added after existing entry 15 (Bridge navigational watch alarm system (BNWAS)):

"16 Electronic inclinometer"

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MSC.1/Circ.1662
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GUIDELINES FOR ANCHOR HANDLING WINCHES

1 The Maritime Safety Committee, at its 107th session (31 May to 9 June 2023), having considered a proposal by the Sub-Committee on Ship Systems and Equipment, at its eighth session, with a view to ensuring a uniform approach towards the application of SOLAS regulation II-1/3-13, adopted by resolution MSC.532(107), approved *Guidelines for anchor handling winches*, as set out in the annex.

2 Member States are invited to use the annexed Guidelines when applying SOLAS regulation II-1/3-13 and to bring them to the attention of ship designers, shipyards, shipowners, equipment manufacturers and other organizations and parties concerned.

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ANNEX

GUIDELINES FOR ANCHOR HANDLING WINCHES

1 Application

These Guidelines support the application of SOLAS regulation II-1/3-13 for anchor handling winches, associated equipment and loose gear used in association with anchor handling winches.

2 Definitions

For the purpose of these Guidelines, the following definitions apply:

.1 *Brake holding force* is the maximum force for which the winch brake is designed.

.2 *Brake holding capacity* is the maximum line pull that the winch brake can withstand without slipping of the brake.

.3 *Maximum line pull* is the maximum sustained force the winch is capable of pulling.

.4 *Static bollard pull* is the maximum sustained pulling force a vessel is capable of generating at maximum power (i.e. 100% maximum continuous rating (MCR)) and zero forward speed.

.5 A *wire* means a dedicated line (wire rope, synthetic rope or chain cable) used for the handling of anchors by means of an anchor handling winch.
The wire may include connecting loose gear.

.6 *Chain stopper* is a device used for securing and holding a section of wire, thereby relieving the load on the winch drum.

.7 *Competent person* means a person possessing the knowledge and experience required for the performance of duties specified in these guidelines and acceptable as such to the Administration.

.8 *Inspection* means an assessment carried out by a responsible person to ascertain if the anchor handling winches or associated loose gear are in good working condition for continued safe use.

.9 *Responsible person* means a person appointed by the master or company as defined in SOLAS regulation IX/1, as appropriate, possessing the knowledge and experience required for the performance of duties specified in these Guidelines.

.10 *Thorough examination* means a detailed assessment carried out by a competent person in order to determine whether or not the anchor handling winches or associated loose gear are in compliance with the applicable requirements of the Administration.

.11 *Certified* means that the anchor handling winches or associated loose gear have been verified and documented as compliant to the satisfaction of the Administration or recognized organization acting on its behalf.

.12 *Maintenance* means any activity carried out by a responsible person to keep the anchor handling winches or associated loose gear in good working condition for continued safe use.

.13 *Operational testing* means a test carried out by a responsible person to verify the correct functioning of a component or operation of the anchor handling winches and/or associated loose gear.

.14 *Load test* means a test in excess of the maximum line pull, carried out in the presence of a competent person in order to check the structural integrity of the anchor handling winches and their attachment to and adequacy of their supporting structure.

3 Anchor handling winches

3.1 Design, construction and installation

3.1.1 General

Anchor handling winches and associated equipment should be designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of SOLAS regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety. In addition to the above, anchor handling winches that fall under the scope of SOLAS regulation II-1/3-13.2.2 should also comply with the additional guidance specified under paragraphs 3.1.2 to 3.1.8 below.

3.1.2 Speed control and handling

3.1.2.1 The anchor handling winches should be capable of hoisting and lowering in a controlled manner, and should be provided with adjustable speed control between the minimum and maximum speeds.

3.1.2.2 The winch operating controls should be designed to pay out the wire by moving the control lever away from the winch operator and heave in by pulling the control lever towards the operator. All operating controls should be permanently marked with signs indicating their purpose and the operating direction.

3.1.2.3 The winch operating controls should be of the "hold-to run" type, which will cause the hoisting or lowering motion to automatically stop when the control lever is released by the operator.

3.1.3 Tension control

Anchor handling winches should be equipped with tension control to ensure that the system is not overloaded in the event that the anchor being handled gets stuck, entangled or is exposed to similar situations.

3.1.4 Overload alarm and monitoring

3.1.4.1 Winches should be provided with continuous load monitors and an audible and visual overload alarm.

3.1.4.2 The overload alarm should be programmable for lower levels of load.

3.1.5 Control stations

3.1.5.1 The main control station should be placed in a position on the bridge which has a clear view of the deck area. Operators should be able to visually monitor anchor handling winches and associated equipment and, if the view is obstructed, cameras or video monitoring devices may be used for this purpose.

3.1.5.2 The anchor handling winch may be controlled from more than one position provided that an arrangement to prevent more than one position from exercising control at any one time is fitted.

3.1.5.3 Each control station should be provided with:

.1 means for two-way communication with the main control station;

.2 an arrangement to prevent inadvertent actuation;

.3 adequate protection of personnel; and

.4 sufficient illumination.*

3.1.6 Spooling device

Anchor handling winches should be equipped with remotely operated spooling devices.

3.1.7 Emergency release

3.1.7.1 Anchor handling winches should be designed to facilitate emergency release of the load on the wire in a safe and controlled manner, both under normal as well as dead-ship conditions.

3.1.7.2 The controls for actuation of the emergency release should be placed at the main control station. Emergency release function may also be available at the local control station.

3.1.7.3 Emergency release control should be protected against unintentional activation.

3.1.7.4 The design and operation of the emergency release should take into consideration restrictions on the pay-out speed of the wire due to inertia and any restrictions due to onboard arrangements.

3.1.7.5 Instructions for the operation of the emergency release should be clearly displayed at the navigation bridge and locally at the winch.

* The minimum lighting level is at least 320 Lux.

3.1.7.6 After an emergency release, the complete anchor handling winch system should be inspected for signs of damage or deterioration. Any identified damage or deterioration should be rectified before the anchor handling winch is put back into service.

3.1.8 Associated anchor handling equipment

3.1.8.1 Chain stopper

3.1.8.1.1 Anchor handling vessels should be equipped with chain or wire stoppers (hereafter referred to as chain stoppers).

3.1.8.1.2 A chain stopper should be equipped with an audible alarm which is activated when the stopper is either being engaged or disengaged.

3.1.8.1.3 A chain stopper should be equipped with an emergency release that is functional in all conditions, including dead-ship situations.

3.1.8.1.4 Emergency release of chain stopper should include disengaging of pins and other equipment that may prevent releasing the wire or cause the wire to get stuck/entangled during release.

3.1.8.1.5 Emergency release of the chain stopper should be designed for remote operation in order to minimize the risk of injury to personnel.

3.1.8.1.6 The emergency release mechanism of the chain stopper should be protected against unintentional activation.

3.1.8.1.7 Instructions for the operation of the emergency release should be clearly displayed at the navigation bridge and locally at the emergency release control mechanism.

3.1.8.1.8 After an emergency release, the chain stopper system should be inspected for signs of damage or deterioration. Any identified damage or deterioration should be rectified before the chain stopper is put back into service.

3.2 Testing and thorough examination

3.2.1 Commissioning test

3.2.1.1 For anchor handling winches to which SOLAS regulation II-1/3-13.2.2 applies, a commissioning test should be carried out according to the manufacturer's instructions and the requirements of a classification society which is recognized by the Administration in accordance with SOLAS regulation XI-1/1, or with applicable national or international standards acceptable to the Administration and which provide an equivalent level of safety. The commissioning test should include the following:

.1 Function tests at light load to verify the correct working of the winch and its controls over the full operating range.

.2 An overload test to verify the capacity and integrity of the anchor handling winch, the attachment of the winch to ship and the adequacy of the ship's supporting structure.

.3 Test of emergency release and residual holding force in the wire. The test should be performed with the wire attached to an onshore strong point, or an anchor on the seabed or a similar arrangement.

.4 Residual brake holding force after emergency release should be verified by test.

.5 Function test of the whole winch system including static bollard pull test and brake holding capacity test. Where it is not practicable to verify the brake holding capacity by testing, the same may be demonstrated through calculations.

3.2.1.2 After repairs, modifications or alterations of a major character, anchor handling winches are to be tested in accordance with 3.2.1.1.1, 3.2.1.1.2 and 3.2.1.1.5. If the emergency release system is affected by these repairs, modifications or alterations of a major character, the anchor handling winches are to be additionally tested in accordance with 3.2.1.1.3 and 3.2.1.1.4.

3.2.1.3 Repairs, modifications or alterations of a major character are those which:

.1 change the rated wire pull of the anchor handling winch;

.2 affect the strength, stability or service life of the anchor handling winch;

.3 affect the primary load bearing structure of the anchor handling winch; or

.4 modify the functionality of the anchor handling winch or any part thereof which may affect its strength or safety or structural integrity.

3.2.1.4 Anchor handling winches that are not designed for towing do not need to undergo the bollard pull test in 3.2.1.1.5. Functional testing other than the static bollard pull test is still required.

3.2.2 Periodical testing

Anchor handling winches and associated equipment should be operationally tested annually and five-yearly according to the manufacturer's recommendation and the requirements or recommendations of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1. The annual test should include function tests of all equipment. The Administration or recognized organization should witness the five-yearly test.

3.2.3 Thorough examination

3.2.3.1 Anchor handling winches and associated equipment should be subject to a thorough examination to the satisfaction of the Administration during annual surveys required by SOLAS regulations I/7 for passenger ships and I/10 for cargo ships, before re-entering service after any structural repairs or modifications of major character and after load testing.

3.2.3.2 If on completion of a thorough examination, the competent person considers the anchor handling winch to be unsafe for operation or not in compliance with the applicable requirements of the Administration, then that anchor handling winch should be taken out of service until any deficiency is rectified to the satisfaction of a competent person. The anchor handling winch should be clearly marked "not to be used" and the status should be recorded as outlined in 3.2.4. While out of service, the relevant actions for inoperative anchor handling winches as outlined under section 5 of these Guidelines should be followed.

3.2.4 Records of testing and thorough examination

Records of thorough examination and testing may be documented in any convenient form, provided each entry includes the necessary information, is clearly legible and is authenticated by the competent person. The relevant classification society or equivalent forms for documenting the thorough examination and testing should be considered for use.

3.3 Demonstration of compliance

3.3.1 Before being put into use for the first time, anchor handling winches installed on or after 1 January 2026 should be certified by the Administration or a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 as compliant with SOLAS regulations II-1/3-13.2.2 with the recommended scope for demonstration of compliance of anchor handling winches comprising the following:

.1 a plan appraisal of the anchor handling winch and foundation connections;

.2 verification of materials;

.3 survey, testing and examination during fabrication;

.4 verification of component certificates including its loose gear; and

.5 testing and thorough examination when installed on board.

3.3.2 Anchor handling winches installed before 1 January 2026 should be certified by the Administration or a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 as compliant with SOLAS regulation II-1/3-13.2.5 no later than the date of the first renewal survey on or after 1 January 2026.

3.3.3 Existing anchor handling winches with valid certificates under another international instrument acceptable to the Administration and issued prior to the entry into force of SOLAS regulation II-1/3-13 should be considered compliant with SOLAS regulation II-1/3-13.2.5.

3.3.4 Demonstration of compliance certified as per paragraphs 3.3.1.and 3.3.2 should be recorded in accordance with paragraph 3.2.4.

3.4 Nameplate

3.4.1 Anchor handling winches should be provided with a permanently affixed name plate which should include at least the following information:

.1 details of the manufacturer (name, address);

.2 model name/number;

.3 serial number;

.4 date of manufacture and date of installation;

.5 details of power supply;

.6 details of wire (e.g. length, diameter);

.7 maximum brake holding capacity, metric tons;

.8 maximum line pull, metric tons;

.9 maximum static bollard pull, metric tons;

.10 placeholder for the classification society's surveyor's stamp;

.11 drum size; and

.12 winch speed.

3.4.2 Detailed specifications of anchor handling winches, such as the following information, can be included in other documentation, e.g. anchor handling winches' operation/maintenance manual on board:

.1 date of manufacture and date of installation;

.2 details of power supply;

.3 details of wire (e.g. length, diameter);

.4 maximum brake holding capacity, metric tons;

.5 maximum line pull, metric tons;

.6 maximum static bollard pull, metric tons;

.7 placeholder for the classification society's surveyor's stamp;

.8 drum size; and

.9 winch speed.

3.4.3 It should be ensured that the documentation on board can be unambiguously related to the actual winch, i.e. by referring to the unique serial number.

3.5 Maintenance, inspection and operational testing

3.5.1 General

3.5.1.1 Maintenance, inspection, operational testing and their respective intervals should be in accordance with the manufacturer's recommendations, industry standards and guidelines or classification society requirements and recommendations acceptable to the Administration, considering factors such as the operational profile of the ship and the anchor handling winch.

3.5.1.2 All anchor handling winches and associated equipment should be considered vulnerable to marine environmental conditions which may lead to significant and accelerated deterioration and corrosion, and the inspection and maintenance regime should be implemented accordingly.

3.5.1.3 The inspection and maintenance of anchor handling winches and associated equipment may involve working at height, enclosed space entry and other hazards. These hazards should be considered when developing the relevant procedures for undertaking such tasks, including safe access.

3.5.1.4 Examples of items requiring particular attention may include:

.1 corrosion and damage of primary structural members, such as winch frames and bedplates, drums, foundations and foundation connections, including welds and bolts;

.2 wear, corrosion and damage of mechanical components including hydraulic/pneumatic cylinders, pins, winch drums, chain wheels, wire-spooling and guide systems, clutches, bearings, rollers, shafts, gears, bearings and brakes;

.3 correct setting and functioning of safety, protection and limiting devices;

.4 condition and correct functioning of the anchor handling winch as a whole and, in particular, the piping/hoses, hydraulic arrangements, spooling devices, motors, and electrical and control systems;

.5 corrosion and damage to all means of safe access to the anchor handling winch, including attached maintenance platforms and extensions, with particular attention to support brackets and welds; and

.6 certification and identification of all wires.

3.5.1.5 Damaged, broken, worn or corroded wires, including their terminations connecting loose gear, should be inspected and discarded according to manufacturers' recommendations, relevant industry standards, international standards or requirements of classification societies acceptable to the Administration.

3.5.1.6 If on the completion of an inspection, the responsible person considers the anchor handling winch to be unsafe for operation or not in compliance with the applicable requirements of the Administration, then that anchor handling winch should be taken out of service until any deficiency is rectified to the satisfaction of a competent person. The anchor handling winch should be clearly marked not to be used and the status should be recorded in accordance with 3.2.4. While out of service, the relevant actions for inoperative anchor handling winches as outlined under section 5 of these Guidelines should be followed.

3.5.2 Maintenance manual

3.5.2.1 A maintenance manual for an anchor handling winch should be provided by the manufacturer. Where maintenance manuals for existing anchor handling winches are not available from the manufacturer, these may be provided by competent third parties.

3.5.2.2 The maintenance manual should, as a minimum, include the following for each anchor handling winch:

.1 description of the required inspection regime and maintenance schedules specific to the anchor handling winch, checklists and a list of key tools or other items for use when carrying out inspections and maintenance;

.2 instructions for routine repairs/maintenance;

.3 technical maintenance information;

.4 information on recommended lubricants, oil and filter change;

.5 information on bearing maintenance, if applicable;

.6 lists of replaceable parts/components, as well as the inspection/ maintenance/replacement procedures for these parts/components;

.7 lists of sources of spare parts;

.8 model forms for records of inspections and maintenance;

.9 operational test procedures, as well as the pre/post-operational test inspection procedures;

.10 list of components requiring particular attention during inspections, as well as the inspection/maintenance procedures for these components;

.11 recommended intervals for replacement and overhaul of components and equipment;

.12 information on the preservation of the coating and corrosion protection system; and

.13 information regarding special inspection and maintenance in cases where the anchor handling winch is not operated for long periods of time.

3.5.3 Records of maintenance and inspection

3.5.3.1 Records of the routine inspection and maintenance of anchor handling winches or their components or parts should be maintained and kept on board.

3.5.3.2 The records and particulars of inspection and maintenance may be documented in any convenient form, provided each entry contains the necessary information, is clearly legible and is authenticated by a responsible person. Any recommendations of the manufacturer for such inspection and maintenance records should be used.

3.6 Operations

3.6.1 General

3.6.1.1 Personnel operating anchor handling winches and their associated equipment should be qualified, familiarized with the equipment and be authorized by the master.

3.6.1.2 All personnel involved in an anchor handling winch operation should understand their role during the operation and, in particular, the signals that may be required to commence, coordinate or stop the operation.

3.6.1.3 Personnel involved in anchor handling winch operations should be equipped with appropriate personal protective equipment for the task.

3.6.1.4 Anchor handling winch operations should be planned, supervised and carried out so that any identified risks are minimized.

3.6.1.5 Procedures and instructions should relate to the specific type of anchor handling winch and should be provided in the operations manual.

3.6.1.6 Due consideration should be given to any limiting operational conditions, such as the ship's motion/inclination, environmental conditions including sea state, maximum wind speeds including wind gusts, ice and snow accretion, as well as limitations of the anchor handling winch, such as maximum line pull, maximum brake holding capacity, etc.

3.6.1.7 Effective communication should be established among ship's personnel as well as other ships/offshore units involved in the anchor handling winch operation.

3.6.1.8 Safe means of access to anchor handling winches and the work area should be established. Safe areas for the personnel involved should be available.

3.6.1.9 When developing plans and procedures for anchor handling winch operations, consideration should be given to prevention of accidents or incidents due to the wires striking any person or other structures in close proximity.

3.6.1.10 Procedures and measures for the safe operation of anchor handling winches should take account of applicable international and national instruments and best practices for occupational safety and health.

3.6.1.11 Personnel operating the anchor handling winch should consult the operations manual for any specific instructions related to the anchor handling operations.

3.6.1.12 Periodic drills for emergency release and emergency brake operation should form part of the planned maintenance schedule.

3.6.2 Operations manual

3.6.2.1 An operations manual for the anchor handling winches should be provided by the manufacturer. Where operations manuals for existing anchor handling winches are not available from the manufacturer, these may be provided by competent third parties.

3.6.2.2 The operations manual should, as a minimum, include the following for each anchor handling winch:

.1 design, operational and environmental limitations;

.2 compatible loose gear, if any;

.3 safety instructions; and

.4 operating procedures, including emergency procedures, if any.

3.6.2.3 For anchor handling winches installed before 1 January 2026, their operations manual should be developed with original manufacture, design and build data, and take into account any modifications since installation. Where original data or modification data is not available, the operations manuals should be developed on the current operational procedures and practices.

4 Loose gear

4.1 Design and manufacturing

Loose gear utilized with anchor handling winches to which SOLAS regulations II-1/3-13.2.2 and II-1/3-13.2.5 apply should be designed and manufactured in accordance with requirements acceptable to the Administration or a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1.

4.2 Proof test and thorough examination

4.2.1 Proof test

All loose gear in use with anchor handling winches and associated equipment to which SOLAS regulation II-1/3-13 applies should have documentary evidence of a proof test and be retested after repairs, modifications or alterations of major character acceptable to the Administration.

4.2.2 Thorough examination

4.2.2.1 Loose gear should be subject to thorough examination to the satisfaction of the Administration:

.1 after any proof test; and

.2 annually.

4.2.2.2 If on completion of a thorough examination, the competent person considers the item(s) of loose gear to be unsafe for operation or not in compliance with the applicable requirements of the Administration, then that loose gear should be taken out of service until any deficiency is rectified to the satisfaction of a competent person. The loose gear should be clearly marked "not to be used" and the status should be recorded as detailed in sub-section 4.7. While out of service, the relevant actions for inoperative loose gear as outlined under section 5 of these Guidelines should be followed.

4.3 Demonstration of compliance

4.3.1 Before being put into use for the first time, the loose gear utilized with anchor handling winches which comply with SOLAS regulations II-1/3-13.2.2 and 3-13.2.5 should be certified to meet the provisions in section 4.

4.3.2 The existing loose gear utilized with anchor handling winches and associated equipment to which SOLAS regulations II-1/3-13.2.2 and II-1/3-13.2.5 apply, with valid certificates under another international instrument acceptable to the Administration and issued prior to the entry into force of SOLAS regulation II-1/3-13, should be considered compliant with SOLAS regulation II-1/3-13.5.

4.4 Marking

4.4.1 Loose gear should be clearly and permanently marked with its unique identification (serial no.), safe working load (SWL) and any additional marks required for safe use.

4.4.2 If there is insufficient space for the marking on the loose gear other than the SWL, the omitted information should be included in the certificate or be provided by other suitable means.

4.5 Operation

The personnel involved in anchor handling winch operations which utilize loose gear should be qualified, familiarized with the equipment and be authorized by the master.

4.6 Maintenance and inspection

4.6.1 Maintenance and inspections at respective intervals should be in accordance with the manufacturer's recommendations, industry standards and guidelines or classification society requirements and recommendations acceptable to the Administration, considering factors such as the operational profile of the ship, anchor handling winch and the loose gear.

4.6.2 All loose gear should be considered vulnerable to marine environmental conditions which may lead to significant and accelerated deterioration and corrosion, and the inspection and maintenance regime should be implemented accordingly.

4.6.3 Hazards particular to the inspection and maintenance of loose gear should be considered when developing the relevant procedures for undertaking such tasks.

4.6.4 Loose gear should be inspected by a responsible person before each use.

4.6.5 Examples of aspects requiring particular attention may include:

.1 wear, corrosion, damage and correct functioning of the loose gear;

.2 damaged, worn or corroded chains, including their terminations;

.3 certification, identification and marking of loose gear; and

.4 physical or chemical degradation, including degradation due to the exposure to the environment.

4.6.6 If on completion of an inspection the responsible person considers the loose gear to be unsafe for operation or not in compliance with the applicable requirements of the Administration, then the loose gear should not be used until any deficiency is rectified to the satisfaction of a competent person. The loose gear should be clearly marked "not to be used" and the status should be recorded. While out of service, the relevant actions for inoperative loose gear as outlined in section 5 should be followed.

4.7 Records of inspection, maintenance, testing and thorough examination

4.7.1 Records of thorough examination and testing

4.7.1.1 A record of thorough examination and evidence of proof testing of loose gear should be maintained and kept on board.

4.7.1.2 Records of thorough examination and testing may be documented in any convenient form, provided each entry includes the necessary information, is clearly legible and is authenticated by the competent person. Forms issued by the relevant classification society recognized by the Administration or any equivalent forms for documenting the thorough examination and testing should be considered for use.

4.7.2 Records of inspection and maintenance

4.7.2.1 Records of the routine inspection and maintenance of loose gear should be maintained and kept on board.

4.7.2.2 The records and particulars of inspection and maintenance may be documented in any convenient form, provided each entry contains the necessary information, is clearly legible and is authenticated by a responsible person. Any recommendations of the manufacturer for such inspection and maintenance records should be used.

5 Inoperative anchor handling winches, associated equipment and loose gear

For the implementation of SOLAS regulation II-1/3-13.4, the following actions should be taken by the master to mitigate risks posed by inoperative anchor handling winches and associated loose gear and wire:

.1 take the inoperative anchor handling winches, associated equipment and wire into account in planning and executing a safe voyage;

.2 prevent the operation of inoperative anchor handling winches and associated loose gear and equipment;

.3 prevent uncontrolled movement of inoperative anchor handling winches or associated loose gear and equipment using appropriate restraining and preventing arrangements, if required;

.4 store inoperative wires and loose gear separately from in-service wires and loose gear and mark it as being inoperative; and

.5 record the particulars of anchor handling winches or loose gear, associated equipment and wire that is inoperative as detailed in paragraph 3.2.4 and/or 4.7.1 until necessary repairs have been completed and it has been tested or proof tested, as necessary, and thoroughly examined.

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