

Merchant Shipping Notice No. 08 of 2013

No: 13-NT (5)/2009-Pt.I

Dated: 21/02/2013

Subject: Operations of Coastal and Ocean Towing – Certification

(Note -Towing Operations during Foul Weather Season is discouraged).

A. Background-

1. There has been a steady growth of Maritime traffic in the Indian waters including that of towing activities. In order to achieve the twin objectives of facilitating the trade and ensure safe towing operations during fair or foul weather season, the Directorate in consultation with the Ship Owners Associations (Coastal/National), Ports, Coast Guard & others Stakeholders modified Merchant Shipping Notice No. 13 of 2008 dated 12th September, 2008 and issued **Merchant Shipping Notice No. 06 of 2012** dated 12th April, 2012.
2. Merchant Shipping Notice No. 06 of 2012 of April 2012 reinforces the features of self assessment and self certification in low risk cases, with attendant responsibilities for the owner /operator as the case may be within the specified operational area.
3. The Exploration & Production (E&P) operators and Ship Owners Associations, a few months after the promulgation of Merchant Shipping Notice No. 06 of 2012 of April 2012 pointed out that delays in getting approval/permission, misinterpretation of certain provisions by the concerned entities of its applicability with respect to the validity of permission, inspection of foreign flags ships and its operations in ODA, / Port waters and which in turn causes financial losses & imposed constraints in the execution of commercial contract to them.
4. Considering these difficulties and noting good safety records

of the towing operations in the specified area of operations, the Directorate after having consulted the stakeholders again, now further simplified the procedures of inspection and certifications to enhance its usefulness & reduce subjectivity element.

5. In the light of above, the **Merchant Shipping Notice No. 06 of 2012** is now revised and replaced by this **Merchant Shipping Notice No. 08 of 2013**. It is expected that this notice would facilitate in removing the reported hurdles & misinterpretations & endeavors to address all the concerns of the stakeholders.
6. This notice takes into account the applicable IMO Assembly Resolution A. 765 (18) dated 4th November 1993 (Guidelines on the Safety of Towed Ships and Other Floating Objects) and MSC Circ.884 (Guidelines for Safe Ocean Towing) dated 21st December 1998.

B. Scope of this Notice-

7. This notice extends to all towing operations originating from Indian shores including coast (Ports or Places to Places or Ports within Coastal Waters of India) through sea or overseas and vice- a –versa during Fair/Foul Weather Season but does not include towing operations taking place within ports or inland waters not connected to sea.

C. Definitions:

8. In this notice unless the context otherwise requires,
 - a) “Protection & Indemnity [P&I] for third parties liability and classification of ships from safety aspect means the relevant provisions as defined in the Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore Facilities) Rules, 2012 promulgated with effect from 20th April 2012.
 - b) “Approved Towing Plan” means a towing plan generic in

nature prepared in accordance with the procedures stated in this notice duly verified and endorsed by the Flag Administration or the Recognized Organization (RO) of the Flag i.e. DGS/MMD in Indian Context and Competent Authority of Foreign Flags ships entering Indian Coastal Waters.

- c) "Approved Towing Manual" means a towing manual which is ship/case specific and includes minimum elements as stated in **Annex VI** shall be duly verified and endorsed by the Flag or Recognized Organization (RO) of the Flag i.e. DGS/MMD in Indian Context and Competent Authority of Foreign Flags ships entering Indian Coastal Waters.
- d) "Certified Towing Vessel" means dedicated vessel designed, constructed and certified by the Flag Administration or Recognized Organization (RO) of the Flag & equipped with towing winch(s) or towing hook with release arrangements as the case may be.
- e) "Certified Towing Gear/ Equipments" means all certified towing gear / equipments as stipulated in the approved towing manual duly inspected and certified by the Flag / Recognized Organization (RO) for its fitness for the purpose of towing operations.
- f) "Certified Towage" means duly inspected & certified towing vessel and the certified towed ship/ object etc. as well as its certified towing equipments, having lawful cargo/goods/ certified cargo securing arrangements (stowage) and qualified master/ crew or persons if manned as per this notice.
- g) "Certified Towed Object / Ship/vessels/Other Structure etc." means ship/vessel/object etc., designed constructed and certified by the Flag Administration or Recognized Organization (RO) of the Flag.

- h) "Dry Tow" means the tow which is not falling under the category of wet tow includes certified or uncertified tow.
- i) "Risk" means an undesirable outcome in the process of meeting an objective, performing task or engaging in an activity.
- j) "Specified Area of Operations" in terms of this notice means is the area of origin from Indian Ports/Places/ODA beyond Port/Inland Waters to other Ports, along the Indian Waters, within ODA and overseas and vice a versa through sea .
- k) "Special Movement of Towage" in terms of this notice means is the conduct of towing operations within specified Area of Operations where the tow is likely to pose higher hazards or pose serious danger to the shipping during such operations, and may include, tow having project cargo, rigs, hazardous cargoes and ship hulk including incomplete steel structure etc., for which appropriate Certification by the RO/MMD/DGS or Flag as the case may be is required.
- l) "Uncertified Tow "means any tow proceeding to sea which is not inspected and certified by the Flag Administration or Recognized Organization of the flag.
- m) "Wet Tow" means towed object i.e. partially or fully submerged namely pipeline, buoy, or oil rig part etc, travelling short distance in the field of Offshore Oil Development Area (ODA) or other Coastal Waters of India or Overseas this may include certified or uncertified tow.

D. Application:

9. This notice shall be applicable to the only certified towing vessels of any Flag taking certified or uncertified tow for voyages originating from Indian shores or vice – a- versa as the case may be as prescribed in the specified area of operations during fair or foul

weather season as stated below with or without cargo, manned or unmanned.

Fair weather Season:

In the Arabian Sea: 1st September to 31st May

In Bay of Bengal: 1st December to 30th April

Foul weather Season:

In the Arabian Sea: 1st June to 31st August

In Bay of Bengal: 1st May to 30th November

E. Exceptions-

10. This notice shall not be applicable to the following –

(i) Emergency Towing Vessel's (ETV's) or to cases of response to a distress calls involved in salvage activities and / or as directed by the Directorate General of Shipping.

(ii) The vessels owned or operated for non commercial purposes by the Public or Law Enforcement Authorities of India namely (vessels of Indian Navy, Coast Guard, and Marine Police & Custom Authorities etc.).

Provided that, towing vessels registered in India under other than Merchant Shipping Act, 1958 likely to be or involved in towage & intends to proceed to sea beyond the prescribed specified Port or Inland Waters Operational Limits may approach Directorate General of Shipping for certification.

F. Exemptions-

11. (i) Exemptions from compliance by the owners / operators with respect to the provisions of this notice shall be considered on case to case basis by the Directorate General of Shipping.

(ii) The ship-owner/operator seeking exemption shall apply to the DGS on its company's letter head explaining the circumstances of the case along with all relevant supporting documents and the prescribed fee. The DGS may give exemption with certain conditions to promote trade without comprising with safety standards required for such operations.

G. Self Risk Assessment:

12. It is essential for the ship owner, ship manager, operator and master carrying out towing operations to conduct detailed risk assessment as per the procedures given in the towing manual and institute suitable preventive measures as stated below-

i) The ship owner, ship manager, operator and the master involved in such operations shall carry out the risk assessment of the such operations based on the guidelines stipulated by International Maritime Organization (IMO) as stated above and applicable procedures in the Safety Management System (SMS) developed under the International Safety Management (ISM) code, if applicable or otherwise best international practices adopted by the owner / operators, as the case may be. However, the owner /manager/ operators/master before undertaking towing operations shall determine level of risks involved during such operations. In doing so, the following factors may be taken into account but not limited to:

- a) Recognizing special movements of such vessels if any as defined in this notice in respect of higher risks;
- b) Towing vessel's condition, applicable statutory and classification societies certifications issued by Flag administration and Recognized Organization (RO) respectively ;
- c) Towed object's condition, applicable statutory and classification societies certifications issued by Flag administration and Recognized Organization (RO) respectively;
- d) Documented suitability and strength of towing gear/equipment & its general conditions;
- e) Weather/sea/currents/tidal stream state including measures to counter its adverse effect or for its continuous monitoring;
- f) Comprehensive Voyage (Passage) Plan, Proximity to ODA,

and Navigational hazards enroute, if any etc;

- g) Prevailing Ship Reporting/Vessel Traffic Services / Ship Routeing Systems & means of Radio Communications;
 - h) Approved Towing plan, towing power calculations & approved towing manual as the case may be;
 - i) Competence and experience of Owner / Manager /Operator/Towing Master & Crew including Riding Crew on the tow if manned;
 - j) Nature of cargo –hazardous cargoes (Hazardous Noxious Substances –HNS, petroleum, heavy density liquids, gases, solid bulk cargoes & International Maritime Dangerous Goods in packaged form –IMDG, etc.), non-hazardous cargoes (general merchandize, solid bulk, unitized / palletized cargoes, etc.);
 - k) Manned (with persons including Master/Officer in charge /Crew / Riding Crew as the case may be on board towed object/vessel/ship etc.) or unmanned tow (without persons on board towed object)
 - l) Availability of adequate Insurance Cover against ship, crew/persons and third party liabilities for the intended tow covering the perils of the sea issued by approved insurance companies under Merchant Shipping (Regulations of Entry of Ships into Ports, Anchorages and Offshore Facilities) Rules, 2012.
- ii) A list of Towing Conditions & Type of Assessment, and criteria for assessment etc. Is specified in **Annex I**.

H. Procedure for towing Certification - within Specified Area of Operations

13. The owner/manager / operator/master will comply with the following procedures-

- i) An application for towing inspection and / or towing Certification, as

the case may be, shall be made in prescribed format along with fee specified by RO's or MMD's or Directorate General of Shipping (as per applicable DGS order(s) as amended) as the case may be.

ii) The owner /operator shall prepare the towing plan and have it approved by the RO's or DGS/ MMD's. An Original of the approved towing plan shall be placed on the towing ship and a copy to be retained in the office of the company of owner / operator. An approved towing plan with one or more certified towing vessels and a certified tow/object(s), will be deemed to be approved with the suitable towing vessel of similar specification and having adequate pulling power for the specific towing operations of similar or identical tow/object(s), and therefore need not be re-approved if the risk level and suitability remains unchanged.

iii) The owner /operator shall prepare the towing manual conforming to the format specified in **Annex-VI** and have it approved by the RO's or MMD's/ DGS as prescribed. The manual shall be ships specific and may include best international practices prevailing in this service. An original approved manual shall be placed on towing ship and a copy in the office of the company of owner / operator latest by 11th April 2013.

iv) The RO's or MMD's shall carryout the inspection of the towing ship, towing gear, and the tow ship / object as per the attached checklist in **Annex IV** (Checklist Verification). The necessary Certification shall be issued after verification and compliance with the provisions of this notice to the owner / operator by RO's or MMD's as the case may be.

v) No Certification is required for self assessment cases as prescribed in the **Annex I**. In such cases, the owner/ operator/master shall carryout the inspection of the towage as per **Annex IV** (Checklist Verification) and makes self declaration as per **Annex III**. Thereafter, he shall issue necessary Certification as prescribed in **Annex III**.

Note:-

1. River Sea Vessel (RSV) type of vessels under the relevant DGS notifications issued from time to time, the self assessment or assessment by RO's or MMD's or DGS as the case may be shall take into account the class notation specified on the Certificate of Class/ Certificate of Registry/ RSV Safety Certificate indicating any limitations and operational area stipulated on the applicable trading license if applicable and issued by the Directorate General of Shipping.
2. Below Convention size vessels registered under Merchant Shipping Act, 1958, the self assessment or assessment by RO's or MMD's or DGS as the case may be shall also take into account the class type for which the applicable statutory certificates are issued, class notation specified on the certificate of class and certificate of registry endorsed with any limitations / operational area stipulated on the applicable trading license if applicable and issued by the Directorate General of Shipping. The purpose of this verification by Owner / Operator or RO's or MMD or DGS as the case may be is to ensure that there is no mismatch in statutory certifications in respect of design and construction of towing/towed ship/vessel or object, carriage of Life Saving Appliances (LSA), Fire Fighting Appliances (FFA), Radio Communicating Equipments, Level of Safe Manning and Specified Operational Areas vis-a-vis the mandatory or otherwise certificate of class etc.
3. The safe manning level of RSV type & below convention size vessels for the specified area of operations or any restrictions as the case may be shall meet the requirements of applicable DGS circulars or relevant Administrative Orders on manning issued by the Directorate General of Shipping. Such circulars or Administrative Orders are placed on the DGS Website www.dgshipping.com.

I. Special Requirements Indian and Foreign flag vessels within ODA

14. (i) Indian or Foreign flag vessels operating within the ODA and having valid Trading licence if applicable and issued by DGS under the provision of the Merchant Shipping Act, 1958 shall carry out the towing operations during the validity period of such licence only as per the assessment scheme as specified in **Annex I** of this notice.

(ii) Such vessels engaged in towing operations entering into Indian waters from overseas or areas of operations as specified in this notice shall follow the requirements of Customs, Ports, Immigrations, Port Health, Indian Coastguard, Indian Navy or (Offshore Defence Advisory Group-ODAG) or both and DGS etc in respect of appropriate clearances before entering into or leaving the ODA for undertaking towing operations.

(iii) Such vessels engaged in special movement within specified area of operations shall obtain certifications as per the assessment scheme as specified in **Annex I**.

(iv) RO's/ MMD/ DGS shall approve the towing plan of such vessels within reasonable period to make such operations cost effective.

J. Validity of the Towing Certifications.

15. (i) Self assessment certification shall be valid for the entire fair weather season with respect to no. of voyages unless the tow changes and poses additional danger to the shipping and existing towing vessel not compatible, in which case fresh assessment is necessary as per the assessment scheme specified in **Annex I**.

(ii) RO's /MMD assessment certification shall be valid for the entire fair weather season with respect to number of voyages during the season unless the tow is changed and poses additional danger to the shipping and/ or existing towing vessel(s) not compatible, which case fresh assessment is necessary as per the assessment scheme specified in **Annex I**. However, towing operations during foul weather is discouraged and certification is issued for specific voyage.

(iii) RO's/ MMD assessment certification shall be valid for the specific voyage during foul weather season as per the assessment scheme as specified in **Annex I**.

(iv) DGS assessment and certification shall be valid only for specific case and voyage.

K. Random Inspections & Verification-

16. The MMD's established on the Coast of India shall carry out random inspection(s) to confirm compliance. It shall verify relevant documents of such vessels issued with appropriate certificates as specified under this notice. The towing vessels and vessel being towed shall not be unduly delayed/detained.

L. Periodical Returns-

17. The Owners/ Operators /RO's/MMDs and Enforcement Authorities of the Government as the case may be shall furnish periodical returns by 31st January and 31st July to the Directorate General of Shipping every year in prescribed format in **Annex XXI**. Upon receipt & completion of analysis of such returns, DGS shall verify if the objectives of the notice are achieved.

M. Penalty –

18. Any infringement of this notice by the owner / operator or RO's will be viewed seriously and may result in suspension or cancellation of authorization or legal action under the relevant provision of the Merchant Shipping Act, 1958 after giving concerned offender a reasonable opportunity to be heard. In addition, the contravention of this notice by any vessel registered either under Merchant Shipping Act, 1958 or other Civil or Penal or other Acts shall be dealt with as per the provisions of applicable Law.

N. Appeal Procedures –

19. All concerned has the right to appeal against the decision or decisions affecting their interest. The appeal shall be made to the Director General of Shipping within a period of 45 days from the date

of incident (e.g. rejection of application or certification or unfair detention etc). The Director General of Shipping shall give the applicant a reasonable opportunity of being heard before disposing of the case.

O. Entry into Force & Review-

20. This notice now supersedes Merchant Shipping Notice No.06 of 2012 & comes into force with effect from the date of issue of this notice (i.e. 21/02/2013) for all fresh cases and shall be kept under review by the Directorate General of Shipping for any modification if necessary. A copy of this notice shall be hosted on the DGS website, www.dgshipping.com

P. Compliance by All Concerned

21. All concerned are directed to adhere to the provisions of this Merchant Shipping Notice with the primary aim of promoting and facilitating the maritime trade in safe, efficient and cost effective manner.

22. This issues with the approval of the Director General of Shipping.

Sd/-

(Capt. Deepak Kapoor)

Deputy Nautical Advisor to the Government of India

Senior-DDG (Tech)

List of Annexes

Annex I –Checklist for Self Assessment/RO's /MMD's / DGS certifications.

Annex II –Application for Towing Certification.

Annex III –Assessment and Certification.

Annex IV –Checklist for Verification.

Annex V – Specimen Towing Plan Generic in nature for reference

Annex VI- Broad Structure of ship/case Specific Towing Operational Manual

Annex VII –Jurisdiction of RO's, MMD's & DGS.

Annex VIII – Responsibility & Authority of RO's/ MMD's/ DGS in General

Annex IX – Responsibility and Authority of Other Entities

Annex X – Periodical Returns (Implementation)

Annex XI- Periodical Returns (Enforcement)

Checklist for Self Assessment / RO's / MMD's /DGS Certification

(Note -Towing Operations during Foul Weather Season is discouraged).

1. The owner / operator before undertaking towing within the specified area of operations shall examine the table below and verify its experience, expertise, capability, knowledge and understanding of towing including potential hazards associated and related implications.

2. The owner/ operator shall also identify the nature of assessment applicable to his case and accordingly, decide for Assessment, Inspection, Verification and Certification as per the procedures stipulated in this notice.

Sl No. (a)	Tow Condition (b)	Fair Weather (c)	Foul Weather (d)	Criteria for Certification (e)
1	Certified towing Vessel; Certified towing gear; and Certified tow, with or without cargo & unmanned	Low Risk Self Assessment by the owner /operator/ Master or RO's or MMD's assessment at the owner's or operator's option	Medium Risk RO's assessment or MMD's assessment at the owner's or operators option	1.Declaration/inspection by owner/operator/master (Low Risk) 2. Inspection by RO's or MMD's (Medium Risk) 3. Approved towing plan in all cases of risk level involved during such operations. 4. Approved towing manual shall be placed on board towing vessel by latest by 11 th April 2013. 5. Other conditions : (a) as per M.S (Regulation of Entry of ships into ports, Anchorages and Offshore Facilities) Rules, 2012 (b) This regulation was promulgated with effect from 20th April 2012.
2	Certified towing Vessel;	Medium Risk RO's	High Risk MMD's	1. Inspection by RO's or MMD's (Medium Risk)

	<p>Certified towing gear;</p> <p>Certified tow, with or without cargo and manned</p>	<p>assessment or MMD's assessment at the owner's or operator's option</p>	<p>assessment</p>	<p>2. Inspection by MMD's (High Risk)</p> <p>3. Approved towing plan in all cases of risk level involved during such operations.</p> <p>4. Approved towing manual shall be placed on board towing vessel by latest by 11th April 2013.</p> <p>5. Other conditions:</p> <p>(a) as per M.S (Regulation of Entry of ships into ports, Anchorages and Offshore Facilities) Rules, 2012</p> <p>(b) This regulation was promulgated with effect from 20th April 2012.</p>
3	<p>Certified towing Vessel;</p> <p>Certified towing gear; and</p> <p>Uncertified tow, with or without cargo / unmanned</p>	<p>Medium Risk</p> <p>RO's assessment or MMD's assessment at the owner's or operator's option</p>	<p>High Risk</p> <p>MMD's assessment subject to weather permitting based on the weather forecast as submitted by the owner/operator.</p>	<p>1. Inspection by RO's or MMD's (Medium Risk)</p> <p>2. Inspection by MMD's (High Risk)</p> <p>3. Approved towing plan in all cases of risk level involved during such operations.</p> <p>4. Approved towing manual shall be placed on board towing vessel by latest by 11th April 2013.</p> <p>5. Other conditions :</p> <p>(a) as per M.S (Regulation of Entry of ships into ports, Anchorages and Offshore Facilities) Rules, 2012</p> <p>(b) This regulation was promulgated with effect from 20th April 2012.</p>
4	<p>Certified</p>	<p>Medium</p>	<p>High Risk</p>	<p>1. Inspection by RO's or MMD's</p>

<p>towing Vessel; Certified towing gear; and Un Certified tow, with or without cargo & manned.</p>	<p>Risk MMD's assessment</p>	<p>By MMD's assessment subject to weather permitting based on the weather forecast as submitted by the owner/operator.</p>	<p>(Medium Risk) 2. Inspection by MMD's (High Risk) 3. Approved towing plan in all cases of risk level involved during such operations. 4. Approved towing manual shall be placed on board towing vessel by latest by 11th April 2013. 5. Other conditions : (a) as per M.S (Regulation of Entry of ships into ports, Anchorages and Offshore Facilities) Rules, 2012 (b) This regulation was promulgated with effect from 20th April 2012.</p>
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Note-

1. Risks are classified as L (Low), M (Medium) H (High)- Risk = consequences of occurrences x probability of occurrences of any incident
 - Low Risk (L)- The risk level shall be maintained at as low as reasonably practical (ALARP) or fall in negligible region after completion of risk assessment.
 - Medium Risk- The risk level shall be in tolerable region after completion of risk assessment but efforts should be made to reduce this to negligible region or ALARP.
 - High Risk- The risk level shall be in intolerable region after completion of risk assessment but efforts should be made to reduce this to tolerable or negligible region or ALARP.
2. Towing operations by the owners/ operators in Foul weather season within specified operational area is discouraged by the DGS unless permitted by RO's/MMD's subject to favorable weather window as per the authority specified in the applicable annex of the notice for single voyage on case to case basis in the specific operational area.
3. Towing within ODA and other areas except overseas is permitted under self assessment certification for low risk cases during fair and

foul weather(in favorable window period to be recorded by the operators in the ships log book along with weather forecast for the entire period of the voyage) season with cargo or manned or both or otherwise provided owner/operator ensures the compliance with the following during such operations-

- Warranty survey reports permits for such operations with certain conditions
 - Towing vessel/ vessel being towed has valid SPL issued by DGS
 - Towing vessel/Vessel being towed has valid appropriate Naval clearance
 - Towing vessel/Vessel being towed participates in all prevailing reporting/routing system developed by the concerned coastal authorities
 - Towing vessel and the tow has valid insurance as per Merchant Shipping (Regulations of Entry of Ships into Ports, Anchorages and Offshore Facilities) Rules, 2012 came into force with effect from 20.04.2012.
4. The permission under para 3 above shall lose its validity if special movements of high risk category takes place within such areas, which case the assessment of RO's/MMD's or DGS in case of referral shall prevail as the case may be.
 5. If MMD's are unable to respond or fail to respond or express inability to process the case after submission of application by the owner/operator/agent within 24 hours and unable to place or nominate surveyor within next 24 hours, such owner may request RO's of his choice with the approval of DGS in respect of High risk cases during any working day or public holidays to carry out inspection for the purpose of this notice. The nominated RO's may carry out such inspection and issue certificate with the approval of MMD under intimation to DGS. Similarly, RO's may recommend the name of other RO's approved by them.
 6. In other cases, where the RO's or operator is unable to carry out the assessment, MMD's may be approached for inspection and certification under the intimation of DGS.
 7. In self assessment or other cases during the validity period of towing certification, the towing plan shall be approved by the RO's or MMD's only during the first inspection required under this annex and thereafter if the towing configurations changes that poses higher risk.
 8. DGS shall consider cases of exemption and referral by the RO's and MMD's or other cases not covered above.
 9. This matrix is applicable to both Indian and foreign flag ships.
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Annex – II

Application for Towing Certification

Application Form for Towing Certification to Towing and Towed vessels within the Operational Areas as specified in Merchant Shipping Notice No. 08 of 2013.					
To- RO's/ MMD's or D.G. Shipping, Mumbai (Refer Annex VI)					
A. Owners/ Operators/Master and Towing Ship particulars					
Name of Owners-Operator/Designation /Address / Telephone – Mobile/ Fax /E-mail					
Name of Vessel		Port of registry	Registration No.	IMO No. If applicable	
From	To	Year of Built	G.T./ N.T.	No. Of Persons including Crew	
Port / ODA or Overseas as applicable	Port /ODA or Overseas as applicable		Horse Power/ B.H.P./K.W.		
B. Details of Statutory / Mandatory Certificates / documents held by the Towing Ship/Vessel: (Enclose a copy as applicable)- Indian Flag approved towing vessels following details are available with RO/MMD. State here all class and statutory certificates are valid. YES/NO, if no fill the details below;				Remarks	
1. Certificate of Registry Provisional / Permanent as the case may be		Issued by	Issued on	Valid till	
2. Certificate of Class Interim / Permanent, if applicable**		Issued by	Issued on	Valid till	Verify general inspection report if required
3. International/Indian Tonnage, if applicable		Issued by	Issued on	Valid till	
4. International / Indian Load line Interim / Short Term / Permanent [if applicable] as the case may be		Issued by	Issued on	Valid till	Verify at least permissible drafts as applicable
5. Safety Constructions Interim / Short Term / Permanent, if applicable		Issued by	Issued on	Valid till	
6. Certificate of survey/Certificate of inspection in case of other vessels		Issued by	Issued on	Valid till	
7. IOPP Interim / Short Term / Permanent, if applicable		Issued by	Issued on	Valid till	

8. Safety equipment Interim / Short Term / Permanent, if applicable	Issued by	Issued on	Valid till	
9. Radio Equipment Interim / Short Term / Permanent, if applicable	Issued by	Issued on	Valid till	
10. ISPS Certificate by the flag including the CSR, if applicable	Issued by	Issued on	Valid till	
11. Safe Manning (with Exemptions if any, if applicable	Issued by	Issued on	Valid till	
12. Trading License for Indian owned/Chartered Vessels, if applicable	Issued by	Issued on	Valid till	
13. RSV Safety Certificate, if applicable	Issued by	Issued on	Valid till	
14. Last FSI/PSC Report (date of inspections etc.) if applicable	Issued by	Issued on	Valid till	
15. Exemption in respect of ISM Code compliance, if any	Issued by	Issued on	Valid till	
16. Insurance cover for wreck removal, oil pollution damage including Third Party damage	Issued by	Issued on	Valid till	
17. Approved Towing Manual/ Towing Log Maintained as per this notice	Yes / No.			
18. Approved Towing Plan as required by this notice	Yes / No.			
19. Latest bollard pull certificate as required by this notice	Yes / No.			

C. Particulars of Intended Towing Voyage

Distance to Cover	Berth to Berth	Speed
Duration of Voyage (Total)	Reserve of Fuel :	Refuelling Plan During Voyage :
Weather enroute	Beaufort scale (state)	
Navigational Hazards (expected)		
Copy of Comprehensive voyage (Passage) Plan including navigational hazards, enroutes, limitation of vessel etc. (Please refer SOLAS Chapter V – Regulation 34 & other relevant regulation of this chapter as applicable)		Yes/No

D. Particulars of Owner(s)/operator(s) of the Towed Object(s)/Ship(s) /Vessel(s), etc.

Name of Owner-Operator/Designation /Address / Telephone – Mobile/ Fax /E-mail				
Name	Port of registry if applicable	Registration No. If applicable	IMO No. If applicable	
Manned / Unmanned Yes / No.	critical area	No. Of Persons including Crew and Master – critical area		
Proper Cargo Stowage: Yes/No	Type Bulk / Unitized /Heavy Lift cargoes etc.	Hazardous (HNS) cargoes including IMDG Cargoes etc. If yes, stowage as per applicable codes or established practices of the industry. Give details in enclosure.	Securing Arrangements; Yes/No	
Survey Report by RO's / MMD's for Stowage, Quantity and Securing Yes/No (attach a copy if available) as applicable:				
G.T./ DWT L - B - D- Draft-	Horse Power/ B.H.P./K.W.	Speed (Kts)	Date / Year of Built / Rebuilt as applicable	Place of Built/Rebuilt as applicable
E. Details of Statutory/Mandatory Certificates /Documents of Towed Object(s)/Ship(s)/Vessel(s) (certain items 1 to 10 may not be applicable)				
1. Certificate of Registry Provisional/Permanent (Yard / Yard No.) as applicable				
2. Certificate of survey/certificate of inspection as applicable				
3. International / Indian Load Line Certificate Interim / Short Term / Permanent, if applicable		Issued on	Expiry Date	
4. Cert. Of Class Interim / Short Term / Permanent by IACS members, if applicable **		Issued on	Expiry Date	
5. Trading License issued by DG Shipping[if applicable]		Issued on	Expiry Date	
6. Crew accommodation certificate, if manned		Issued on	No. Of Certified accommodation	
7.Identity document/ training				

certificates of crew, if manned			
8. Any insurance cover for wreck removal, oil pollution & third party	Issued on	Expiry Date	
9. Security Measures if manned by crew and personnel's	Attach list or certificate copy		
10. Adequacy of Following Equipments, copy of certificate if any.	Yes/No	f) Water Flooding Alarm System	Yes/No
a) LSA(Personal & Survival Crafts) (enclose copy)	Yes/No	g) No. Of Anchors and Chain Arrangement (Stowage position)	Yes/No
b) FFA (Prevention, Protection & Extinction) (enclose copy)	Yes/No	h) Emergency Towing Arrangements	Yes/No
c) Radio Equipments (enclose copy)	Yes/No	i) Weather Protection of Cargo.	Yes/No
d) Lights, Sound and Signalling Appliances (enclose copy)	Yes/No	j) Any other appliances or equipments (please specify)	Yes/No
e) Bilging / Pumping out Arrangements			
<p>Note: - If unmanned, only lights, shapes and sound signalling appliances / emergency towing arrangements / Weather protection of cargo(s), if applicable. However, provisions for pumping out arrangement & water flooding alarm system are encouraged to be installed. Anchors and chain arrangements for short and sheltered voyages during Fair weather season shall not be insisted by the RO's, MMD's. However, anchor & chain arrangements for overseas voyages shall be mandatory in all cases.</p>			

**** - Certificate of class shall reflect the area of operations in terms of distance from the coastline to verify its consistency with the Merchant Shipping (MS) LSA/FFA Classification of Ships.**

DECLARATION BY THE OWNER(S) / OPERATOR(S)

- I hereby solemnly declare that to the best of my knowledge and belief, the particulars given in this application form are true and correct & undertake to keep the vessels **[tug(s) and tow(s)]** sea worthy as per the provisions of this notice. In case of any wrongful Act or misrepresentation/suppression of material fact(s) of information or infringement and I shall be fully responsible/liable for the

consequences/ damages / penalties as per the provisions or the applicable laws.

2. I have been authorized by the owner to make this application. A Prescribed fee of Rs... drawn in your favour is enclosed. I request you to conduct necessary inspection and issue appropriate certificate for the voyage.

Date: _____ Company Seal _____ Signature of _____
 Authorized person

Place: _____ Name _____

Annex – III

Assessment and Certification

Self / Recognized Organizations (RO's) and Mercantile Marine Departments (MMD's) / Directorate General of Shipping (DGS)* Assessment and Certification

1. There is no objection to allow tow (name/type) (manned or unmanned)* with/without* cargo of ----- & Registration No. ----- --to be towed by MT / MV(s)* (Name), IMO No*..... Port of Registry -----from port of ----- to port of -----direct (destination) ----- or en route port ----- (for bunkering etc.) in specified area of operation.
2. This certificate shall be valid subject to compliance with provisions set out in respect of the towing ship (s) /tow (s and towing arrangements & the following:

- (i) To the extent possible participate in prevailing ship reporting, ship routing systems **and obtain weather forecast at frequent intervals.**
- (ii) To undertake voyage(s) as per the towing and passage plan during calm and settled weather conditions to the extent practicable not exceeding the speed prescribed by the RO's /MMD's/DGS or the approved towing manual as the case may be by the experienced & qualified master/crew etc;
- (iii) To familiarize Master/crew/riding crew and any supernumerary if on board with safety and emergency procedures in compliance with applicable DGS Guidelines, circulars / notices etc.;
- (iv) To comply with Collision Regulations (COLREG 1972) by the tug (s)/tow (s);
- (v) To make self declaration stating that all the provisions of Merchant Shipping Act, 1958, applicable IMO Guidelines and requirements of this notice are understood and shall be complied with.
- (vi) To adhere to any precautions which may be required by the ordinary practice of seamen, or by special circumstances of the case, having due regard to the observance of good seamanship in particular reference to chafing of stoppers/towing wire/rope that are subject to high tensions and suspension of towing operations during adverse weather/sea conditions that may exert strain/stress on towing gear and may lead to parting of tow. The responsibility for the tow and for good seamanship practice till the arrival at the final destination rest with the Master of the towing vessel.
- (vii) Should the tow lines part, the towing vessel endeavour to make all efforts to reconnect to the unit.

This towing certification is valid to undertake the voyage as stated above with cargo of ----- quantity ----- and ----- person including Master/crew/riding crew as cast the may be on board or only cargo of ----- -- quantity or -----persons(Master/crew/riding crew etc) or no cargo and unmanned as the case may be

Indian Port----- to Indian Port----- for the entire fair season/ single voyage in fair/foul season Date/Year _____ to Date/Year _____;

Indian Port ----- to Foreign Port----- for the entire fair season/single voyage in fair/foul season Date/Year _____ to Date/Year _____;

Overseas port----- to Indian Port----- & to ODA----- after completing Port and/ or customs and /or other Government Formalities of entry up to the ODA Date/Year _____ to Date/Year _____;

ODA-----ODA----- for entire fair season/single voyage in fair/foul season Date/Year _____ to Date/Year _____;

ODA to Indian Port for single voyage in fair/ foul weather season to Date /Year

Indian Port..... to ODA for single voyage in fair/ foul weather season to Date /Year

Indian Coast -----to STS operational area for the entire fair season/ single voyage in fair/foul season Date/Year _____ to Date/Year _____; and

Indian Port..... to ODA, ODA..... and back to Indian Port for seasonal voyage in fair season from Date /Year _____ to Date/Year _____.

Date:

Place:

Name, Designation and Signature of the Authorized Official of Owner/Operator/RO/MMD/DGS*

(Official seal)

* Delete as applicable.

Annex IV

Checklist for verification

A. Checklist to verify Towing Gear Arrangements and other associated appliances for safety/navigation etc on the Towing and towed vessel as applicable

S. N.	Items required	Guidance Note	Y/N	Remarks
1.	Particulars of tug (s) and tow(s)	Verify the details of tug(s) / tow(s) (dimensions etc.)		Check if any additional systems or equipments in reducing risk elements or limitations or are available
2.	Bollard Pull of tug(s) required for the tow	Verify the validity of the Bollard pull certificate and Bollard pull calculations.		Please refer Para B of Annex VII for Bollard Pull Testing
3.	Towing rope/hawsers, bridles, pennants, turnbuckles, bolts and other towing gear being used – protective Towing Equipments	Verify certificates in respect of the towing gear arrangements.		Its validity and genuineness
4.	Hawser boards, chafing gear, seizing wire, rope yarn, marline, bolts ,steel pins, canvas, wood-protective towing equipments(prevents accidents) including fenders/guards for protection	Verify certificates in respect of the towing gear arrangements.		Its validity and genuineness

5.	Strong point condition	Verify location and any reinforcement		Its general maintenance (free from corrosion)
6.	Emergency release mechanism	Verify arrangement		Fit for use and functionality
7.	Positioning of main and back up bollard	Verify for strength		Its general maintenance (free from corrosion)
8.	Emergency towing wire and connection	Verify location and certificates		Its general maintenance (free from corrosion)
9.	Positioning of lights, shapes, and sound signalling appliances on tow (s)	Verify location and site		Its general maintenance (free from corrosion) and good insulation
10.	Spare wire ropes or pendant location	Verify location and certificates.		Its general maintenance (free from corrosion)
11.	Tools for emergency including damage control	Verify location		Ready availability, certified & well maintained
12.	Location of anchor if any	Verify numbers and weight certified for the size of the tow		Its general maintenance (free from corrosion) and functional
13.	Approved towing plan	Verify the content in general conformance		Verify it's the layout and

		to Annex V		correctness
14.	Approved towing manual for all cases including self assessment to be complied with not later than 11 th April 2013.	Verify its availability if applicable		Verify it is ships specific and its relevance for various types of towing
15.	Emergency Towing Procedures(ETP/Emergency towing arrangements(ETA) on board either towing vessel/tow as the case may be	Verify its availability if applicable		Verify it is ships specific and its relevance for towing
16.	Additional support equipment salvage pumps, oxyacetylene cutting torches, welding machines and heavy duty wire cutters including well equipped machine shop in respect of Indian towing vessels or vessels having SPL of BP 50tons and above.			

Observations of the inspector/surveyor/operator/Master as the case may be-

- 1.
- 2.
- 3.

B. Checklist of Survey Items in respect of Towing Vessel(s):

S. N.	Survey Items	Guidance Notes	Y / N	Remarks
1.	Verify General Condition of vessel(s) and if the vessel is seaworthy and suitable for the intended	Check general condition and integrity of hull & deck. If in damaged conditions, inspection &		Verify last dry dock report and Special Survey Report

	voyage.	certification for undertaking the intended voyage should be carried out by the Recognized Organization.		as the case may be for any Condition of Class (COC) or limitations.
2.	Verify details as mentioned in signed Application of Towing Permission as per Annex II Part A, B & C	Check suitability of Part A, B & C of Annex II for the intended voyage		Verify specified Statutory and Mandatory Certificates including documents for validity and genuineness.
3.	Verify load line items carefully and the stability	Check such items against the load line certificate and pay particular attention to the level of subdivisions		Check any limitations imposed by the class on the operational areas

Observations of the inspector/surveyor/operator/Master as the case may be

1.

2.

3.

C. Checklist of Survey Items in respect of Towed Vessel(s)

S. N.	Survey Items	Guidance Notes	Y / N	Remarks
1.	Vessel(s) is/are seaworthy for the intended voyage.	Check general condition and integrity of hull & deck. If in damaged conditions, inspection &		Verify last dry dock report and ESP / Special Survey

		certification for undertaking the intended voyage should be given by the classification society.		Report as the case may be for any COC or limitations.
1.A	Verify all relevant certificates of tow (s)	For genuineness and validity		Verify specified Statutory & Mandatory Certificates including documents for validity and genuineness.
2.	Adequate draft, trim and intact stability for the intended voyage.	Check and record drafts. Confirm adequacy of intact stability. If possible paint a white band 0.5 m above the fwd & aft draft. Size of band to be approx. 300 mm in height		
3.	Appropriate operational navigational lights, search lights and shapes in good condition for nature of operations.	Check availability of Light & Shapes and Sound signalling appliances (L & SS) required for towing and their general working condition		Verify availability of spares
4.	Sufficient Battery capacity for navigation lights for the intended voyage	Evaluate the battery capacity against length of voyage and check that the batteries are fully charged		Verify year of manufacture and general maintenance records
5.	Availability of spare light bulbs for navigating lights unless Solar type	Check availability of spare light bulbs of the correct type		
6.	Securing of all sounding & filling	Check that closing caps are provided with suitable		Verify its functionality

	pipes, if applicable	rubber lining		
7.	Securing of all tank & shell connection pipes	Check that valves and blind flanges used are properly fitted & valves secured in closed position		Verify functionality
8.	Blanking of all disconnected internal piping.	Check that all disconnected internal piping is blanked watertight with steel flanges.		Verify its effectiveness
9.	Securing of all tank covers/manholes, if applicable	Check packing and that all bolts/nuts are fitted		Verify effectiveness
10.	Closing of all openings in W/T bulkheads, if applicable	Check each Water Tight (W/T) bulkhead openings are closed by blind flanges.		Verify effectiveness
11.	Securing of all portholes, if applicable	Check all portholes are watertight closed		Verify effectiveness
12.	Closing of all openings on forecastle, main & aft decks for watertight integrity	Check & test all openings with high pressure water hose for tightness		Verify effectiveness
13.	Recording of all tank soundings prior to departure, if applicable	Copy of tank soundings to be provided to the Owner.		Maintain records in safe custody.
14.	Securing of cargo, adequacy of equipment, stores & bunkers for intended voyage, adequacy of provisions & water for crew & other persons.	If cargo on board check if it is properly secured. Verify quality, quantity of provision water and bunkers, if manned.		Verify approved cargo securing manual and its compliance if applicable
15.	Rigging of proper boarding facilities on the tow	Check that facilities are safely rigged on the tow. The ladders must be flush		Verify effectiveness

		with flare, if any		
16.	Approval of main and emergency towing arrangements plan	Check arrangements in accordance with towing plan.		Verify certificates and general condition
17.	Emergency towing arrangements and /or Anchor for emergency use in good condition and ready for use as per the approved plan.	Check availability; verify certificates and condition / connection of towing arrangements.		Verify ready availability
18.	General condition of LSA, FFA, Radio equipments lights, shapes and Sound 31 signalling appliances to the extent applicable if manned.	Check availability, readiness & certificates applicable (if applicable and tow is manned)		Verify general maintenance and record keeping.
19.	Security equipments if manned to the extent applicable.	Check the compliance with DGS guidelines		Verify general maintenance and record keeping.
20.	Responsibility of ship owner or ship operator or Master	Check the requirements contained Part B of Annex VIII		Verify the plan of action and extent of compliance
21.	Uncertified unit	Check class report, last dry dock report, thickness of plating on the hull, internal condition of the DB and other tanks including coating and all previous records including reinforcement arrangements of the primary/secondary bollards as well as wear and tear of the plating		If records inadequate, insist on the certificate of fitness of the vessel/underwater inspection report and stability condition otherwise refer to the flag

		within tolerance criteria of the class		administration or the builder as the case may be.
22.	Verify conditions of tanks, coatings, ballast pumps, bilge pumping, anchoring system etc. If tow is unmanned particular attention is given to closing appliances	Physical checks		Notify deficiencies and verify compliance before certification
23.	In case of damaged tow having class withdrawn. Damage below the waterline, requires special care and attention	Verify loss of modulus from the available information. SF/BM forces for the anticipated weather conditions		Verify the genuineness of the data and check calculations before accepting

Observations of the inspector/surveyor/operator/Master as the case may be

1.

2.

3.

Recommendations if any on the towage before proceeding to sea-

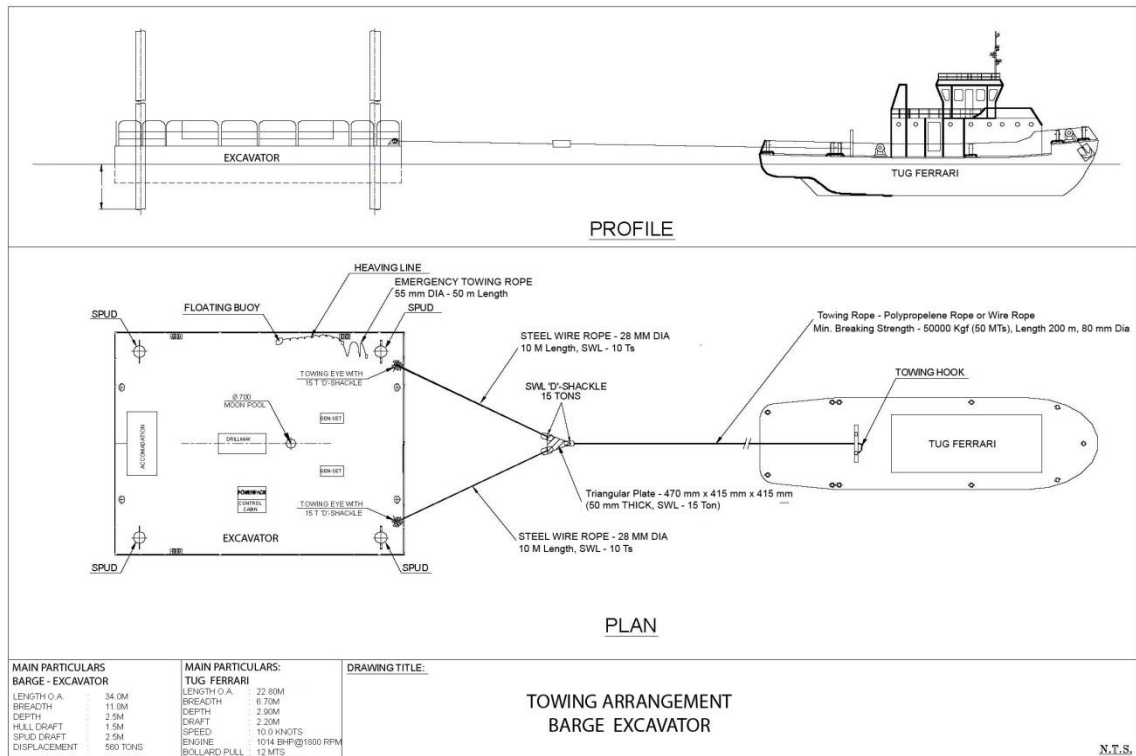
1.

2.

3.

Annex V

Specimen Towing Plan Generic in nature for reference



Development of Towing Plan

Following information shall be included in developing a Towing Plan for any type of towing operations as applicable to both Indian and Foreign flag ships but not limited to -

1. Particulars of Towing vessel(s) & Tow(s) or Object(s), as the case may be.
2. General Arrangement of Towing vessel (s)/Tow(s).
3. Principal Dimensions of tow namely GT / Present Displacement of the Tow(s) / Draft of Tow(s) / Draft of spud if any, if self propelled then service speed during towing, etc.
4. Any Cargo(s)/nature of cargo(s)-(IMDG/Bulk/HNS/Oil/Gas etc.) on board / Manned or Unmanned on the Tow(s).
5. Review of Towing plan as per the IMO guidelines & Towing manual including other operating manuals, if available or as applicable.
6. Intended voyage details with names of port(s) of departure including ports in transit and port of destination.
7. Weather conditions (fair or foul) to be considered for tow voyage.

8. Brief details on Bollard pulls (BP) Certificate number /date/place of issue / calculation/ its validity etc.
9. Adequacy of preventive/additive towing gear(s) and associated fittings.
10. Location of fixing tow(s) gear/markings/on towed Vessel(s).
11. Breaking strength of all other towing gear(s) viz. Flounder Plate, Pendants, and Shackles.
12. Emergency tow line arrangements including Norwegian buoy and heaving line.
13. Spare towline with location
14. Reference of comprehensive voyage (passage) plan.
15. Reference of adequacy of bunkers, stores, provisions / fresh water, etc., if tow manned.
16. Number of persons / crew/riding crew on board tow(s), if manned.
17. Any other relevant information(s) pertaining to special nature of the tow.

NOTE: If towing vessel/ towed vessel and all towing gear mentioned in approved towing plan by ROs/MMDs/DGS remains unchanged, same approved towing plan may be used by the owner/operator/master for different operational areas provided the risk level as assessed by the owner/operator is not increased. If in doubt, it is advised to have the towing plan approved in all such cases.

Annex VI

Broad Structure of ship/case Specific Towing Operational Manual (to be approved by DGS or MMD's or RO's at the owner's or operator's option and placed on board the towing vessel Latest by 11th April, 2013).

Table of Contents/Index giving page numbers:

1. Company profile;
2. Objectives;
3. Health ,Safety & Environments(HSE) Policy;
4. Definitions-Bollard Pull, Harbor/Coastal/Ocean towing & coastal waters etc.;
5. Reference documents if any- IMO Resolutions, Merchant Shipping Act, 1958 , IMCA, ISM/QMS as relevant and applicable etc.;
6. Scope and application- briefly describing for the ship concerned: inland/coastal/ODA/emergency/Ocean /unconventional towing including towing of odd objects or any other situations as the case may be.;
7. List of applicable certificates;
8. Risk Assessment and consideration of risk matrix vis- a- vis fair/foul weather;
9. Responsibility and Authority of key personnel in towing operations;
10. Tow calculation to suit towing plan(s) annexed to the manual for most common towing situations for the vessel;
11. Towing system giving capability of the towing vessel, limitations if any, stability, strength Towing gear (list as per Annexure with certificate and SWL detail), PMS, bridal recovery, identified emergencies e.g. towline parting, man overboard, collision, grounding, breach of security etc.;
12. Towing Planning, Standard Operating Procedures(SOP)- cross reference with ISM/QMS etc by providing typical towing conditions such as MS Class vessel, IV class vessel, CV class vessel, ODA cargo, dead ship and oil rig as relevant and applicable etc.; and
13. Periodical Review/Annual amendment sheet.

The towing manual submitted for approval should contain as a minimum vessel profile, General Arrangement [GA]/Capacity plan, towing arrangement, an extract of stability booklet, a copy of this Merchant Shipping Notice including Annexure, Latest edition of Lloyds Open Form , applicable TOWCON sample , applicable copy of H&M and P&I insurance cover extract.

Annex VII

Jurisdiction of RO's, MMD's & DGS

1. Recognized Organizations (RO's)

a) Recognized Organizations shall approve the towing plan/Towing manual, inspect and certify the Tug vessel and unmanned dumb tows or self propelled tows as prescribed in this notice.

b) The following Recognized Organizations have been authorized by the Central Government to carry-out the stated tasks-

- (i) IRS
- (ii) LRS
- (iii) BV
- (iv) DNV
- (v) ABS
- (vi) GL
- (vii) NKK
- (viii) KRS
- (ix) RINA
- (x) Russian Maritime Register of Shipping

2. Mercantile Marine Departments (MMD's)

a) The Mercantile Marine Department shall approve, inspect and certify the towing plan/Towing manual, inspect and certify the tug and unmanned dumb tows or self propelled tows, etc. as prescribed in this notice.

b) If MMD official(s) is/are unable to carry out the inspection for unavoidable circumstances, within 48hours on receipt of the application, the owner/operator has option of approaching the RO's for the purpose of inspection and certification.

c) If RO's representative is unable to carry out the inspection for non availability of surveyor or places where its offices do not exist on the coast of India, then MMD's may be approached by the owner or operators. In case of

overseas, or circumstances beyond the control of RO's, it may recommend the name of other RO's as per above list to the owner or operator or contact DGS if required.

3. Directorate General of Shipping (DGS)

(a) The Directorate shall deal only referral cases as per the list specified in the Annex I.

(b) Other cases of complex nature or exemption etc as per this notice or cases not covered in the matrix of Annex I of this notice shall also be referred to Directorate General of Shipping.

Annex VIII

Responsibility & Authority of RO's/ MMD's/ DGS in General

A. Responsibilities & Authority -

1. To nominate qualified and experienced surveyor for inspection upon receipt of request from the ship-owner / operators within the time framed specified in this notice or if the circumstances beyond their control or exceptional in nature, the RO's may nominate surveyor's of other RO's specified in this notice with which the RO's have formal agreement.
2. To approve the towing plan/towing manual as required by this notice.
3. To verify the genuineness/authenticity of all applicable certificates and associated documents of towing ship/tow,
4. To charge fee for approval of towing plan/towing manual, inspection & certification as per the scale prescribed.
5. To fill up the all the forms/checklist as specified in this notice and make relevant remarks or observations if any by substantiating with objective evidences.
6. To issue the certification within reasonable period as authorized by this notice.

7. To specify name/designation and endorse signature on the towing permission.
8. To specify the period of certification with official stamp for the type of voyage.
9. To avoid undue delay in carrying out assessment and certification under all circumstances
10. To conduct the Bollard Pull Test as per the requirements of this notice.
11. To issue appropriate certificate(s) for Bollard Pull Test by levying reasonable fees or as per prevailing practice in ship building/repairing Industry on the ship-owners/operators.
12. To seek clarification if any, from the NT Wing of the DGS (headed by Nautical Adviser to the Government of India or his nominee in his absence).
13. To facilitate in providing quick dispatch to the vessel without undue delay for the intended voyage.
14. Submit timely returns to the DGS as per Annex X and XI as the case may be.

B .Responsibilities in respect of Bollard Pull testing

All RO's, MMD's or DGS as the case may be specified in Annex VI shall ensure that the towing vessel(s) has adequate pulling power to carry out the towing operations. The Periodicity of BP test shall be as follows-

- a) For dedicated towing vessels up to 10 year of age- original BP certificate at the time of construction shall be acceptable, unless there has been extensive damage to the machinery or vessel rebuilt or any other valid reason for not accepting.
- b) For towing vessels over 10 years of age, a bollard pull certificate(s) not older than 5 years shall only be accepted for the purpose of towing permission.
- c) For towing vessels above 20 years of age, such test shall be conducted once every 2 ½ years (\pm 6 months).
- d) For towing Vessels of 30 years age and above, such test shall be conducted once every year (annually) – (+ 3 months).

Note:

1. For Merchant ships or fishing vessels or other crafts irrespective of age (other than dedicated towing vessels such as tug(s) etc.), the RO's or MMD's shall confirm the suitability for towing during normal and exceptional towing conditions. The towing plan shall reflect the BP calculations and approval of the RO's or MMD's if practicable or owner(s) / operator(s) shall convey the same to the Master of the towing ship.

2. Bollard Pull verification by calculation may be accepted in lieu of Bollard Pull certification if bollard Pull test facility is not readily available, where the towing permission is sought for, at the discretion of RO's or MMD's. However, before considering this request, the RO's or MMD's shall verify this fact and circumstances of the case before accepting the bollard pull of the towing vessel based on calculations.

Annex IX

Responsibility and Authority of other entities

A. Responsibilities and Authorities of enforcement authorities

1. To issue outward clearance to such vessels only if appropriate towing certification has been granted by the owner / operator or RO's or MMD's or DGS as the case may be (i.e. Port authorities/Custom Collector, etc.).
2. To ensure that no such vessel enters or leave or attempt to enter or leave a port without such certification issued by Ports and Collector of Customs, etc.
3. To verify the certification/detailed inspection, if required, under Port State Control (PSC)/Flag State Implementation Inspection (FSI) regime (PSC/FSI officers of the Mercantile Marine Department's, or PSC Cell of DG Shipping to verify etc.).
4. To follow the procedures laid down by the PSC cell of the DG Shipping for the purpose of PSC/FSI inspections and detention of ships, if applicable.
5. To intercept such vessels, if considered necessary, for verification of their seaworthiness, security measures and preparedness for oil pollution incidents by the Indian Coast Guard (ICG).
6. To verify the applicable statutory / mandatory certificates and documents as specified in the Annex II of this notice by the India Coast Guard (ICG).
7. Indian Coast Guard (ICG) may direct such vessel(s) to proceed to the nearest port, where MMD office is existing or inform DGCOM in other cases with copy to PSC cell and concerned PO MMD district under the following situations:-
 - (i) Towing vessel(s)/tow(s) arriving/ transiting Indian coastal waters from overseas- they shall demonstrate the compliance with IMO Resolution 765(18) and MSC Cir.884/1175 to the extent possible by producing appropriate documents issued by the Flag administration of the vessel. If no such documents are available, the Master of the vessel shall be formally directed to call a nearest port for MMD inspection immediately.
 - (ii) Indian Towing vessel(s)/tow(s) or under charter party contract departing from Indian ports/places or arriving from overseas or

- otherwise without towing permissions- shall follow procedure as stated in i) above.
- (iii) Towing vessel(s) irrespective of flag diverted without justifiable reason/ reasons from its intended voyage.-ICG shall follow the action as stated in i) above.
 - (iv) Towing vessel(s) irrespective of flag engaged in towing one or more tow for which no permission is on board for its intended voyage- ICG shall follow the action as stated in i) above.
8. The Indian Coast Guard (ICG) in exercising this control shall not unduly delay such vessel(s) unless has valid reasons to do so. However, the Indian Coast Guard (ICG) under circumstances stated above shall inform the nearest MMD's/ PSC / FSI cell of DG Shipping c/o. dgcommcentre@vsnl.net, dgcommcentre@satyammail.com
9. Submit returns to the DGS in prescribe format as in annex XI.

B. Responsibilities & Authority of Owner(s) or Operator(s) or Master(s) as applicable

- 1) To ensure that no such vessel(s) sails out from the port without certification by the RO's or MMD's or DGS as the case may be.
- 2) To produce towing certification, where applicable to the following Authorities upon request
 - a) Collector of Customs or his nominee.
 - b) Deputy Conservator (DC)/ Harbor Master (HM) or his nominee in major ports.
 - c) Port Officer/Conservator or his nominee in non-major ports.
 - d) Principal Officer, MMD or any authorized officer of Mercantile Marine Department (MMD).
 - e) Indian Coast Guard (ICG) or Indian Navy or other enforcement authorities of the Government of India during the voyage.

Such Authorities shall not unduly delay these vessel(s) unless strong objective evidence(s) is available about non-compliance with the provision of this notice.

- 3) Both towing ship(s), towed ship(s) / object(s) and towing arrangements including cargo securing shall be inspected by the master of the towing ship(s) and RO's or MMD's as the case may be in accordance with the provisions of this Merchant Shipping Notice. The towing vessel(s) shall also be ready at all times to deal with any un towards incidents at sea in accordance with the International Safety Management (ISM) procedures developed under its Safety Management System (SMS) or best practices in this trade as the case may be by adopting safe navigational / engineering watch keeping skills and observance of good seamanship during the entire towing operations.

4) The voyage shall be undertaken as far as possible in fair and settled weather conditions. Cargo(s), if carried by the towed ship(s) shall be periodically inspected for its condition and securing arrangements during voyage by the towing ship(s)/ object(s). If towed ship(s) / object(s) is manned, their safety and welfare of crew shall be given priority by the towing ship. In the event of encountering heavy weather conditions during the intended voyage, shelter may be obtained by the Master of the towing ship(s). The contingency measures for such eventuality shall be planned by the master in consultation with owner / operator. However, the concerned Authorities including Maritime Assistance Service (MAS) may be contacted, should any need arise.

5) The Towing Vessel(s) shall comply with the **Statutory Ship Reporting** under SOLAS 1974 Convention – **Vessel Traffic Services (VTS)** /Company reporting including and Search and Rescue (SAR) Convention provisions pertaining to reporting to the concerned Authorities (Maritime Board/Ports in case of SOLAS 1974 and Maritime Rescue Co-ordination Centre (MRCC), Indian Coast Guard in case of SAR Convention and owners/operators during the intended voyage for their own safety, safety of Navigation, protection of marine environment and conduct of search and Rescue operation, if required.

6) The towing vessel shall comply with statutory **Ship Routing System** under SOLAS 1974 - chapter V - Safety of Navigation and any other **Routing System** adopted under the Indian Law during the intended voyage for safety of Navigation and pollution Prevention in Indian coastal waters.

7) Manning of towing vessel(s) shall be in accordance with the manning scale approved and prescribed by the Director General of Shipping or other Flag Administration in case of foreign flag ship(s) as the case may be.

8) The master, officer and crew of the towing vessel(s) / towed ship(s)/object(s) if manned shall be properly qualified and well conversed with safety and towing operational related duties. If riding crew or supernumerary is on board towing ship(s) or towed ship(s)/ object(s), the owner(s) / operator(s) or the master(s) shall adequately familiarized them with safety and emergency procedures as prescribed in the Safety Management System (SMS) developed by the company if applicable or best practices in the trade as the case may be.

9) In self assessment cases carry inspection and issue appropriate permission to the towage.

10) Submit returns to the DGS in prescribe format as in annex X

Annex X

Periodical Returns (Implementation)

Six monthly Returns by the Authorized official of Owner / Operator, RO's and MMD's on Towing Permission granted within the period to DGS as the case may be

Period From: _____ To: _____ Year: _____

Sr. No.	Name of Towing ship/Towed object Place / Port/month of Inspection	Flag of both towing/towed ships; Cargo type if applicable; No. of persons if tow manned;	Type of assessment carried out	Number of cases rejected with reasons	Remarks * if any regarding incidents of casualty / oil pollution / Loss of life / PSC/FSI detention, etc.
1.					
2.					
3.					
4.					

5.					

Place / Port _____

Official Seal

Name and Designation/
Signature of Authorized Official of
Owner/Operator/RO's/MMD's *

Date _____

* Delete as applicable.

Annex XI

Periodical Returns (Enforcement)

Six monthly Returns by the Authorized official of ICG/Ports/Maritime Boards to the DGS as the case may be

Period From: _____ To: _____ Year: _____

Sr. No.	Name of Towing ship/Towed object Place / Port/month of Inspection	Flag of both towing/towed ships; Cargo type if applicable; No. of persons if tow manned;	Nature of violation reported to DGS with date of reports sent	Number of cases intervention made & legal action taken	Remarks * Any recommendation made
1.					

Place / Port _____

Official Seal

Name and Designation/
Signature of Authorized Official of
ICG/PORTS/Maritime Boards *

Date _____

* Delete as applicable.