



Agenda

1. Difference between IACS and Non-IACS Members
2. Why should she have Class?
3. Does she have Class?
4. Final Conclusion



Does She have Class?

Modified questions:

- Why should she have Class?
- Does she have an IACS-Class?

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1. Differences between IACS and Non-IACS Member

Prerequisites to be a member of the IACS (International Association of Classification Societies)

- Fleet not less than 1500 ocean-going vessels over 100gt; aggregate total of not less than 8 mill gt
- Professional staff of 150 exclusive surveyors and 100 technical specialists
- Possession of a valid IACS Quality System Certificate of Conformity
- Regular Audits



IACS Members

American Bureau of Shipping (ABS)

Bureau Veritas (BV)

China Classification Society (CCS)

Germanischer Lloyd (GL)

Korean Register (KR)

Lloyd's Register of Shipping (LR)

Nippon Kaiji Kyokai (NK)

Det Norske Veritas (DNV)

Registro Italiano Navale (RINA)

Russian Maritime Register of Shipping (RS)

+ 2 associated members



IACS-Working Parties in the Field of

- research
- development of rules (based on unified requirements)
- exchange of experience concerning damage and repair
- environmental protection
- special ship segments, e.g. bulkers, tankers etc.
- EWS Early Warning System



Conclusion

A Certificate issued by an IACS-Society

- is based on excellent expertise supported by
 - a powerful organisation and a worldwide network of stations
 - well trained and educated naval architects, captains, marine engineers and scientists
 - most modern electronical equipment and programs
- is another important measure to reduce the risk for floating and towed objects



Why should she have Class?

- downward trend in marine casualties but,
- high proportion of casualties with towing vessels
- in U.S. since 1994 the highest before fishery vessels
(prior 1994 fishery vessels ranked number one)



Guidelines for Safe Ocean Towage

- Germanischer Lloyd: Guidelines for Ocean Towage since 1986
- IMO published Guidelines with MSC/Circ. 884 in 1998, 21st December



Guidelines dealing with

- responsibilities
- manning of towing vessels and towed objects
- planning and preparation
- survey
- weather forecast and environmental conditions
- requirements for towing vessels and towed objects



We talk about
Guidelines
not
Rules and Regulations



The Guidelines leave

the responsibility to the towing master

- for a satisfactory inspection
(delegation to any other competent person possible)
- Capability of the towed object to withstand loads
of the most adverse environmental conditions.



The Towing Master is able to assess

- the global and local strength of the object?
- the stability?
- the stability in case of damage during towage?
- local strength with regard to water- and weathertightness?



Does she have Class?

- SOLAS requires Safety Construction Certificate for all self propelled ships over gt 500 (exception: national trade, fishing vessels, war ships and pleasure yachts)
- no class → no Safety Construction Certificate
- high proportion of incidents with fishing vessels



The towing Vessel

- operates under extreme condition
- Deficiencies and questionable overall conditions will lead to risky incidents.
- Construction in accordance with international standards and the rules of an IACS-Society should be mandatory.
- confirmed class as prerequisite



The towed object

Survey towards requirements of the Conveyance Certificate

- lights, shapes...
- anchoring equipment
- securing of rudder, propeller
- stability, freeboard...
- global and local strength
- and others



Towing Vessel and towed Object

- Certificate of Conveyance may be issued for both as unit.



Controlled Transport

- recommended for unusual configuration and/or loading
- assessment of
 - routing
 - motions and loads
 - global and local strength
 - securing of cargo
 - forces acting athwartships



Final Conclusion

It is highly recommended:

- towing vessels to be classed by an IACS-Society
- towed object to be surveyed towards a Conveyance Certificate



Final Conclusion

- final survey of both involved objects just before starting the voyage
- controlled transport to minimize the risk during towage



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