

Translation: Only the Danish text has legal validity.

Technical Regulation on the construction and arrangement etc. of towing hooks¹⁾

The following shall be laid down pursuant to section 2(5), section 11 and section 28 of Act no. 98 of 12 March 1980 on the Safety of Ships etc., as amended, cf. Order no. 299 of 9 June 1988:

Measures shall be made for all tug boats for the effortless and immediate release of the towing hook in all situations.

To prevent capsizing or to reduce the consequences thereof, the Danish Maritime Authority shall, based on the examinations of towing hooks that have been carried out and their arrangement in a number of Danish tug boats, state which guidelines exist with regards to the construction and arrangement etc.:

- 1) The towing hook shall be placed as low as possible, and the entire towing arrangement shall be arranged in such a manner that the pull in towing cable or wire, when this is transverse, gives the least possible heeling moment.
- 2) The towing hook shall be fitted with a mechanism for release of the cable or wire and it shall be possible to release the cable or wire from the wheel house or bridge. It is thus a condition that the release mechanism is not blocked. The release mechanism shall be of such a kind that release cannot happen prematurely due to pulls or vibrations in the cable or wire provoked at the moment when the cable or the wire tightens or as a result of the cable or wire slipping on the bollard in the towed ship or when it is paid out. Premature release may presumably best be prevented by means of a spring.
- 3) The transverse passage of the towing cable or wire shall be limited by bollards or supports equivalent to the largest oscillation of the towing hook so that the pull in the towing hook is always in the longitudinal direction and not slantwise which in the latter case could produce a sideway pull between the individual parts of the towing hook and the release mechanism and create such a powerful friction that release of the tow from the wheelhouse or from the bridge is impeded.

Additionally, the Danish Maritime Authority shall direct attention to the fact that one or two axes shall be located in close proximity to the towing hook and be placed in the fittings made for the purpose and thus hang so that it is possible to reach the axe(s) from both sides of the ship.

Finally, attention shall be directed to the fact that doors and openings in engine and boiler casings shall be kept closed during towing.

Violation of this Technical Regulation shall be punishable by fine or imprisonment.

This Technical Regulation shall enter into force on 15 September 1988.

The Danish Maritime Authority, 1 September 1988

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¹⁾ Order in Notices from the Danish Maritime Authority no. 5 and in the Official Gazette no. 177 of 19880914