



TÜRK LOYDU RULE CHANGE SUMMARY

TL NUMBER: 01/2022

FEB 2022

Latest editions of TL Rules incorporate all rule changes. The latest rule revisions of a published rule are shown with a vertical line. Changes after the publication of the rule are written in red colour.

Please note that within this document added items are written in red and for deleted items strikethrough is applied. After the publication of relevant rule, those revisions are to be indicated with a vertical line. Following Rule Changes presented in English are also implemented into Turkish Version of Rules.

RULE CHANGE SUMMARY

CHAPTER 58 – OCEAN TOWAGE

| <u>No</u> | <u>Item</u> |
|-----------|-----------------------|
| 01 | Annex |

GUIDELINES – GUIDE FOR CERTIFICATION OF PRIVATE RECRUITMENT AND PLACEMENT SERVICE PROVIDERS

| <u>No</u> | <u>Item</u> |
|-----------|-------------------------|
| 01 | General |

PART D – CHAPTER 58 OCEAN TOWAGE

01. Annex

Revision Date: January 2022

Entry into Force Date: 15 February 2022

Annex of Chapter 58 was updated as below:

ANNEX

BOLLARD PULL TESTING PROCEDURE

RECOMMENDATIONS FOR THE PERFORMANCE OF BOLLARD PULL TESTS

1. ~~A proposed test program should be submitted prior to the testing. To obtain comparable results when testing bollard pull, the details given in the "Protocol concerning the Determination of Bollard Pull" should be adhered to.~~
2. ~~During testing of continuous bollard pull (BP) the main engine(s) should be run at the manufacturer's recommended maximum torque according to maximum continuous rating. Verification of the actual output should be requested during the test. The measuring instrument must be calibrated and equipped to display and record the bollard pull. Wherever possible, it should also be capable of being coupled to record the engine output and speed. The calibration certificate is to be presented.~~

~~If the measuring instrument is not equipped to record the bollard pull, the test is to be conducted in the presence of two Surveyors.~~
3. ~~During testing of overload pull, the main engine(s) should be run at the manufacturer's recommended maximum rating that can be maintained for minimum 30 minutes. The length of the towrope from hook or winch to the strong point shall be at least 100 m. During the test towrope shall be as near horizontal as possible.~~

~~The overload test may be omitted.~~
4. ~~The propeller(s) fitted when performing the test should be the propeller(s) used when the vessel is in normal operation. There shall be sufficient open water, at least one ship's length in extent, on each side of the vessel together with a dept of water equal to twice the draught of the tug, subject to a minimum of 10 m.~~
5. ~~All auxiliary equipment such as pumps, generators and other equipment which are driven from the main engine(s) or propeller shaft(s) in normal operation of the vessel should be connected during the test. Wherever possible, the bollard pull test is to be conducted in calm air and slack water or at a low wind velocity (of $v \leq 5$ m/s) and a low current velocity (of $\leq v 0,5$ m/s).~~
6. ~~The length of the towline should not be less than 300 metres, measured between the stern of the vessel and the test bollard. A minimum length of twice the vessel length might be accepted. In order to exclude dynamic effects, bollard pulls are to be recorded / read only when the tug is pulling dead ahead, i.e. without any sheering movements.~~

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7. The water depth at the test location should not be less than 20 metres within a radius of 100 metres of the vessel. If the water depth of 20 metres cannot be obtained at the test location, then a minimum water depth which is equal to twice the maximum draft of the vessel may be accepted. It should be noted that reduced water depth may adversely affect the test results. ~~All auxiliary equipment such as pumps and generators which is driven by the main engine or the propeller shaft is to be operated during the test.~~
 8. The test should be carried out with the vessel's displacement corresponding to full ballast and half fuel capacity. ~~The bollard pull with the main engine running at its continuous power shall be maintained for at least 10 min.~~
 9. The vessel should be trimmed at even keel or at a trim by stern not exceeding 2% of the vessel's length. ~~The maximum bollard pull with the main engine running at an overload power of 10 % shall be maintained for at least one minute.~~
 10. The vessel should be able to maintain a fixed course for not less than 10 minutes while pulling as specified in items 2. or 3. above. Certified continuous bollard pull is the average reading of the 10 minutes period.
 11. The test should be performed with a wind speed not exceeding 5 m/sec.
 12. The current at the test location should not exceed 0.5 m/sec. in any direction.
 13. The load cell used for the test should be approved by TL and be accurate within +/- 2% within the range of loads to be measured and for the environmental conditions experienced during the test.
 14. An instrument giving a continuous read-out and also a recording instrument recording the bollard pull graphically as a function of time should both be connected to the load cell. The instruments should if possible be placed and monitored ashore.
 15. The load cell should be fitted between the eye of the towline and the bollard.
 16. The figure certified as the vessel's continuous bollard pull shall be the towing force recorded as being maintained without any tendency to decline for a duration of not less than 10 minutes.
 17. Certification of bollard pull figures recorded when running the engine(s) at overload, reduced RPM or with a reduced number of main engines or propellers operating can be given and noted on the certificate.
 18. A communication system shall be established between the vessel and the person(s) monitoring the load cell and the recording instrument ashore, by means of VHF or telephone connection, for the duration of the test.

GUIDELINES – GUIDE FOR CERTIFICATION OF PRIVATE RECRUITMENT AND PLACEMENT SERVICE PROVIDERS

01. General

Revision Date: February 2022

Entry into Force Date: 15 February 2022

Purpose and items A.1.2 and 1.3 were revised as below:

The aim of this document is to assist private recruitment and placement service providers with the objective of establishing the minimum requirements expected of those agencies providing manning services for vessels subject to the International Labour Organization Maritime Labour Convention, 2006, **as amended**.

The requirements in this Guide are based on industry recognized quality management system principles and are in addition to the requirements of the ILO Maritime Labour Convention, 2006, **as amended**, hereafter referred to as "the Convention".

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Convention – Means the International Labour Organization Maritime Labour Convention, 2006 (MLC, 2006), **as amended**.

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All companies that intend to carry out recruitment and placement activities for third parties are required to hold a valid licence by the local employment authority during the validity period of the certification period.

For further information:

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