

Anchor Handling Winches

Object of Amendment

Rules for Lifting Appliances and Anchor Handling Winches

Reason for Amendment

Amendments (IMO resolution MSC.532(107)) to the SOLAS Convention concerning lifting appliances and anchor handling winches adopted by the IMO Maritime Safety Committee (MSC) at its 107th session (MSC 107) in June 2023 finally entered into force on 1 January 2026. In addition, guidelines associated with these amendments were also adopted by the IMO MSC in June 2023 as MSC.1/Circ.1662 (“Guidelines for Anchor Handling Winches”) and MSC.1/Circ.1663 (“Guidelines for Lifting Appliances”).

In anticipation of these amendments and guidelines entering into force, the Society renamed its “Rules for Cargo Handling Appliances” to “Rules for Lifting Appliances and Anchor Handling Winches” and incorporated said amendments and guidelines into its Rules in December 2025. The Society also amended its other technical rules and guidance accordingly to reflect this name change.

After the amended Rules were implemented, it was found that certain requirements needed further amendment for clarification purposes.

Accordingly, relevant requirements concerning anchor handling winches are amended for clarification.

Outline of the Amendment

The main contents of this amendment are as follows:

- (1) Adds requirements related to equivalency.
- (2) Clarifies surveys conducted during construction and after construction with respect to anchor handling winches.

Effective Date and Application

Effective date of this amendment is 1 January 2027.

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

ID:DX26-08

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
RULES FOR LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES Part 2 ANCHOR HANDLING WINCHES Chapter 1 GENERAL 1.1 General <u>1.1.2 Equivalency*</u> <u>1 Anchor handling winches which do not comply with the requirements of this Part 2 may be accepted, provided that they are considered by the Society to have an effectiveness equivalent to those complying with this Part 2.</u> <u>2 Any existing anchor handling winches designed and manufactured not under the requirements of this Part 2 may be deemed by the Society to comply with this Part 2, provided that they comply with any rules or standards recognised by the Society to be appropriate and have passed the tests and inspections required by the Society.</u>	RULES FOR LIFTING APPLIANCES AND ANCHOR HANDLING WINCHES Part 2 ANCHOR HANDLING WINCHES Chapter 1 GENERAL 1.1 General (Newly added) (Newly added) (Newly added)	The provisions are to allow for the consideration of equivalency, including, inter alia, the application to equipment complying with other classification society rules. Same as above

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
1.2 Definitions 1.2.1 Terminology For the purpose of this Part 2, relevant terms are as defined in the following (1) to (16) unless defined otherwise elsewhere: (1) “Anchor handling winch” is any winch used for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations. (2) “Loose gear” is wires, chains, rings, hooks, shackles, swivels, etc. which are removable parts used for transmitting loads to structural members but which do not form an integral part of anchor handling winches and loads. ((3) to (16) are omitted.) Chapter 2 SURVEYS 2.3 Registration Surveys 2.3.2 Surveys* <u>1 In the Registration Survey during Construction,</u> workmanship of anchor handling winches and loose gear is to be examined and ascertained to be in good order when any of the following (1) through (5) is relevant: (1) During the manufacturing process or during structural member assembly when requested by the Society. (2) When structural members are installed on board the ship (3) For driving gears, at times when the finishing work on	1.2 Definitions 1.2.1 Terminology For the purpose of this Part 2, relevant terms are as defined in the following (1) to (16) unless defined otherwise elsewhere: (1) “Anchor handling winch” is any winch used for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations. (2) “Loose gear” is wires, chains, rings, hooks, shackles, swivels, <u>clamps</u>, etc. which are removable parts used for transmitting loads to structural members but which do not form an integral part of anchor handling winches and loads. ((3) to (16) are omitted.) Chapter 2 SURVEYS 2.3 Registration Surveys 2.3.2 Surveys* <u>1 Workmanship</u> of anchor handling winches and loose gear is to be examined and ascertained to be in good order when any of the following (1) through (5) is relevant: (1) During the manufacturing process or during structural member assembly when requested by the Society. (2) When structural members are installed on board the ship (3) For driving gears, at times when the finishing work on	Clamps have been deleted, as they are generally regarded as lifting accessories used with lifting appliances. It is clarified that this requirement pertains to the content of the Registration Survey during Construction. For the purpose of this provision, “during or after construction” refers to the period during or after the construction of the anchor handling winch.

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
major parts is completed and when the surveyor considers necessary during the manufacturing process (4) When subcontracted materials, parts or equipment are incorporated into anchor handling winches or loose gear (5) Other cases when considered necessary by the Society 2 <u>In the Registration Survey during Construction,</u> anchor handling winches and loose gear are to be examined and ascertained to be in good order by the following tests and surveys: (1) The tests specified in Part K of the Rules for the Survey and Construction of Steel Ships when the materials used need to comply with Part K. (2) The test specified in Part M of the Rules for the Survey and Construction of Steel Ships when welding work needs to comply with Part M. (3) Non-destructive testing when requested by surveyors (4) Shop trials of driving gears (5) Operation tests of safety devices, <u>alarm devices</u> and protective devices (including braking tests and electric power source cut-off tests). Said tests may be performed during the commissioning tests described in the following (6). (6) Commissioning tests (after installation on board) (7) Thorough examinations (according to 2.4) (8) Other tests considered necessary by the Society 3 <u>In the Registration Survey after Construction (i.e. Registration Survey of Anchor Handling Winches Not Built under Survey), anchor handling winches and loose gear are to be examined and ascertained to be in good order by the following tests and surveys:</u> (1) <u>Operation tests of safety devices, alarm devices and protective devices (including braking tests and</u>	major parts is completed and when the surveyor considers necessary during the manufacturing process (4) When subcontracted materials, parts or equipment are incorporated into anchor handling winches or loose gear (5) Other cases when considered necessary by the Society 2 <u>Anchor handling winches and loose gear are to be examined and ascertained to be in good order by the following tests and surveys:</u> (1) The tests specified in Part K of the Rules for the Survey and Construction of Steel Ships when the materials used need to comply with Part K. (2) The test specified in Part M of the Rules for the Survey and Construction of Steel Ships when welding work needs to <u>be</u> comply with Part M. (3) Non-destructive testing when requested by surveyors (4) Shop trials of driving gears (5) Operation tests of safety devices and protective devices (including braking tests and electric power source cut-off tests). Said tests may be performed during the commissioning tests described in the following (6). (6) Commissioning tests (after installation on board) (7) Thorough examinations (according to 2.4) (8) Other tests considered necessary by the Society (Newly added)	Same as above. Requirements for the Registration Survey after Construction are specified.

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
<u>electric power source cut-off tests).</u> (2) <u>Thorough examinations (according to 2.4)</u> (3) <u>Other tests considered necessary by the Society</u> <u>4</u> To implement the tests and surveys specified in -1 to -3 above (hereinafter referred to as “survey” in this subparagraph) in lieu of traditional ordinary surveys where a surveyor is in attendance, the Society may approve other survey methods which it considers to be appropriate. 2.3.3 Commissioning Tests 1 Commissioning tests for anchor handling winches are to be carried out according to manufacturer instructions or applicable national or international standards acceptable to the Administration and which provide an equivalent level of safety. Commissioning tests are to include the following: (1) Function tests at light loads to verify the correct working of winches and their controls over their full operating range. (2) Overload tests to verify the capacity and integrity of winches, the attachments of winches to ships and the adequacy of ship supporting structures <u>(including functional test of overload alarm devices).</u> (3) Tests of emergency release and residual holding force in wires. Said tests are to be performed with wires attached to onshore strong points, or anchors on the seabed or similar arrangements. The residual brake holding force after emergency release is to be verified by testing. (4) Function tests of whole winch systems, including static bollard pull tests and brake holding capacity tests. Where it is not practicable to verify the brake holding capacity by testing, the same may be demonstrated through calculations.	<u>3</u> To implement the tests and surveys specified in -1 and -2 above (hereinafter referred to as “survey” in this subparagraph) in lieu of traditional ordinary surveys where a surveyor is in attendance, the Society may approve other survey methods which it considers to be appropriate. 2.3.3 Commissioning Tests 1 Commissioning tests for anchor handling winches are to be carried out according to manufacturer instructions or applicable national or international standards acceptable to the Administration and which provide an equivalent level of safety. Commissioning tests are to include the following: (1) Function tests at light loads to verify the correct working of winches and their controls over their full operating range. (2) Overload tests to verify the capacity and integrity of winches, the attachments of winches to ships and the adequacy of ship supporting structures. (3) Tests of emergency release and residual holding force in wires. Said tests are to be performed with wires attached to onshore strong points, or anchors on the seabed or similar arrangements. The residual brake holding force after emergency release is to be verified by testing. (4) Function tests of whole winch systems, including static bollard pull tests and brake holding capacity tests. Where it is not practicable to verify the brake holding capacity by testing, the same may be demonstrated through calculations.	Requirements for overload alarm devices are added, taking into account regulations for Japanese-flagged ships.

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
2.4 Thorough Examinations 2.4.1 Anchor Handling Winches At thorough examinations, the following items in (1) are to be visually examined for cranes and ascertained to be in good order. Where considered necessary by surveyors, the items in (2) are also to be examined. (1) Items to be examined (a) Structural members (b) Connections between structural members and hull structures (c) Installations of driving system (d) Safety devices, <u>alarm devices</u> and protective devices (e) Markings for maximum brake holding capacity, maximum line pull, etc., and the validity of relevant certificates (f) Provision of operation and maintenance manuals on board the ship (2) Items to be examined where considered necessary by surveyors (a) Checking of plate thickness of structural members, non-destructive testing and open-up examinations of bearings (b) Open-up examinations of driving gears (c) Operation tests of safety devices, <u>alarm devices</u> and protective devices 2.4.2 Loose Gear At thorough examinations, the following (1) to (3) for loose gear are to be visually examined and verified to be in good order. However, where considered necessary by the surveyor, the items in (2) are to be opened up and examined.	2.4 Thorough Examinations 2.4.1 Anchor Handling Winches At thorough examinations, the following items in (1) are to be visually examined for cranes and ascertained to be in good order. Where considered necessary by surveyors, the items in (2) are also to be examined. (1) Items to be examined (a) Structural members (b) Connections between structural members and hull structures (c) Installations of driving system (d) Safety devices and protective devices (e) Markings for maximum brake holding capacity, maximum line pull, etc., and the validity of relevant certificates (f) Provision of operation and maintenance manuals on board the ship (2) Items to be examined where considered necessary by surveyors (a) Checking of plate thickness of structural members, non-destructive testing and open-up examinations of bearings (b) Open-up examinations of driving gears (c) Operation tests of safety devices and protective devices 2.4.2 Loose Gear At thorough examinations, the following (1) to (3) for loose gear are to be visually examined and verified to be in good order. However, where considered necessary by the surveyor, the items in (2) are to be opened up and examined.	Requirements for overload alarm devices are added, taking into account regulations for Japanese-flagged ships. Clamps have been deleted because they are generally regarded as lifting accessories used with

Amended-Original Requirements Comparison Table (Anchor Handling Winches)

Amended	Original	Remarks
(1) Wires throughout their full length (2) Chains, rings, hooks, shackles, swivels, etc. (3) Safe working load and identification symbol markings, and the validity of the relevant certificates 2.5 Periodical Tests 2.5.1 General 1 (Omitted) 2 Operation tests of safety devices, <u>alarm devices</u> and protective devices (including braking tests and electric power source cut-off tests) are to be included in periodical tests.	(1) Wires throughout their full length (2) Chains, rings, hooks, shackles, swivels, <u>cramps</u>, etc. (3) Safe working load and identification symbol markings, and the validity of the relevant certificates 2.5 Periodical Tests 2.5.1 General 1 (Omitted) 2 Operation tests of safety devices and protective devices (including braking tests and electric power source cut-off tests) are to be included in periodical tests.	lifting appliances. Requirements for overload alarm devices are added, taking into account regulations for Japanese-flagged ships.
EFFECTIVE DATE AND APPLICATION		
1. The effective date of the amendments is 1 July 2027.		