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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization
of Technical and Safety Requirements
in Inland Navigation

(Twenty-first session, 14-16 March 2001,
agenda item 4)

**HARMONIZATION OF THE REQUIREMENTS CONCERNING
ANCHORS FOR INLAND NAVIGATION VESSELS**

Submitted by the Government of Slovakia

Note: At its nineteenth session, the Working Party took note of the comments by the Government of Ukraine regarding recently adopted resolution No. 36, relating to anchors for self-propelled cargo vessels (TRANS/SC.3/WP.3/1999/3/Add.2) and invited the Ukrainian delegation to submit detailed calculations confirming the conclusions which they had arrived at in the above-mentioned document. Other Governments were also invited to report whether they expected any problems in the application of the provisions of the resolution to their existing vessels (TRANS/SC.3/WP.3/39, para. 14).

The views of the Slovak delegation on this issue are provided below.

1. With regard to the issue raised by the Ukrainian delegation in document TRANS/SC.3/WP.3/1999/3/Add.2, we wish to note the following.
2. It is important to bear in mind that anchors and their chains must ensure the safe mooring of vessels wherever they might operate. Factors with a significant effect on the holding power of anchors and chains include - beside the dimensions of the hull (L, B, T) factored into the formula in paragraph 8-2.1.1 of the annex to resolution No. 36 (document TRANS/SC.3/104/Add.3) and the vessel's deadweight, which relate to the force of the water on that part of the hull below the waterline, based on the maximum current velocity at a given mooring site - the wind and wave conditions. The importance of this factor depends primarily on the above-water dimensions of the vessel, i.e. on the area of that part of the vessel's hull above the waterline, the superstructure and the area of the deck cargo (containers, particularly those not fully laden, wheeled equipment, large structures, etc.). This factor can be taken into account in the formula by use of the empirical coefficient "C", i.e., for the time being, without a precise determination of all the vessel's above-water dimensions.
3. As a way out, we recommend the use, in paragraphs 8-2.1.1, 8-2.1.2.1, 8-2.1.3, 8-2.1.8 and 8-2.2.1, where the expression "Administration" is used, sometimes with the additional phrase "competent authority", of the expression "competent authority for the inspection of vessels" as used in the text of resolution No. 42 on the procedure and rules for the inspection of vessels (document TRANS/SC.3/104/Add.4). The tabulated data contained in the annex to resolution No. 36 should be viewed as recommendations based on existing experience and practice.
