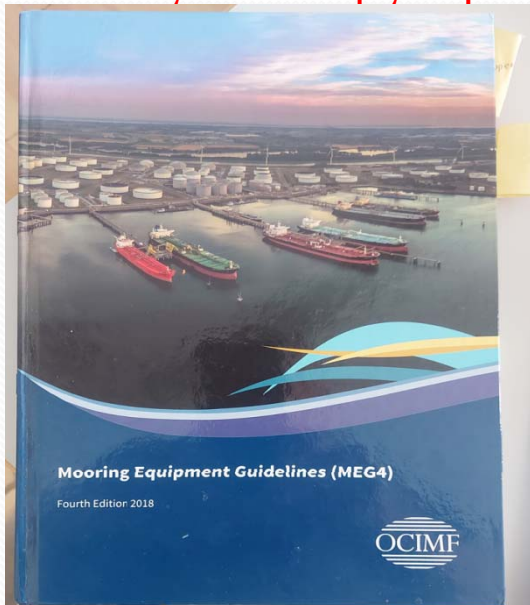


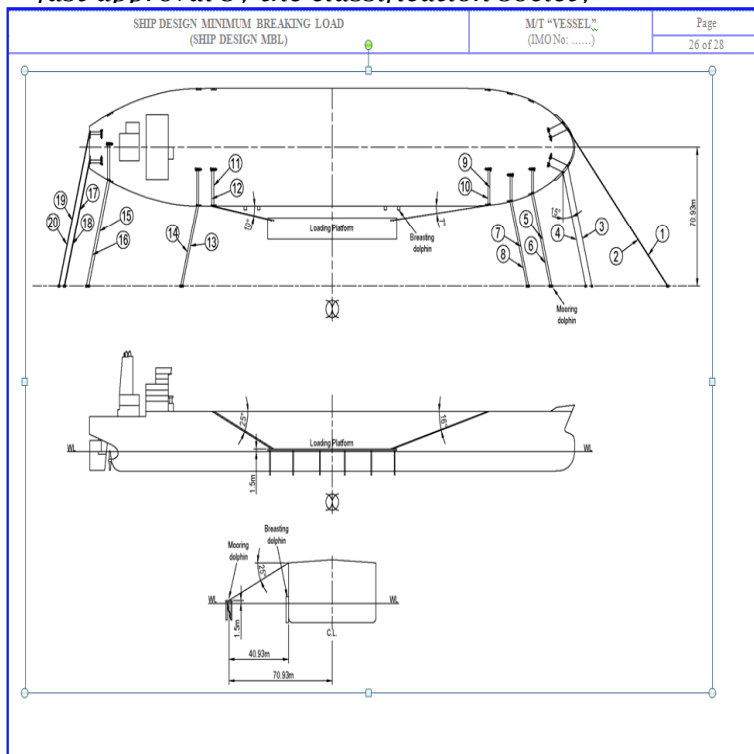
Ship Design Minimum Breaking Load (Ship Design MBL)

Don't worry we'll keep you posted!



Effepi Advisory/Consultancy Services

Effepi provides advice on ship-specific by receiving account many similar cases in the past and prepares the necessary plans for the smooth and fast approval by the classification society



TECHNICAL - ADVISORY

The purpose of advisory is to inform the vessel's manager shall plan to calculate the ship design MBL in accordance with Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines Forth Edition 2018 (MEG4).

During recent revisions of MEG, it became apparent that there was confusion in the shipping industry with the term Minimum Breaking Load (MBL) as well as other terminology related to mooring line strength.

Since nearly all mooring injuries are a result of mooring line failures, OCIMF has strived to provide guidance and clarity on the condition monitoring of mooring lines. More specifically, due to the use of the term Minimum Breaking Load, there was a misunderstanding that mooring lines can be safely loaded up to their MBL with no failures or degradation. Consequently, via MEG4, OCIMF is trying to heighten the understanding of the importance of safety margins on mooring lines.

IS THE LINE DESIGN BREAK FORCE(LDBF) 100-105% OF THE SHIP DESIGN MBL?

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