

# Safe Mooring – regulatory updates and recommendations

for bulk carriers in operation

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## Updated regulations



• By resolution MSC.474(102), the Maritime Safety Committee adopted amendments to SOLAS regulation II-1/3-8, including new requirements for

Guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1)

Revised

Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings (MSC.1/ Circ.1619) New

Guidelines for inspection and maintenance of mooring equipment including lines (MSC.1/ Circ.1620) New

- Which will enter into force on 1st Jan 2024.
- The new requirements will apply to new cargo and passenger ships constructed on or after 1 January 2024.
- The maintenance and inspection requirements apply retroactively to all ships.
- DNV has prepared an explanation site on the regulations and interpretations on newbuildings as well as ships in operation. <a href="https://www.dnv.com/maritime/insights/topics/safe-mooring/">https://www.dnv.com/maritime/insights/topics/safe-mooring/</a>



# Frequently asked questions

Question from owners and operators	Answer / recommendation
1. What to do for compliance?	Establish a regime and keep record ready for inspection
2. Any documentation need to be submitted to Class for approval?	No approval is required, unless a change is made to the fittings.
3. Do I need to establish MBL <sub>SD</sub> ?	For bulk carriers you should. The Ship Design MBL (SDMBL/MBL <sub>SD</sub> ) may be defined with due consideration to EN number, SWL of fittings, brake capacity of winches, strength of existing lines and any operational concerns.
4. What shall be done if the vessel uses lines with MBL higher than Ship Design MBL?	No requirement for immediate replacement but suggest to plan for it.
5. Why my vessels has no SWL information for my fittings? Not physically marked on deck, no info on the mooring arrangement drawing either?	This is a typical challenge for vessels built before 2007 as it was not mandatory at that time. No regulatory issue if continue operation as is, but recommend to perform a technical review and identify any risks associated.



## Common challenges

## Establish suitable SDMBL and manage risks identified from the original design

- Define Ship Design MBL with due considerations to EN number, SWL of fittings, brake capacity of winches, strength of existing lines and any operational concern. When necessary, mooring analysis (direct mooring load calculation) can be considered.
- Some examples from previous work for bulk carries

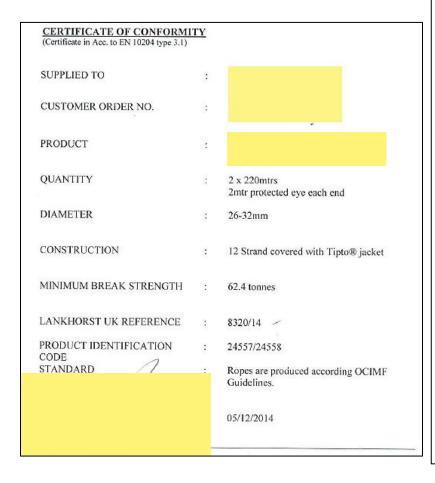
Vessel	SWL of fittings	Winches	Mooring line	Services provided by DNV Safe Mooring team	Result summary
Vessel 1 180 000 DWT Built in 2014	83t chocks 64t roller fairleads	Max brake 48t	Synthetic rope, MBL 105t	MBLsd definition, System verification	MBLsd established as 72t following EN number, 64t rollers need to be protected by correct winch rendering. Challenging winch brake capacity due to lower capcity.
Vessel 2 84 000 DWT Built in 2013	63t-64t	Undivided drum, max brake 60t	Synthetic rope MBL 80t	Same as above	MBLsd established as 63t, following the EN number and SWL of fittings. Challenging winch due to undivided drum.
Vessel 3 62 000 DWT built in 2011	46t / 64t chock 73-88t bollard 42t roller	Max brake 36t	Synthetic rope MBL 96t	EN number review, Mooring analysis MBLsd definition, System verification	Difficult to define according to EN number. Concluded to MBLsd 42t as per mooring analysis.



## Common challenges

### Change of rope standards

- Previous standard
  - MBL Minimum Breaking Load
- MEG4 standard
  - LDBF Line Design Breaking Force
  - TDBF Tail Design Breaking Force
  - WII Work Load Limit



Vessel: Customer: Shipping Ma Order No: We hereby certify that the rope as listed below supplied to your firm has been manufactured in order to meet the requirements of ISO 9554;2010 and OCIMF Mooring Equipment Guidelines:4th Edition 2018. All ropes have been inspected visually during the manufacturing process and before delivery. Sampling tests have being carried out according to the company's quality system in force and meet the requirements of MEG4 regulations. **Mooring Line Certificate** Line supply information NSBF (if tested) t: Ship design MBL t: Length m: 220 Diameter mm: 32mm Jacketed (Y/N): YES Splice type & design Material type and grade: UHMPE Manufacturer's part code and unique line identifier Line design designation (product name): Line construction: 12 Strand (12 x 1 Braided) Rotating (Y/N): NO Performance indicators Line Design Breaking Force (LDBF) t: 62,4 tons/ 612 kN Line Linear Density (LLD) Kg/m : 0,772

Load Bearing Linear Density (LBLD) Kg/m: 0,435

Line Tenacity (LT) Kg/m: 143,45

Angled Breaking Force (ABF) % Avg NSBF: D/d ratio 5 = 80% D/d ratio 10= 90%

Angled Endurance (AE) % Avg NSBF:

D/d ratio 5 = N/A D/d ratio 10= N/A

Breaking Elongation:

Temperature (T) % BF at 20 dgr Celsius (): -20C=111% 0C= 109% 20C= 100% 40C= 92% 60C= 80C=

78%

Axial compression Resistance (ACR) 90% Avg NSBF: N/A

1,4%



## Common challenges

#### Undivided drum





 Quick estimate – when drum diameter is 460mm and mooring rope is 64mm, the table shows the reduction of brake holding

Layers of rope on drum	Effective operational brake	Percentage of SDMBL (63Te)	Recommended Percentage of SDMBL by MEG4
1	100% of Max. BHC	70%	Recommended 60%, Minimum 50%
2	81% of Max. BHC	56%	Recommended 60%, Minimum 50%
3	67% of Max. BHC	47%	Recommended 60%, Minimum 50%
4	58% of Max. BHC	40%	Recommended 60%, Minimum 50%
5	51% of Max. BHC	35%	Recommended 60%, Minimum 50%



Yiyang.li@dnv.com

www.dnv.com

