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# No.10 Chain Anchoring, Mooring and Towing Equipment

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## 1. Anchoring equipment

- 1.1 Anchoring equipment for ships having Equipment Number EN below 205 to 50.
- (a) The anchoring equipment given here under applies to ships which are not covered under UR A1, i.e. for ships having  $50 \leq EN < 205$ .
  - (b) The design basis of the anchoring equipment, i.e. the Equipment Number EN, is that given in UR A1.
  - (c) These recommendations are applicable to ships operating in unrestricted service. Reductions of equipment may be considered for ships operating in restricted service.

*Note:*

*References to UR A1 are preceded by 'A1' throughout this document.*

### 1.1.1 Equipment number EN

The equipment of anchors and chain cables should be as given in Table 1 based on an Equipment Number EN calculated in compliance with A1.2.

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Table 1 Anchoring equipment

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EN	Stockless bower anchors		Stockless stream anchor	Stud link chain cable for bower anchors			Stream wire or chain	
	No.	Mass per anchor	Mass per anchor	Total length	Min. diameter		Length	Breaking strength
		(kg)	(kg)		Mild steel Gr. 1	Special quality Gr. 2 or 3		
1	2	3	4	5	6	7	8	9
50-70	2	180	60	220	14	12.5	80	64.7
70-90	2	240	80	220	16	14	85	73.5
90-110	2	300	100	247.5	17.5	16	85	80.0
110-130	2	360	120	247.5	19	17.5	90	89.2
130-150	2	420	140	275	20.5	17.5	90	98.1
150-175	2	480	165	275	22	19	90	107.9
175-205	2	570	190	302.5	24	20.5	90	117.7

## 1.1.2 Anchors

## 1.1.2.1 Types of anchors

## 1.1.2.1.1 Ordinary anchors

(a) The requirements under A1.4.1.1 should be complied with.

(b) The mass of stocked anchors, when used, and that of stream anchors, excluding the stock should be 80% and the mass of the stock should be 20% of the mass as given in Table 1 for stockless bower anchors.

## 1.1.2.1.2 High Holding Power (HHP) anchors

The requirements under A1.4.1.2 and A1.4.2 should be complied with.

## 1.1.2.1.3 Super High Holding Power (SHHP) anchors

The requirements under A1.4.1.3 and A1.4.2 should be complied with.

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## 1.1.2.2 Installation of the anchors on board

The bower anchors should be connected to their chain cables and ready for use. The stream anchor should be ready to be connected with its cable.

## 1.1.2.3 Proof testing of anchors

The requirements under A1.4.4 should be complied with.

## 1.1.3 Chain cables and wire ropes for anchors

## 1.1.3.1 Chain cables

- (a) The anchors should be associated with stud link chain cables of one of the grades under A1.5.2, Table 3. For equipment numbers EN up to 90, as an alternative to stud link chain cables, short link chain cables may be used.
- (b) Wire ropes for anchors may be adopted in compliance with 1.1.3.3

## 1.1.3.2 Proof and breaking loads of stud link chain cables

- (a) The breaking loads (BL) and proof loads (PL) should be in compliance with the requirements under A1.5.3.
- (b) The test load values, rounded off from the loads defined in (a) above, which should be used for testing and acceptance of chain cables with diameter between 11 and 19 mm are given in Table 2.

**Table 2 Test load values for stud link chain cables**

Chain cable diameter (mm)	Grade 1		Grade 2		Grade 3	
	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)
1	2	3	4	5	6	7
11	35.8	51	51	71.7	71.7	102
12.5	46	65.7	65.7	92	92	132
14	57.9	82	82	116	116	165
16	75.5	107	107	150	150	216
17.5	89	127	127	179	179	256
19	105	150	150	211	211	301

## 1.1.3.3 Wire ropes for anchors

In alternative to the stud link or short link chain cables under 1.1.3.1, wire ropes may be used for:

- (a) bower anchors of ships below 40 m in length
- (b) stream anchor as stipulated in Table 1.

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The wire ropes under (a) above should have:

- (i) length equal to 1.5 times the corresponding tabular length of chain cable (col. 5 of Table 1)
- (ii) strength equal to that of tabular chain cable of Grade 1 (col. 2 and 3 of Table 2).

A short length of chain cable should be fitted between the wire rope and bower or stream anchor having a length of 12.5 m or the distance between anchor in stowed position and winch, whichever is less. All surfaces being in contact with the wire need to be rounded with a radius of not less than 10 times the wire rope diameter (including stem).

**Table 3 Mass of stud link chain cables**

Chain cable diameter	Minimum mass per length of 27.5 m		Chain cable diameter	Minimum mass per length of 27.5 m	
	With Dee shackle	With lugless shackle		With Dee shackle	With lugless shackle
(mm)	(Kg)	(Kg)	(mm)	(Kg)	(Kg)
26	410	405	78	3640	3535
28	480	475	81	3940	3820
30	550	545	84	4240	4105
32	620	615	87	4555	4405
34	700	690	90	4870	4705
36	785	775	92	5085	4905
38	875	860	95	5405	5210
40	965	950	97	5630	5425
42	1055	1040	100	5970	5745
44	1150	1130	102	6210	5970
46	1260	1240	105	6580	6320
48	1370	1345	107	6845	6575
50	1485	1455	111	7380	7080
52	1605	1575	114	7795	7475
54	1725	1690	117	8220	7870
56	1850	1810	120	8650	8270
58	1985	1945	122	8960	8550
60	2125	2075	124	9275	8835
62	2275	2220	127	9740	9270
64	2430	2370	130	10210	9710
66	2590	2525	132	10540	10005
68	2755	2685	137	11320	10750
70	2925	2850	142	12110	11500
73	3185	3100	147	12950	12300
76	3460	3360	152	13890	13200

## 1.2 Anchoring equipment for ships in deep and unsheltered water

### 1.2.1 Scope and application

The hereunder given recommendations address anchoring equipment for ships in deep and unsheltered water which is not covered by UR A1 and 1.1. These recommendations may be

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used to design or assess the adequacy of the anchoring equipment for ships intended to anchor in water with depth up to 120 m, current with up to 1.54 m/s, wind with up to 14 m/s and waves with significant height of up to 3 m. The scope of chain cable, being the ratio between the length of chain paid out and water depth, is assumed to be not less than 3 to 4. Furthermore, these recommendations are applicable to ships with an equipment length, as defined in A1.2, of not less than 135 m.

### 1.2.2 Equipment Number for deep and unsheltered water

Anchors and chain cables should be in accordance with Table 4 and based on the Equipment Number  $EN_1$  obtained from the following equation:

$$EN_1 = 0.628 \left[ a \left( \frac{EN}{0.628} \right)^{1/2.3} + b(1-a) \right]^{2.3}$$

where

$$a = 1.83 \cdot 10^{-9} \cdot L^3 + 2.09 \cdot 10^{-6} \cdot L^2 - 6.21 \cdot 10^{-4} \cdot L + 0.0866$$

$$b = 0.156 \cdot L + 8.372$$

L = Equipment length of the ship in compliance with A1.2

EN = Equipment Number calculated in compliance with A1.2.

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Table 4 Anchoring equipment for ships in unsheltered water with depth up to 120 m

Equipment Number EN <sub>1</sub>		High holding power stockless bower anchors		Stud link chain cable for bower anchors		
Equal to or greater than	Less than	Number	Mass per anchor (m <sub>A</sub> )	Length	Min. diameter (d)	
			(kg)		Special quality (Grade 2)	Extra special quality (Grade 3)
				(m)	(mm)	(mm)
	1790	2	14150	1017.5	105	84
1790	1930	2	14400	990	105	84
1930	2080	2	14800	990	105	84
2080	2230	2	15200	990	105	84
2230	2380	2	15600	990	105	84
2380	2530	2	16000	990	105	84
2530	2700	2	16300	990	105	84
2700	2870	2	16700	990	105	84
2870	3040	2	17000	990	105	84
3040	3210	2	17600	990	105	84
3210	3400	2	18000	990	105	84
3400	3600	2	18300	990	106	84
3600	3800	2	19000	990	107	85
3800	4000	2	19700	962.5	108	87
4000	4200	2	20300	962.5	111	90
4200	4400	2	21100	962.5	114	92
4400	4600	2	22000	962.5	117	95
4600	4800	2	22900	962.5	119	97
4800	5000	2	23500	962.5	122	99
5000	5200	2	24000	935	125	102
5200	5500	2	24500	907.5	130	105
5500	5800	2	25000	907.5	133	107
5800	6100	2	25500	880	137	111
6100	6500	2	25700	880	140	113
6500	6900	2	26000	852.5	143	115
6900	7400	2	26500	852.5	147	118
7400	7900	2	27000	825	152	121
7900	8400	2	27500	825	154	123
8400	8900	2	28000	797.5	158	127
8900	9400	2	28900	770	162	132
9400	10000	2	29400	770	-	135
10000	10700	2	29900	770	-	139
10700	11500	2	30600	770	-	143
11500	12400	2	31500	770	-	147
12400	13400	2	33200	770	-	152
13400	14600	2	35000	770	-	157
14600		2	38000	770	-	162

## 1.2.3 Anchors

The bower anchors should be connected to their chain cables and positioned on board ready for use.

Anchors should be of the stockless High Holding Power (HHP) type. The mass of the head of a stockless anchor, including pins and fittings, should not be less than 60% of the total mass of the anchor. For the conditions of HHP anchors reference is made to A1.4.1.2 (a) and for the approval and/or acceptance of HHP anchors reference is made to A1.4.1.2 (c).

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The mass, per anchor, of bower anchors given in Table 4 is for anchors of equal mass. The mass of individual anchors may vary to 7% of the tabular mass, but the total mass of anchors should not be less than that recommended for anchors of equal mass.

Suitable arrangements should be provided for securing the anchors when stowed, see 1.3.3.

For manufacture of anchors reference is made to UR W29. For proof testing of the anchors reference is made to A1.4.4.2.

### 1.2.4 Chain cables for bower anchors

Bower anchors should be associated with stud link chain cables of special (Grade 2) or extra special (Grade 3) quality. The total length of chain cable, as given in Table 4 should be reasonably divided between the two bower anchors. For the proof and breaking loads of stud link chain cables reference is made to A1.5.3, Table 4.

For manufacture of anchor chain cables reference is made to UR W18.

For the installation of the chain cables on board, 1.3 should be observed.

### 1.2.5 Anchor windlass and chain stopper

The application of UR A3 is recommended for the anchor windlass design and testing and the chain stopper design.

Notwithstanding the requirements according to UR A3, the windlass unit prime mover should be able to supply for at least 30 minutes a continuous duty pull  $Z_{cont}$ , in N, given by:

$$Z_{cont} = 35 d^2 + 13.4 m_A$$

where

$d$  = chain diameter, in mm, as per Table 4

$m_A$  = HHP anchor mass, in kg, as per Table 4

In addition to the requirements of UR A3, as far as practicable, for testing purpose the speed of the chain cable during hoisting of the anchor and cable should be measured over 37.5 m of chain cable and initially with at least 120 m of chain and the anchor submerged and hanging free. The mean speed of the chain cable during hoisting of the anchor from the depth of 120 m to the depth of 82.5 m should be at least 4.5 m/min.

For the hull supporting structure of anchor windlass and chain stopper reference is made to A1.7.

## 1.3 Installation of chain cables and anchors on board

### 1.3.1 Capacity and arrangement of anchor chain locker

- (a) The chain locker should be of capacity and depth adequate to provide an easy direct lead of the cables through the chain pipes and a self-stowing of the cables. The chain locker should be provided with an internal division so that the port and starboard chain cables may be fully and separately stowed.

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- (b) The chain locker boundaries and their access openings should be watertight as necessary to prevent accidental flooding of the chain locker and damaging essential auxiliaries or equipment or affecting the proper operation of the ship.
- (c) Adequate drainage facilities of the chain locker should be adopted.

## 1.3.2 Securing of the inboard ends of chain cables

- (a) The inboard ends of the chain cables should be secured to the structures by a fastening able to withstand a force not less than 15% BL nor more than 30% BL (BL = breaking load of the chain cable).
- (b) The fastening should be provided with a mean suitable to permit, in case of emergency, an easy slipping of the chain cables to sea, operable from an accessible position outside the chain locker.

## 1.3.3 Securing of stowed anchors

- (a) To hold the anchor tight in against the hull or the anchor pocket, respectively, it is recommended to fit anchor lashings, e.g., a 'devil's claw'.
- (b) Anchor lashings should be designed to resist a load at least corresponding to twice the anchor mass plus 10 m of cable without exceeding 40% of the yield strength of the material.



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**2. Mooring and towing equipment****2.1 Mooring lines**

The mooring lines for ships with Equipment Number EN of less than or equal to 2000 are given in 2.1.1. For other ships the mooring lines are given in 2.1.2.

The Equipment Number EN should be calculated in compliance with A1.2. Deck cargoes at the ship nominal capacity condition should be included for the determination of side-projected area A. The nominal capacity condition is defined in UR A2.0.

Sections 2.1.1 and 2.1.2 specify the minimum recommended number and minimum strength of mooring lines. As an alternative to 2.1.1 and 2.1.2, the minimum recommendation for mooring lines may be determined by direct mooring analysis in line with the procedure given in Appendix A.

The designer should consider verifying the adequacy of mooring lines based on assessments carried out for the individual mooring arrangement, expected shore-side mooring facilities and design environmental conditions for the berth.

The definition of line design break force (LDBF) is the minimum force at which a new, dry, spliced mooring line will break at. This is for all synthetic cordage material.

This value is declared by the manufacturer on each line's mooring line certificate and is stated on a manufacturer's line data sheet. LDBF of a line should be 100%-105% of the ship design minimum breaking load defined in article 2.1.2.1 of this Recommendation.

The LDBF for nylon (polyamide) mooring lines should be specified as break tested wet, because nylon lines change strength characteristics once exposed to water and generally do not fully dry to their original construction state.

**2.1.1 Mooring lines for ships with  $EN \leq 2000$** 

The minimum recommended mooring lines for ships having an Equipment Number EN of less than or equal to 2000 are given in Table 5.

For ships having the ratio  $A/EN > 0.9$  the following number of lines should be added to the number of mooring lines as given by Table 5:

One line where  $0.9 < \frac{A}{EN} \leq 1.1,$

two lines where  $1.1 < \frac{A}{EN} \leq 1.2,$

three lines where  $1.2 < \frac{A}{EN} .$

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**Table 5 Mooring lines for ships with EN ≤ 2000**

EQUIPMENT NUMBER		MOORING LINES		
Exceeding	Not exceeding	No. of mooring lines	Minimum length of each line * (m)	Ship design minimum breaking load (kN)
1	2	3	4	5
50	70	3	80	37
70	90	3	100	40
90	110	3	110	42
110	130	3	110	48
130	150	3	120	53
150	175	3	120	59
175	205	3	120	64
205	240	4	120	69
240	280	4	120	75
280	320	4	140	80
320	360	4	140	85
360	400	4	140	96
400	450	4	140	107
450	500	4	140	117
500	550	4	160	134
550	600	4	160	143
600	660	4	160	160
660	720	4	160	171
720	780	4	170	187
780	840	4	170	202
840	910	4	170	218
910	980	4	170	235
980	1060	4	180	250
1060	1140	4	180	272
1140	1220	4	180	293
1220	1300	4	180	309
1300	1390	4	180	336
1390	1480	4	180	352
1480	1570	5	190	352
1570	1670	5	190	362
1670	1790	5	190	384
1790	1930	5	190	411
1930	2000	5	190	437

\* 2.1.3 should be observed

## 2.1.2 Mooring lines for ships with EN > 2000

The minimum recommended strength and number of mooring lines for ships with an Equipment Number EN > 2000 are given in 2.1.2.1 and 2.1.2.2, respectively. The length of mooring lines is given by 2.1.3.

The strength of mooring lines and the number of head, stern, and breast lines (see Note) for ships with an Equipment Number EN > 2000 are based on the side-projected area  $A_1$ . Side projected area  $A_1$  should be calculated similar to the side-projected area A according to A1.2 but considering the following conditions:

- The ballast draft should be considered for the calculation of the side-projected area  $A_1$ . For ship types having small variation in the draft, like e.g. passenger and RO/RO vessels, the side projected area  $A_1$  may be calculated using the summer load waterline.

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- Wind shielding of the pier can be considered for the calculation of the side-projected area  $A_1$  unless the ship is intended to be regularly moored to jetty type piers. A height of the pier surface of 3 m over waterline may be assumed, i.e. the lower part of the side-projected area with a height of 3 m above the waterline for the considered loading condition may be disregarded for the calculation of the side-projected area  $A_1$ .
- Deck cargoes at the ship nominal capacity condition should be included for the determination of side-projected area  $A_1$ . For the condition with cargo on deck, the summer load waterline may be considered. Deck cargoes may not need to be considered if ballast draft condition generates a larger side-projected area  $A_1$  than the full load condition with cargoes on deck. The larger of both side-projected areas should be chosen as side-projected area  $A_1$ . The nominal capacity condition is defined in UR A2.0.

The mooring lines as given here under are based on a maximum current speed of 1.0 m/s and the following maximum wind speed  $v_w$ , in m/s:

$$v_w = 25.0 - 0.002 (A_1 - 2000) \quad \text{for passenger ships, ferries, and car carriers} \\ \text{with } 2000 \text{ m}^2 < A_1 \leq 4000 \text{ m}^2 \\ = 21.0 \quad \text{for passenger ships, ferries, and car carriers} \\ \text{with } A_1 > 4000 \text{ m}^2 \\ = 25.0 \quad \text{for other ships}$$

The wind speed is considered representative of a 30 second mean speed from any direction and at a height of 10 m above the ground. The current speed is considered representative of the maximum current speed acting on bow or stern ( $\pm 10^\circ$ ) and at a depth of one-half of the mean draft. Furthermore, it is considered that ships are moored to solid piers that provide shielding against cross current.

Additional loads caused by, e.g., higher wind or current speeds, cross currents, additional wave loads, or reduced shielding from non-solid piers may need to be particularly considered. Furthermore, it should be observed that unbeneficial mooring layouts can considerably increase the loads on single mooring lines.

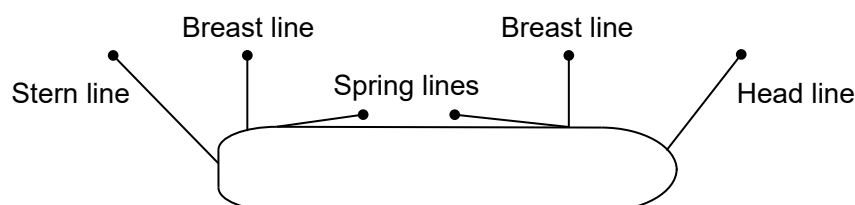
*Note:*

*The following is defined with respect to the purpose of mooring lines, see also figure below:*

*Breast line: A mooring line that is deployed perpendicular to the ship, restraining the ship in the off-berth direction.*

*Spring line: A mooring line that is deployed almost parallel to the ship, restraining the ship in fore or aft direction.*

*Head/Stern line: A mooring line that is oriented between longitudinal and transverse direction, restraining the ship in the off-berth and in fore or aft direction. The amount of restraint in fore or aft and off-berth direction depends on the line angle relative to these directions.*



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## 2.1.2.1 Ship design minimum breaking load

The ship design minimum breaking load, in kN, of the mooring lines should be taken as:

$$MBL_{SD} = 0.1 \cdot A_1 + 350$$

The ship design minimum breaking load may be limited to 1275 kN (130 t). However, in this case the moorings are to be considered as not sufficient for environmental conditions given by 2.1.2. For these ships, the acceptable wind speed  $v_w^*$ , in m/s, can be estimated as follows:

$$v_w^* = v_w \cdot \sqrt{\frac{MBL_{SD}^*}{MBL_{SD}}}$$

where  $v_w$  is the wind speed as per 2.1.2,  $MBL_{SD}^*$  the ship design minimum breaking load of the mooring lines intended to be supplied and  $MBL_{SD}$  the ship design minimum breaking load as recommended according to the above formula. However, the ship design minimum breaking load should not be taken less than corresponding to an acceptable wind speed of 21 m/s:

$$MBL_{SD}^* \geq \left(\frac{21}{v_w}\right)^2 \cdot MBL_{SD}$$

If lines are intended to be supplied for an acceptable wind speed  $v_w^*$  higher than  $v_w$  as per 2.1.2, the ship design minimum breaking load should be taken as:

$$MBL_{SD}^* = \left(\frac{v_w^*}{v_w}\right)^2 \cdot MBL_{SD}$$

## 2.1.2.2 Number of mooring lines

The total number of head, stern and breast lines (see Note in 2.1.2) should be taken as:

$$n = 8.3 \cdot 10^{-4} \cdot A_1 + 6$$

For oil tankers, chemical tankers, bulk carriers, and ore carriers the total number of head, stern and breast lines should be taken as:

$$n = 8.3 \cdot 10^{-4} \cdot A_1 + 4$$

The total number of head, stern and breast lines should be rounded to the nearest whole number.

The number of head, stern and breast lines may be increased or decreased in conjunction with an adjustment to the ship design minimum breaking load of the lines. The adjusted ship design minimum breaking load,  $MBL_{SD}^{**}$ , should be taken as:

$$MBL_{SD}^{**} = 1.2 \cdot MBL_{SD} \cdot n/n^{**} \leq MBL_{SD} \quad \text{for increased number of lines,}$$

$$MBL_{SD}^{**} = MBL_{SD} \cdot n/n^{**} \quad \text{for reduced number of lines.}$$

where  $MBL_{SD}$  is  $MBL_{SD}$  or  $MBL_{SD}^*$  specified in 2.1.2.1, as appropriate,  $n^{**}$  is the increased or decreased total number of head, stern and breast lines and  $n$  the number of lines for the considered ship type as calculated by the above formulas without rounding.

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Vice versa, the ship design minimum breaking load of head, stern and breast lines may be increased or decreased in conjunction with an adjustment to the number of lines.

The total number of spring lines (see Note in 2.1.2) should be taken not less than:

Two lines where  $EN < 5000$ ,

Four lines where  $EN \geq 5000$ .

The ship design minimum breaking load of spring lines should be the same as that of the head, stern and breast lines. If the number of head, stern and breast lines is increased in conjunction with an adjustment to the ship design minimum breaking load of the lines, the number of spring lines should be taken as follows, but rounded up to the nearest even number.

$$n_S^* = MBL_{SD} / MBL_{SD}^{**} \cdot n_S$$

where  $MBL_{SD}$  is  $MBL_{SD}$  or  $MBL_{SD}^*$  specified in 2.1.2.1, as appropriate,  $n_S$  is the number of spring lines as given above and  $n_S^*$  the increased number of spring lines.

### 2.1.3 Length of mooring lines

The length of mooring lines for ships with EN of less than or equal to 2000 may be taken from Table 5. For ships with EN > 2000 the length of mooring lines may be taken as 200 m.

The lengths of individual mooring lines may be reduced by up to 7% of the above given lengths, but the total length of mooring lines should not be less than would have resulted had all lines been of equal length.

### 2.2 Tow line

The tow lines are given in Table 6 and are intended as own tow line of a ship to be towed by a tug or other ship. For the selection of the tow line from Table 6, the Equipment Number EN should be taken according to 2.1.

The designer should consider verifying the adequacy of towing lines based on assessments carried out for the individual towing arrangement.

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Table 6 Tow lines

EQUIPMENT NUMBER		TOW LINE	
Exceeding	Not exceeding	Minimum length (m)	Ship design minimum breaking load (kN)
1	2	3	4
50	70	180	98
70	90	180	98
90	110	180	98
110	130	180	98
130	150	180	98
150	175	180	98
175	205	180	112
205	240	180	129
240	280	180	150
280	320	180	174
320	360	180	207
360	400	180	224
400	450	180	250
450	500	180	277
500	550	190	306
550	600	190	338
600	660	190	370
660	720	190	406
720	780	190	441
780	840	190	479
840	910	190	518
910	980	190	559
980	1060	200	603
1060	1140	200	647
1140	1220	200	691
1220	1300	200	738
1300	1390	200	786
1390	1480	200	836
1480	1570	220	888
1570	1670	220	941
1670	1790	220	1024
1790	1930	220	1109
1930	2080	220	1168
2080	2230	240	1259
2230	2380	240	1356
2380	2530	240	1453
2530	2700	260	1471
2700	2870	260	1471
2870	3040	260	1471
3040	3210	280	1471
3210	3400	280	1471
3400	3600	280	1471
3600	-	300	1471

## 2.3 Mooring and tow line construction

Tow lines and mooring lines may be of wire, natural fibre or synthetic fibre construction or of a mixture of wire and fibre. For synthetic fibre ropes it is recommended to use lines with reduced risk of recoil (snap-back) to mitigate the risk of injuries or fatalities in the case of breaking mooring lines.

**No.10**

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**2.4 Mooring winches**

2.4.1 Each winch should be fitted with brakes the holding capacity of which is sufficient to prevent unreeling of the mooring line when the rope tension is equal to 80% of the ship design minimum breaking load of the rope as fitted on the first layer. The winch should be fitted with brakes that will allow for the reliable setting of the brake rendering load.

2.4.2 For powered winches the maximum hauling tension which can be applied to the mooring line (the reeled first layer) should not be less than 1/4.5 times, nor be more than 1/3 times the rope's ship design minimum breaking load. For automatic winches these figures apply when the winch is set to the maximum power with automatic control.

2.4.3 For powered winches on automatic control, the rendering tension which the winch can exert on the mooring line (the reeled first layer) should not exceed 1.5 times, nor be less than 1.05 times the hauling tension for that particular power setting of the winch. The winch should be marked with the range of rope strength for which it is designed.

**2.5 Mooring and towing arrangement****2.5.1 Mooring arrangement**

Mooring lines in the same service (e.g. breast lines, see Note in 2.1.2) should be of the same characteristic in terms of strength and elasticity.

As far as possible, sufficient number of mooring winches should be fitted to allow for all mooring lines to be belayed on winches. This allows for an efficient distribution of the load to all mooring lines in the same service and for the mooring lines to shed load before they break. If the mooring arrangement is designed such that mooring lines are partly to be belayed on bitts or bollards, it should be considered that these lines may not be as effective as the mooring lines belayed on winches.

Mooring lines should have as straight a lead as is practicable from the mooring drum to the fairlead.

At points of change in direction sufficiently large radii of the contact surface of a rope on a fitting should be provided to minimize the wear experienced by mooring lines and as recommended by the rope manufacturer for the rope type intended to be used.

**2.5.2 Towing arrangement**

Towing lines should be led through a closed chock. The use of open fairleads with rollers or closed roller fairleads should be avoided.

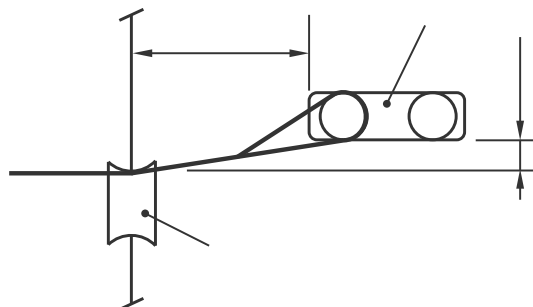
For towing purpose it is recommended to provide at least one chock close to centreline of the ship forward and aft. It is also beneficial to provide additional chocks on port and starboard side at the transom and at the bow.

Towing lines should have a straight lead from the towing bitt or bollard to the chock.

For the purpose of towing, bitts or bollards serving a chock should be located slightly offset and in a distance of at least 2 m away from the chock, see figure below:

**No.10**

(cont)



Warping drums should preferably be positioned not more than 20 m away from the chock, measured along the path of the line.

Attention should be given to the arrangement of the equipment for towing and mooring operations in order to prevent interference of mooring and towing lines as far as practicable. It is beneficial to provide dedicated towing arrangements separate from the mooring equipment.

For emergency towing arrangements for tankers reference should be made to SOLAS Chapter II-1, Regulation 3-4. For all ships other than tankers it is recommended to provide towing arrangements fore and aft of sufficient strength for 'other towing' service as defined in UR A2.0.



**No.10**

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**3. Anchoring and mooring equipment for fishing vessels****3.1 Anchoring equipment****3.1.1 Application**

The following provisions apply to fishing vessels operating in unrestricted service. Reduction of equipment may be considered for fishing vessels operating in restricted services.

**3.1.2 General recommendations**

- (a) Each ship should be provided with anchoring equipment designed for quick and safe operation in all foreseeable service conditions. Anchor equipment should consist of anchors, anchor chain cables and a windlass or other arrangements for dropping and weighing the anchors and for holding the ship at anchor.
- (b) The equipment of anchors and chain cables given in Table 7 is based on the Equipment Number EN which should be calculated as follows:

$$EN = \Delta^{2/3} + 2Bh + 0.1A$$

where

- $\Delta$  = moulded displacement, in t, to the maximum design waterline,
- B = greatest moulded breadth, in m,
- h = effective height, in m, from the maximum design waterline to the top of the uppermost house.  
=  $a + \sum h_i$
- a = distance, in m, from the maximum design waterline to the upper edge of the uppermost complete deck at the side amidships,
- $h_i$  = height, in m, on the centreline of each tier of houses having breadth greater than B/4.

For the lowest tier h is measured at centreline from the upper deck or from a notional deck line where there is local discontinuity in the upper deck.

When calculating h, sheer and trim can be ignored.

- A = side-projected area, in m<sup>2</sup>, of the hull, within the length of the ship between perpendiculars, and of superstructures and houses above the maximum design waterline having a width greater than B/4.

Screens and bulwarks more than 1.5 m in height should be regarded as parts of houses when determining h and A.

**3.1.3 Particular recommendations**

- (a) For ships below 40 m in length the anchor chain may be replaced with wire ropes of equal strength of the tabular anchor cables of Grade 1. Wire ropes of trawl winches complying with this recommendation may be used as anchor chain cables.

**No.10**

(cont)

- (b) When wire ropes are substituted for anchor chain cables then:
- (i) the length of the ropes should be equal to 1.5 times the corresponding tabular length of chain cable (col. 5 of Table 7),
  - (ii) a short length of chain cable should be fitted between the wire rope and anchor having a length of 12.5 m or the distance between anchor in stowed position and winch, whichever is less,
  - (iii) all surfaces being in contact with the wire should be rounded with a radius of not less than 10 times the wire rope diameter (including stem).
- (c) High holding power anchors of approved design may be used as bower anchors. The mass of each such anchor may be 75% of the tabular mass for ordinary stockless bower anchors.
- (d) The tabular anchor equipment may be increased for ships fishing in very rough waters.

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**Table 7 Equipment for fishing vessels**

Equipment Number		Stockless bower anchors		Stud link chain cables for bower anchors		
				Total length (m)	Min. diameter (mm)	
Exceeding	Not exceeding	Number	Mass per anchor (kg)			Mild steel (Grade 1)**
1	2	3	4	5	6	7
30	40	2	80	165	11	-
40	50	2	100	192.5	11	-
50	60	2	120	192.5	12.5	-
60	70	2	140	192.5	12.5	*
70	80	2	160	220	14	12.5
80	90	2	180	220	14	12.5
90	100	2	210	220	16	14
100	110	2	240	220	16	14
110	120	2	270	247.5	17.5	16
120	130	2	300	247.5	17.5	16
130	140	2	340	275	19	17.5
140	150	2	390	275	19	17.5
150	175	2	480	275	22	19
175	205	2	570	302.5	24	20.5
205	240	2	660	302.5	26	22
240	280	2	780	330	28	24
280	320	2	900	357.5	30	26
320	360	2	1020	357.5	32	28
360	400	2	1140	385	34	30
400	450	2	1290	385	36	32
450	500	2	1440	412.5	38	34
500	550	2	1590	412.5	40	34
550	600	2	1740	440	42	36
600	660	2	1920	440	44	38
660	720	2	2100	440	46	40

**NOTES**

\* Alternative to stud link chain cables, short link chain cables may be considered.

\*\* The steel grades of the chain cables are covered by UR A1, A1.5.2.

### 3.2 Mooring equipment

The mooring equipment is given by Table 8.

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**Table 8 Mooring lines for fishing vessels**

Equipment Number			Mooring lines	
Exceeding	Not exceeding	Number	Minimum length of each line (m)	Ship design minimum breaking load (kN)
1	2	3	4	5
30	40	2	50	29
40	50	2	60	29
50	60	2	60	29
60	70	2	80	29
70	80	2	100	34
80	90	2	100	36.8
90	100	2	110	36.8
100	110	2	110	39
110	120	2	110	39
120	130	2	110	44
130	140	2	120	44
140	150	2	120	49
150	175	2	120	54
175	205	2	120	59
205	240	2	120	64
240	280	3	120	71
280	320	3	140	78
320	360	3	140	85.8
360	400	3	140	93
400	450	3	140	101
450	500	3	140	108
500	550	4	160	113
550	600	4	160	118
600	660	4	160	123
660	720	4	160	127

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**Appendix A. Direct mooring analyses****1. General**

As an alternative to the prescriptive approach, direct mooring analysis may be performed to determine the necessary mooring restraint, i.e. number and strength of mooring lines. Direct analyses allow to optimize mooring equipment and arrangement for the individual ship and the port mooring facilities typical for the considered ship type and size.

**2. Documentation**

The calculations should be documented in a report. The report should include all assumptions made in calculations for the finally chosen mooring equipment, including lines, and its arrangement, reflected in the mooring arrangement plan as required by UR A2.

**3. Analysis methodology**

Three dimensional quasi-static calculations should be performed to determine the acting mooring line forces. As a minimum, loads from wind and current should be accounted for in the analysis. Geometrical and material nonlinearities of mooring lines and fenders or breasting dolphins should be considered. An iterative calculation procedure should be applied to arrive at a converged solution with forces acting on mooring lines and on fenders or breasting dolphins being in equilibrium with forces and moments applied to the ship.

**4. Environmental conditions**

Mooring line forces should be calculated for environmental conditions given in 2.1.2 [of IACS Rec. 10]. Additional loads, e.g. wave loads or cross currents, or increased wind and current loads may be considered for certain ship types or for specific ports intended to be regularly called.

**5. Steps to be taken in a direct mooring analysis**

Direct assessment of mooring forces and determination of the necessary number and strength of mooring lines comprise the following steps:

- a) Determine port mooring facilities representative for the considered ship type and size
- b) Determine shipboard mooring equipment and arrangement
- c) Determine mooring line type(s) to be used
- d) Determine mooring layout(s) to be assessed
- e) Determine ship loading condition(s) to be assessed
- f) Select or determine wind and current drag coefficients
- g) Determine wind and current forces and moments
- h) Compute forces acting on all mooring line
- i) Determine necessary strength of mooring lines
- j) If strength of mooring lines should be altered, modify steps b), c) and/or d) with or without changing the number of mooring lines and repeat steps h) and i)

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## 5.1. Port mooring facilities

Characteristics of port mooring facilities have strong influence on the resulting mooring line forces. Mooring analysis should be performed for port mooring facilities representative for the considered ship type and size, i.e. type of berth, type and arrangement of hooks/bollards, type and arrangement of fenders or breasting dolphins and height of pier above waterline.

Fenders or breasting dolphins in many cases may not affect the critical mooring line loads. Hence, initially, generic fender or dolphin arrangements and infinitely stiff load-deformation characteristics may be considered. If no fender or dolphin loads occur for load cases yielding the critical mooring line loads, more specific fender or dolphin arrangements and characteristics may be omitted.

If there are substantially different port mooring facilities typically encountered by the considered ship type, additional calculations should be performed to consider these variations.

## 5.2. Shipboard mooring equipment and arrangement

The mooring equipment and arrangement need to be chosen for the mooring analysis, i.e. location of mooring decks and location of mooring winches and fairleads. As a starting point, mooring equipment for the number of lines as determined by the prescriptive approach may be chosen, see 2.1.2.2 [of IACS Rec. 10].

## 5.3. Mooring lines

The mooring analysis should apply the mooring line type(s) intended to be supplied with the vessel. The geometrical and material nonlinearities of the mooring lines should be considered by the mooring analysis. Load-deflection characteristics of mooring lines can be taken from data sheets of rope manufacturers. If given, characteristics of the broken-in ropes should be applied.

To achieve a good distribution of mooring line forces, mooring line type and characteristics should be at least same for lines in the same service, e.g. for head and stern lines, breast lines and spring lines. For very stiff mooring lines, e.g. made of steel or high modulus synthetic fibers, the use of elastic tails should be considered to enhance the elasticity in the mooring system and taken into account for the mooring analysis.

## 5.4. Mooring layout

For the assessment of forces acting on mooring lines, a realistic mooring layout needs to be assumed, i.e. for each mooring line it needs to be determined from which bollard or winch, along which path, through which fairlead it is led and to which shoreside hook or bollard it is connected. Inboard parts of the mooring lines (between fairlead and shipboard fixation point) contribute to the elongation behavior of the line and should be included in the analysis.

The maximum number of lines connected to one shore mooring point needs to be limited to not load the shore side mooring points unrealistically high. For multi-purpose piers the number of lines per shore bollard should be limited to three. For other types of berths, the number mooring lines per shore mooring point is also

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limited, e.g., by the available number of hooks. Reasonable assumptions should be made based on typical berth types encountered by the considered ship type.

Alternative mooring layouts should also be assessed, considering possible and reasonable options to moor the ship to the assumed port mooring facilities. Also, a different position of the ship relative to the shoreside mooring bollards/hooks should be assessed to find the critical mooring line loads for the normal operation of the ship. Exemptions may be given to e.g. tankers, LNG carriers or ferries if typically moored in the same position relative to the shoreside mooring facilities.

### 5.5. Loading conditions

Mooring line forces should be calculated for loading conditions given in 2.1.2 [of IACS Rec. 10].

### 5.6. Wind and current drag coefficients

To calculate the wind and current forces and moments acting on the ship, wind and current drag coefficients are needed for the considered ship type, size and loading condition. Drag coefficients should be as specific as possible for the considered ship and loading conditions.

There are different sources for drag coefficients. Some Industry Guidelines provide drag coefficients for tankers and LNG carriers which can be applied. Due to the similarity of hull forms and superstructures, these coefficients may also be used for bulk carriers and ore carriers. For other ship types drag coefficients may be taken from the literature, if available, or can be determined by CFD calculations or model tests. CFD calculations are to be justified with suitable validation and sensitivity studies.

There are some effects that can influence the drag coefficients, i.e. blockage (limited under keel clearance, solid quay walls), ship draft and wind shielding by solid quays and buildings or cargo stored on quays (e.g. container stacks). Effects from blockage and ship draft can only be accounted for by appropriate coefficients. Drag coefficient should be chosen or determined for realistic water depth to draft ratios and for the considered ship draft(s). Some Industry Guidelines provide current drag coefficients for ballast and loaded draft conditions and for different water depth to draft ratios. Wind shielding effects are typically not considered by the wind drag coefficients. The effect of wind shielding of solid quays may be considered by an equivalent reduction of the lateral wind area of the ship. Shielding by buildings or cargo stored on quays should not be considered as their presence is imponderable.

### 5.7. Calculation of wind and current forces and moments

Wind and current forces and moments can be calculated for the given environmental conditions with the geometrical particulars of the considered ship and the selected drag coefficients. Usually, the forces in longitudinal and transversal directions as well as the moment about the vertical ship axis (yaw) are calculated.

Wind forces and moments should be calculated for all directions in intervals of preferably 15°, but not more than 30°. Current forces and moments should be calculated for selected directions as per 2.1.2 [of IACS Rec. 10]. For ships regularly moored to non-solid piers or jetties, cross current may need to be considered in addition.

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**5.8. Calculation of mooring line forces**

For all considered scenarios and all combinations of applied environmental conditions, the maximum mooring line force should be determined for groups of lines in the same service.

In case of all lines are intended to be attached to winches, brake rendering can be considered to better distribute line loads among all lines in a group of lines in the same service. Then, the average mooring line force of a group of lines may be determined and taken as mooring line force used to determine the necessary strength of the mooring lines according to section 5.9.

**5.9. Strength of mooring lines**

The necessary strength of mooring lines, i.e., the Ship Design Minimum Breaking Load ( $MBL_{SD}$ ), results from the calculated maximum mooring line force ( $F_{L, max}$ ) divided by the Work Load Limit (WLL) factor of mooring lines. The WLL factor and the resulting  $MBL_{SD}$  for different mooring line materials are shown in the below table.

Mooring line material	WLL factor	$MBL_{SD}$
Steel wire	0.55	$1.82 * F_{L, max}$
Synthetic fibers	0.5	$2.0 * F_{L, max}$

Preferably, all lines supplied to the ship should have the same characteristics and strength to avoid confusion of lines. However, for significantly different maximum calculated line loads, lines in different service may also have different strength and characteristics, e.g. for head and stern lines other than for spring lines.



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## Appendix B. Direct force calculation for anchoring equipment

### 1. General

As an alternative to the prescriptive approach described in A1.2 direct force calculation may be performed to determine the necessary anchoring equipment for monohull ships with length less than 90m.

### 2. Total force $F_{EN}$

The total force (static + dynamic)  $F_{EN}$ , in kN, induced by wind and current acting on monohull in anchoring condition as defined in A1.1 may be calculated as follows:

$$F_{EN} = 2 (F_{SLPH} + F_{SH} + F_{SS})$$

where:

$F_{SLPH}$ : Static force on wetted part of the hull due to current, as defined in 2.1 of this appendix

$F_{SH}$ : Static force on hull due to wind, as defined in 2.2 of this appendix

$F_{SS}$ : Static force on superstructures due to wind, as defined 2.3 of this appendix.

#### 2.1. Static force on wetted part of hull $F_{SLPH}$

The theoretical static force induced by current applied on the wetted part of the hull, in kN, is defined according to the following formula:

$$F_{SLPH} = \frac{1}{2} \rho C_f S_m V_c^2 10^{-3}$$

where:

$\rho$ : Water density, equal to 1025 kg/m<sup>3</sup>

$C_f$ : Coefficient equal to:

$$C_f = (1 + k) \frac{0.075}{(\log R_e - 2)^2}$$

With  $R_e$ , Reynolds number:

$$R_e = \frac{(V_c L_{WL})}{1.054 \cdot 10^{-6}}$$

$k$ : Coefficient equal to:

$$k = 0.017 + 20 \frac{C_{bWL}}{L_{WL}^2 T^{-0.5} B_{WL}^{-1.5}}$$

With  $C_{bWL}$ , block coefficient at waterline:

$$C_{bWL} = \frac{\Delta}{1.025 L_{WL} B_{WL} T}$$

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- $\Delta$  : Moulded displacement at waterline, in  $m^3$   
 $S_m$  : Total wetted surface of the part of the hull under draught, in  $m^2$   
 The value of  $S_m$  is to be given by the Designer. When this value is not available,  $S_m$  may be taken equal to  $6\Delta^{2/3}$   
 $V_C$  : Speed of the current, in m/s, as defined in A1.1.

2.2. Static force on hull  $F_{SH}$ 

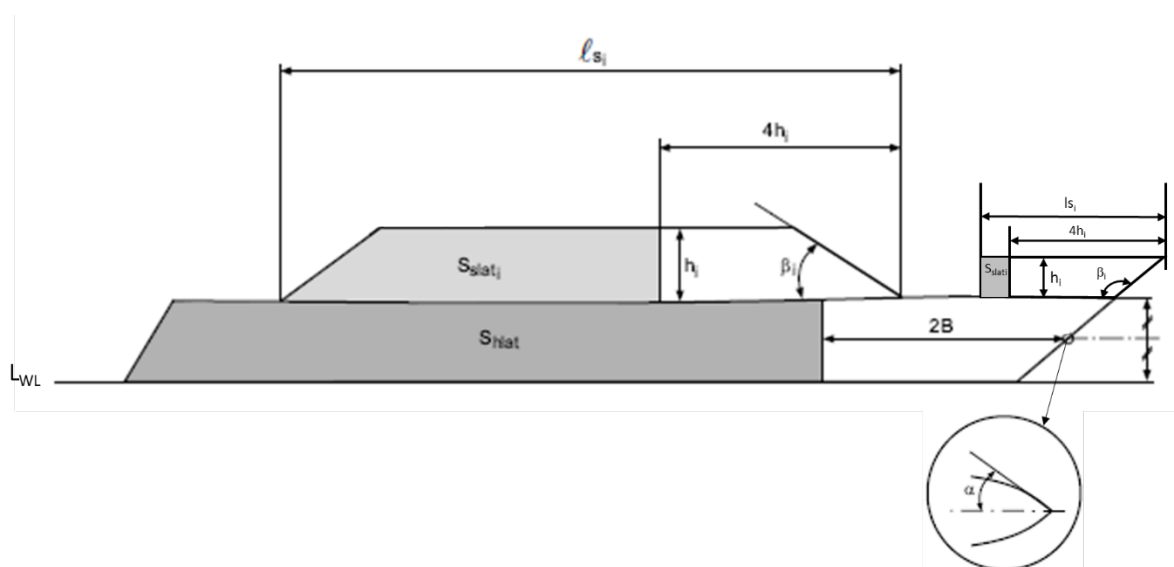
The theoretical static force induced by wind applied on the upper part of the hull, in kN, is defined according to the following formula:

$$F_{SH} = \frac{1}{2} \rho (C_{hfr} S_{hfr} + 0.02 S_{hlat}) V_W^2 10^{-3}$$

where:

- $\rho$  : Air density, equal to  $122 \text{ kg/m}^3$   
 $V_W$  : Speed of the wind, in m/s, as defined in A1.1  
 $S_{hfr}$  : Front surface of hull and bulwark if any, in  $m^2$ , projected on a vertical plane of the ship situated aft of the aft end of the ship and perpendicular to the longitudinal axis of the ship  
 $S_{hlat}$  : Partial lateral surface of one single side of the hull and bulwark if any, in  $m^2$ , through the overall length of the ship, projected on a vertical plane parallel to the longitudinal axis of the ship and delimited according to figure 1  
 $C_{hfr}$  :  $0,8 \sin \alpha$ , with  $\alpha$  defined in figure 1.  
 In figure 1, B is the breadth of the hull, in m.

The upper part of the hull is the part extending from side to side to the uppermost continuous deck extending over the ship length.



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## 2.3. Static forces $F_{SS}$ on superstructures and deckhouses

### 2.3.1. General case

The theoretical static force induced by wind applied on the superstructures and deckhouses, in kN, is defined as the sum of the forces applied to each superstructure and deckhouse tier according to the following formula:

$$F_{SS} = \frac{1}{2} \rho \sum (C_{sfr_i} S_{sfr_i} + 0.08 S_{slat_i}) V_W^2 10^{-3}$$

where:

- $\rho$  : Air density, equal to 1,22 kg/m<sup>3</sup>
- $V_W$  : Speed of the wind, in m/s, as defined in 2.2 of this appendix
- $S_{sfr_i}$  : Front surface of tier  $i$  (superstructure or deckhouse, including bulwark if any), in m<sup>2</sup>, projected on a vertical plane of the ship situated aft of the aft end of the ship and perpendicular to the longitudinal axis of the ship
- $S_{slat_i}$  : Partial lateral surface of one single side of tier  $i$  (superstructure or deckhouse, including bulwark if any), in m<sup>2</sup>, projected on a vertical plane parallel to the longitudinal axis of the ship and delimited according to figure 1  
When  $4h_i \geq l_{si}$ ,  $S_{slat_i}$  is to be taken equal to 0
- $C_{sfr_i}$  :  $0,8 \sin \beta_i$ , with  $\beta_i$  defined in figure 1 without being greater than 90°

### 2.3.2. Superstructures in the forward part of the ship

When superstructures are located in the front of the hull with front and side walls of superstructures in the continuity of the side shell, the static force induced by wind applied on these superstructures, in KN, is defined as the sum of the forces applied to each superstructure tier according to the following formula:

$$F_{SS} = \frac{1}{2} \rho \sum (C_{hfr_i} S_{hfr_i} + 0.08 S_{slat_i}) V_W^2 10^{-3}$$

where:

- $S_{hfr_i}$  : Front surface of tier  $i$  of the superstructure, in m<sup>2</sup>, projected on a vertical plane of the ship situated aft of the aft end of the ship and perpendicular to the longitudinal axis of the ship
- $C_{hfr_i}$  :  $C_{hfr_i} = 0,8 \sin \alpha_s$ , with  $\alpha_s$  as defined for  $\alpha$  in figure 1 and measured at mid height of the superstructure tier located in the front of the hull.
- $\rho, V_W, S_{slat_i}$ : As defined in 2.3.1 of this appendix.

The static force is to be added to the static force calculated for the other superstructures and deckhouses according to 2.3.1 of this appendix.

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**3. Anchor weight**

The individual mass of anchor, in kg, is to be at least equal to:

for ordinary anchor:  $P = (F_{EN} / 7) * 10^2$

for high holding power anchor:  $P = (F_{EN} / 10) * 10^2$

for very high holding power:  $P = (F_{EN} / 15) * 10^2$

**4. Chain cable****4.1. Stud link chain cable scantling**

Chain cable diameters are to be selected from Table 5 of UR A1, based on the minimum breaking load BL and proof load PL of steel grades, in kN, calculated according to the following formulae:

- for steel Grade 1:
  - BL = 6 F<sub>EN</sub>
  - PL = 0,7 BL
- for steel Grade 2:
  - BL = 6.8 F<sub>EN</sub>
  - PL = 0,7 BL
- for steel Grade 3:
  - BL = 7.5 F<sub>EN</sub>
  - PL = 0,7 BL

The chain cable scantling is to be consistent with the mass of the associated anchor. In case the anchor on board is heavier by more than 7% from the mass calculated in article 3 of this appendix, the value of F<sub>EN</sub> to take into account in the present Article for the calculation of BL and PL is to be deduced from the actual mass of the anchor according to the formulae in article 3 of this appendix.

**4.2. Length of individual chain cable**

The length of chain cable L<sub>cc</sub>, in m, linked to each anchor is to be at least equal to:

- When P < 180
  - $L_{cc} = 30 \ln(P) - 42$
- When P ≥ 180
  - L<sub>cc</sub> to be selected according to Table 1 of UR A1

where:

P : Anchor weight, in kg, defined in article 3 of this appendix for an ordinary anchor according to the considered case.

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