

## Mooring Equipment Guidelines

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Mooring Equipment Guidelines (MEG4) Fourth Edition 2018. Mooring Equipment Guidelines (MEG4) Mooring a ship to a berth is a common function for the maritime industry, however incidents that harm ship and terminal personnel still occur. This publication establishes recommended minimum requirements that will help ship designers, terminal designers, ship operators and mooring line manufacturers improve the design, performance and safety of mooring systems.

~~Mooring Equipment Guidelines (MEG4) — OCIMF~~

The Mooring Equipment Guidelines, fully reviewed and updated for the fourth edition, include the following new chapters and key changes: Enhanced guidance for the purchasing, condition monitoring, and retirement of mooring lines and tails. Enhanced guidance on documentation of mooring equipment. A new chapter on the Human Factors in Mooring Design.

~~OCIMF Mooring Equipment Guidelines (MEG4) — An Update ...~~

Mooring Equipment Guidelines. The Mooring Equipment Guidelines is an industry publication for the safe mooring of tankers and gas carriers at terminals. These guidelines provide an extensive guidance for safe mooring for ships and terminals. This publication also provides guidance on human centred design for safer mooring arrangements.

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~~OCIMF Oil Companies International Marine Forum MEG4~~

Mooring Equipment Guidelines (MEG4) 100 D d  $D/d = 15$  Figure 5.4: D/d ratio of mooring line to deck equipment It is recommended that designers of mooring arrangements aim for mooring fitting designs that result in a D/d of at least 15. This will ensure the performance reduction due to bending is kept to a minimum.

~~Mooring Equipment Guidelines (MEG4)~~

OCIMF Mooring Equipment Guidelines (MEG4) Industry News. A look at what's new – and what you might not have implemented yet. The fourth edition of the Oil Companies International Marine Forum (OCIMF) Mooring Equipment Guidelines (MEG4) was issued in July 2018. These revisions were brought in in response to changes in the design of the terminals and ships, the evolution of mooring lines and concerns over mooring lines failing under tension, which has resulted in serious incidents on board.

~~OCIMF Mooring Equipment Guidelines (MEG4) Poseidon ...~~

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OCIMF - Mooring Equipment Guidelines (MEG) ... Rope Trajectory. When connecting synthetic tails to HMSF and wire mooring lines, the elasticity of the tails introduces energy that can significantly increase the snap-back hazard. Elongation is proportional to the length of the tail. The fitting of longer synthetic tails, e.g.

~~OCIMF Mooring Equipment Guidelines (MEG)~~

The Oil Companies International Marine Forum (OCIMF) has introduced new guidelines for the safe mooring of tankers and gas carriers at terminals. A Mooring System Management Plan (MSMP) is part of the requirements to ensure risks are managed through the safe design and operation of mooring systems. Learn more about the MSMP in this technical news.

~~New OCIMF guidelines on Mooring System Management Plans ...~~

Mooring Equipment Guidelines 4th Edition (MEG4) introduced the Mooring System Management Plan (MSMP) and recommended all tankers and gas carriers to document Ship Design MBL. Increased focus is also put on human-centric design principles, a systematic approach to design and verification of mooring equipment, and a holistic application to managing mooring lines.

~~Safe mooring for gas carriers, chemical and oil tankers ...~~

'Mooring the world' In response to the current COVID-19 situation in the UK, I wanted to take this opportunity to reassure you that Eye Marine has implemented a number of precautionary actions and following Government guidelines to ensure that we can continue offering the best service for you, whilst keeping our team safe.

~~mooring equipment EYE Marine Marine Mooring Specialists~~

Mooring Equipment Guidelines is an industry publication for the safe mooring of tankers and gas carriers at terminals. The publication provides clear and concise

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guidance for ship and terminal designers, ship operators and mooring line manufacturers on safe mooring system design, with an emphasis on the safety of ship and terminal personnel.

## ~~Mooring Equipment Guidelines (MEG4), 4th Edition 2018~~

Each mooring equipment is specified by its Safe Working Load (SWL), which is what we need to determine. OCIMF provides a simple approach to calculating the SWL once environmental forces are calculated. OCIMF proposes calculation of a parameter called the 'Ship's Design MBL'.

## ~~OCIMF MEG 4 and Mooring Design of your vessels - Part I ...~~

The Mooring Equipment Guidelines establish recommended minimum requirements to help ship designers, terminal designers, ship operators and mooring line manufacturers improve the design, performance and safety of mooring systems. The fourth edition (MEG4) was published in June 2018.

## ~~An introduction to MEG4 on Vimeo~~

2.1 This document describes the guidelines which will be used by GL Noble Denton for the approval of moorings, including: a. Offshore catenary or taut leg moorings of mobile offshore units (MOU) b. Offshore catenary or taut leg mooring of floating offshore installations (FOI) c. Inshore mooring of MOUs and FOIs, e.g. for stacking d.

## ~~0032/ND Guidelines for Moorings - DNV GL~~

MEG4 provides the below guidelines for a generic mooring line layout. Breast mooring lines should be at an angle less than 15° to the perpendicular axis of the ship. Spring mooring lines should be at an angle less than 10° to the side of the ship. Maximum vertical angles of 25 degrees should be assumed for the lightest ballasted condition.

## ~~Calculating a Ship's Design MBL using OCIMF MEG 4 ...~~

Mooring Line: HMSF 44mm Jacketed 275m length MBL = 137 tonnes Life expectancy = 8 years Source:

[https://assets.digital.cabinetoffice.gov.uk/media/56b8c217e5274a0369000013/MAIBSafetyBulletin\\_1-2016.pdf](https://assets.digital.cabinetoffice.gov.uk/media/56b8c217e5274a0369000013/MAIBSafetyBulletin_1-2016.pdf)

## ~~Ocimf & Mooring Equipment Guidelines (meg) [1430zip2ro4j]~~

The scope of the draft new guidelines is limited to the design of mooring arrangements and the selection of mooring equipment. In this context, the title of the guidelines has been modified as Guidelines on the design of safe mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring.

## ~~Guidelines for safe mooring discussed at IMO Sub Committee ...~~

OCIMF's Mooring Equipment Guidelines (MEG) was first published in 1992 and is an industry publication for the safe mooring of tankers and gas carriers at terminals, thereby also summarizing the concerns and requirements of major oil companies.

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This third edition provides a major revision and update to the original content and reflects changes in ship and terminal design, operating practices and advances in technology. These guidelines cover the minimum recommended OCIMF mooring requirements.

The safety record of lightering (the transfer of petroleum cargo at sea from a large tanker to smaller ones) has been excellent in U.S. waters in recent years, as evidenced by the very low rate of spillage of oil both in absolute terms and compared with all other tanker-related accidental spills. The lightering safety record is likely to be maintained or even improved in the future as overall quality improvements in the shipping industry are implemented. Risks can be reduced even further through measures that enhance sound lightering standards and practices, support cooperative industry efforts to maintain safety, and increase the availability of essential information to shipping companies and mariners. Only continued vigilance and attention to safety initiatives can avert serious accidents involving tankers carrying large volumes of oil.

Over the past twenty years there has been considerable improvement and new information in the design of port and berth structures. This handbook reflects the latest progress and developments in navigation safety, port planning and site selection, layout of container, oil and gas terminals, cargo handling, berth design and construction, fender and mooring principles. It presents guidelines and recommendations for the main items and assumptions in the layout, design and construction of modern port structures, and the forces and loadings acting on them. The book provides an evaluation of different designs and construction methods for port and berth structures, and recommendations given by the different international harbour standards and recommendations. Practising harbour and port engineers and students will find the handbook an invaluable source of information.

John Gaythwaite covers the design of marine structures for the berthing, mooring, and repair of vessels, including piers, wharves, bulkheads, quaywalls, dolphins, dry docks, floating docks, and various ancillary structures.

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