

1.1 Terms and Definitions

Ship Design Minimum Breaking Load – (Ship Design MBL)	Is the core parameter against which all the other components of a system are sized and designed, with defined tolerances
Line Design Break Force – (LDBF)	Is the minimum force that a new, spliced mooring line will break according to Appendix B. As outlined in appendix B, when selected LDBF of a line shall be 100-105% of the ship design MBL.
Working Load Limit – (WLL)	Is the maximum load that a mooring line should be subjected to in service, calculated from the standard environmental criteria. It is expressed as a percentage of Ship Design MBL and should be used as a value in both ship design and operational mooring analyses. Note: During operation, the WLL should not be exceeded.
Tail Design Break Force (TDBF)	Needs to be higher than the LDBF because tails experience more wear than lines. The TDBF of tails should be 125-130% of ship design MBL.
Design Basis Load (DBL)	The design load on a fitting, calculated by multiplying the ship design MBL by the Geometric Factor (GF). Typical operational loads should be lower than WLL. Working loads beyond the environmental criteria limits will increase the rate of damage in lines and can lead to unexpected or accelerated line failure.