

1.2 RelationshipBetween Terminal

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	Fitting	% ship design MBL	
		Max LDBF	LDBF = 100 - 105% ship design MBL
Increased loading on line leading to increased rate of damage and increased risk of loads exceeding residual strength	Ship design MBL	100	
		80	Designed brake max holding load (ISO)
		75	Residual strength - OCIMF recommended retirement of mooring lines
		60	Operational brake holding load
Working loads are within maximum expected values for anticipated environmental conditions	WLL (50-55%)	55 wire 50 synthetics	At nominal heaving speed winch motor rendering (max stall) load (50% ship design MBL) (ISO)
		33	Winch motor - pull - between 22-33% at nominal heaving speed (ISO)
Typical operational range		22	
		0	