

Degradation of Polypropylene Rope

D-12 Dirt and Grit

TAI CHONG CHEANG STEAMSHIP CO (SINGAPORE) PTE LTD

Installation Date:

MOORING ROPE TAILS – INSPECTION RECORD

Vessel:			Certif	icate No:					Breaking Load:				iation Dat im/yy)	e:		
Maker Name:					Location	n:			Type/ Size/	Diameter	of Rope:					
					<u>.</u>											
		Findings		Findings		Findings		Fit	Findings		Findings		Findings		Findings	
Types of Da	amage	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
D-01 Fiber Abras Cyclic Tension	sion –															
D-02 Inter-Strand	d Abrasion															
D-03 Matted Inte	rnal Yarns															
D-04 Uniform Su Abrasion	ırface															
D-05 Extensive E Abrasion	External															
D-06/07 Localize Abrasion	ed External															
D-08 Burn and M from External Al																
D-09 Cutting Pul Strands and Yar																
D-10 Pulled Stra Strand Rope	nd in 8															
D-11 UV (Sunligi	ht)															

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T	Findings													
Types of Damage	Yes	No												
D-13 Excessive tension/ Shock loading														
D-14 Chemical and Heat Degradation														
D-15 Flex Fatigue – Pulleys, Rollers, Chocks, Fairleads, Blocks														
Accumulated hours of actual usage														
Total Calendar time in use														
Accepted/Rejected														
Remarks														
Date of Inspection														
Signature of Inspector														-

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Notes:

- Please refer to Mooring Rope Tails Inspection schedule and procedures.(Courtesy and extracted from "Cordage institute Guideline")
- If any of the above defects are found, rope tail to be immediately removed from service and renewed.
- Rope tails are to be inspected prior to every use for defects.
- When reasonable during long passages rope tails are to be disconnected, rinsed with fresh water, and stored away, when dry, from sun and heat.
- A set of inspection record and record of use are to be maintained for each rope tail
- In any case the rope tails in use are to be renewed every 30 months.
- Number of spare mooring rope tail maintained onboard 50% of mooring winches onboard.

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