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Session PXYPXHBM (Berth v1, Ship v10, Mooring Config v17, Weather v4)

Calculation Engine v1.0.1.16

OCIMF CRITERIA REPORT

Berth:	Demo Terminal 2 [test]						
	Symmetrical Berth	180°					
Vessel: Witherbys test							
<u>Water/Tic</u>	<u>Water/Tide Level:</u> -0.50 m from <u>LAT</u> (vertical datum)						
Controlled	<u>d Depth:</u> 15.0 m	(below v	ertical datum)				
Draught:	12.50 m <u>Trim:</u>	0.00 m <u>l</u>	<u>JKC:</u> 2.00 m				
<u>Water De</u>	pth/Draught: 1.16						
Hull Curren	Hull Current Coefficients: Hull Wind Coefficients:						
Coefficient Set	MEG4 LNG Carrier 1.1	Coefficient Set:	MEG4 SIGTTO 2007 Prismatic				

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1	60 knots of wind from any direction with 3 knots of current at 0° (stern)	PASSED
2	60 knots of wind from any direction with 3 knots of current at 180° (bow)	PASSED
3	60 knots of wind from any direction with 2 knots of current at 010°	PASSED
4	60 knots of wind from any direction with 2 knots of current at 350°	FAILED
5	60 knots of wind from any direction with 2 knots of current at 170°	PASSED
6	60 knots of wind from any direction with 2 knots of current at 190°	FAILED
7	60 knots of wind from any direction with 0.75 knots of current at 090°	PASSED
8	60 knots of wind from any direction with 0.75 knots of current at 270°	FAILED

Recommended Water depth to draft ratio 1.1 (except oil tanker in ballast: 3.0) Static only (no waves, no swell). Force from right astern 0° and compass angles anti-clockwise.



Selected mooring configuration:







	Head	Fwd	Lines	Aft I	Aft Lines		Total	
	Lines	Breast	Spring	Spring	Breast	Lines	Lines	Capacity
Selected Configuration	2	3	2	2	4	2	15	
Terminal Requirement	0	0	0	0	0	0	0	



PASSED

60 knots of wind from any direction with 3 knots of current at 0° (stern)

Current Load 16 t applied to the stern 159 t·m to port

Wind	d Dir			Fenders		
Rel. Ship Bow	From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded
000°	180°	19% (AS 1)	20% (4)	1	None	None
90 t a	pplied to	o the bow	1 t applied to the sta	arboard side	37 t∙m to p	ort
015°	195°	19% (AS 1)	20% (4)	4	None	None
87 t a	pplied to	o the bow	91 t applied to the s	tarboard side	2985 t·m to	starboard
030°	210°	17% (AS 1)	18% (4)	7	None	None
77 t a	pplied to	o the bow	219 t applied to the	starboard side	5910 t∙m to	starboard
045°	225°	11% (AS 1)	12% (4)	9	None	None
54 t a	pplied to	o the bow	351 t applied to the	starboard side	6028 t∙m to	o starboard
060°	240°	5% (AB 2)	5% (3)	9	None	None
31 t a	pplied to	o the bow	430 t applied to the	starboard side	4554 t∙m to	starboard
075°	255°	1% (AB 2)	1% (3)	8	None	None
16 t a	pplied to	o the bow	466 t applied to the	starboard side	29 t∙m to p	ort
090°	270°	3% (FS 1)	3% (7)	11	None	None
10 t a	pplied to	o the bow	476 t applied to the	starboard side	6435 t∙m to	port
105°	285°	10% (FS 2)	11% (7)	14	None	None
11 t a	pplied to	o the stern	455 t applied to the	starboard side	13396 t∙m t	to port
120°	300°	22% (FS 2)	23% (7)	16	None	None
43 t a	pplied to	o the stern	411 t applied to the	starboard side	19221 t∙m t	to port
135°	315°	32% (FS 2)	33% (7)	16	None	None
70 t a	pplied to	o the stern	331 t applied to the	starboard side	21389 t∙m t	to port
150°	330°	36% (FS 2)	38% (7)	12	None	None
86 t a	pplied to	o the stern	217 t applied to the	starboard side	18100 t∙m t	to port
165°	345°	34% (FS 2)	36% (7)	7	None	None
90 t a	pplied to	o the stern	97 t applied to the s	tarboard side	9385 t∙m to	port
180°	000°	29% (FS 2)	31% (7)	3	None	None
85 t a	pplied to	o the stern	0 t applied to the sta	arboard side	46 t∙m to p	ort



195°	015°	25% (FS 2)	26% (7)	0	None	None	
90 t a	pplied to	the stern	98 t applied to the p	ort side	9277 t∙m to s	9277 t·m to starboard	
210°	030°	31% (St 2)	32% (1)	0	None	None	
86 t a	pplied to	the stern	219 t applied to the	port side	18025 t∙m to	starboard	
225°	045°	37% (St 2)	38% (1)	0	None	None	
70 t a	pplied to	the stern	332 t applied to the	port side	21250 t∙m to	starboard	
240°	060°	41% (AB 2)	43% (3)	0	None	None	
43 t a	pplied to	the stern	412 t applied to the	port side	19112 t∙m to	starboard	
255°	075°	44% (AB 2)	46% (3)	0	None	None	
11 t a	pplied to	the stern	455 t applied to the	port side	13351 t∙m to	starboard	
270°	090°	44% (FB 1)	47% (9)	0	None	None	
10 t a	pplied to	the bow	476 t applied to the	port side	6424 t·m to s	starboard	
<mark>10 t a</mark> 285°	pplied to 105°	the bow 48% (FB 1)	476 t applied to the 50% (9)	port side 0	6424 t∙m to s None	tarboard None	
<mark>10 ta</mark> 285° 16 ta	applied to 105° applied to	the bow 48% (FB 1) the bow	476 t applied to the 50% (9) 466 t applied to the	port side 0 port side	6424 t·m to s None 32 t·m to star	s <mark>tarboard</mark> None rboard	
10 t a 285° 16 t a 300°	applied to 105° applied to 120°	the bow 48% (FB 1) the bow 47% (FB 1)	476 t applied to the 50% (9) 466 t applied to the 50% (9)	port side 0 port side 0	6424 t·m to s None 32 t·m to star None	s <mark>tarboard</mark> None rboard None	
10 t a 285° 16 t a 300° 31 t a	applied to 105° applied to 120° applied to	the bow 48% (FB 1) the bow 47% (FB 1) the bow	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 	port side 0 port side 0 port side	6424 t·m to s None 32 t·m to star None 4502 t·m to p	tarboard None rboard None port	
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 48% (FB 1) the bow 47% (FB 1) the bow 41% (FB 1)	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 43% (9) 	port side 0 port side 0 port side 0	6424 t·m to s None 32 t·m to star None 4502 t·m to p None	starboard None rboard None port None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 48% (FB 1) the bow 47% (FB 1) the bow 41% (FB 1) the bow	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 43% (9) 351 t applied to the 	port side 0 port side 0 port side 0 port side	6424 t·m to s None 32 t·m to star None 4502 t·m to p None 5920 t·m to p	starboard None rboard None oort None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 48% (FB 1) the bow 47% (FB 1) the bow 41% (FB 1) the bow	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 	port side 0 port side 0 port side 0 port side 0	6424 t·m to s None 32 t·m to star None 4502 t·m to p None 5920 t·m to p None	starboard None rboard None None None None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150° applied to	the bow 48% (FB 1) the bow 47% (FB 1) the bow 41% (FB 1) the bow 29% (FB 2) the bow	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 219 t applied to the 	port side 0 port side 0 port side 0 port side 0 port side	6424 t·m to s None 32 t·m to stat None 4502 t·m to p None 5920 t·m to p None 5920 t·m to p	starboard None rboard None None None None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 48% (FB 1) the bow 47% (FB 1) the bow 41% (FB 1) the bow 29% (FB 2) the bow	 476 t applied to the 50% (9) 466 t applied to the 50% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 219 t applied to the 16% (3) 	port side 0 port side 0 port side 0 port side 0 port side 0	6424 t⋅m to s None 32 t⋅m to star None 4502 t⋅m to p None 5920 t⋅m to p None 5751 t⋅m to p None	starboard None rboard None None None None None None	



OCIMF Criteria Nr 1 Lines/Hooks

١	Worst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	36	28	6	10	10
Headline 2	300°	120°	36	28	6	10	10
Fwd Breast Line 1	285°	105°	63	48	8	9	17
Fwd Breast Line 2	285°	105°	62	47	8	9	17
Fwd Breast Line 3	285°	105°	54	41	9	8	14
Fwd Spring Line 1	150°	330°	47	36	7	7	19
Fwd Spring Line 2	150°	330°	47	36	8	7	19
Aft Spring Line 1	000°	180°	25	19	7	4	10
Aft Spring Line 2	000°	180°	25	19	7	4	10
Aft Breast Line 1	255°	075°	49	37	4	3	13
Aft Breast Line 2	255°	075°	58	44	4	3	15
Aft Breast Line 3	240°	060°	50	38	4	2	13
Aft Breast Line 4	240°	060°	50	38	4	2	13
Sternline 1	240°	060°	49	37	3	1	13
Sternline 2	240°	060°	50	38	3	1	13

OCIMF Criteria Nr 1 Fenders

	Worst Win	d Direction	% Max			
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	253.2	23	0.14	100
F2	120°	300°	192.2	17	0.11	100
F3	060°	240°	134.1	12	0.08	100
F4	060°	240°	143.5	13	0.08	100

OCIMF Criteria Nr 1 Movement

Max Surge						Мах	Sway				
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.6	330°	150°	1.0	180°	000°	0.1	270°	090°	1.7	090°	270°



PASSED

60 knots of wind from any direction with 3 knots of current at 180° (bow)

Current Load 11 t applied to the bow 135 t·m to starboard

					Fenders	
Rel. Ship Bow	Dir From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded
000°	180°	27% (AS 1)	28% (4)	2	None	None
90 t ap	plied to	o the bow	1 t applied to the sta	arboard side	38 t∙m to po	ort
015°	195°	26% (AS 1)	28% (4)	4	None	None
87 t ap	plied to	o the bow	91 t applied to the s	tarboard side	2984 t·m to	starboard
030°	210°	24% (AS 1)	26% (4)	7	None	None
77 t ap	plied to	o the bow	219 t applied to the	starboard side	5910 t∙m to	starboard
045°	225°	19% (AS 1)	20% (4)	9	None	None
54 t ap	plied to	o the bow	351 t applied to the	starboard side	6028 t∙m to	starboard
060°	240°	12% (AS 1)	13% (4)	9	None	None
31 t ap	plied to	o the bow	430 t applied to the	starboard side	4553 t∙m to	starboard
075°	255°	8% (AS 1)	8% (4)	8	None	None
16 t ap	plied to	o the bow	466 t applied to the	starboard side	29 t∙m to po	ort
090°	270°	5% (AS 1)	6% (4)	11	None	None
10 t ap	plied to	o the bow	476 t applied to the	starboard side	6434 t∙m to	port
105°	285°	5% (FB 1)	5% (9)	14	None	None
11 t ap	plied to	o the stern	455 t applied to the	starboard side	13396 t∙m t	o port
120°	300°	13% (FS 2)	14% (7)	16	None	None
43 t ap	plied to	o the stern	411 t applied to the	starboard side	19218 t∙m t	o port
135°	315°	24% (FS 2)	25% (7)	15	None	None
70 t ap	plied to	o the stern	331 t applied to the	starboard side	21389 t∙m t	o port
150°	330°	28% (FS 2)	29% (7)	12	None	None
86 t ap	plied to	o the stern	217 t applied to the	starboard side	18111 t·m t	o port
165°	345°	27% (FS 2)	28% (7)	7	None	None
90 t ap	plied to	o the stern	98 t applied to the s	tarboard side	9401 t∙m to	port
180°	000°	22% (FS 2)	23% (7)	2	None	None
85 t ap	plied to	o the stern	1 t applied to the sta	arboard side	62 t∙m to po	ort



195°	015°	19% (St 2)	20% (1)	0	None	None	
90 t a	pplied to	the stern	98 t applied to the p	ort side	9276 t∙m to s	9276 t·m to starboard	
210°	030°	28% (St 2)	30% (1)	0	None	None	
86 t a	pplied to	the stern	219 t applied to the	t applied to the port side		starboard	
225°	045°	37% (AB 2)	38% (3)	0	None	None	
70 t a	pplied to	the stern	332 t applied to the	port side	21250 t·m to	starboard	
240°	060°	45% (AB 2)	47% (3)	0	None	None	
43 t a	pplied to	the stern	412 t applied to the	port side	19115 t·m to	starboard	
255°	075°	48% (AB 2)	50% (3)	0	None	None	
11 t a	pplied to	the stern	455 t applied to the	port side	13358 t·m to	starboard	
270°	090°	47% (AB 2)	49% (3)	0	None	None	
10 t a	pplied to	the bow	476 t applied to the	port side	6431 t·m to s	starboard	
10 t a 285°	<mark>pplied to</mark> 105°	the bow 48% (FB 1)	476 t applied to the 50% (9)	port side 0	6431 t∙m to s None	starboard None	
<mark>10 ta</mark> 285° 16 ta	pplied to 105° pplied to	the bow 48% (FB 1) the bow	476 t applied to the 50% (9) 466 t applied to the	port side 0 port side	6431 t·m to s None 39 t·m to sta	s <mark>tarboard</mark> None rboard	
10 t a 285° 16 t a 300°	pplied to 105° pplied to 120°	the bow 48% (FB 1) the bow 47% (FB 2)	476 t applied to the 50% (9) 466 t applied to the 49% (9)	port side 0 port side 0	6431 t·m to s None 39 t·m to sta None	s <mark>tarboard</mark> None rboard None	
10 ta 285° 16 ta 300° 31 ta	applied to 105° applied to 120° applied to	the bow 48% (FB 1) the bow 47% (FB 2) the bow	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 	port side 0 port side 0 port side	6431 t·m to s None 39 t·m to sta None 4500 t·m to p	starboard None rboard None port	
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 48% (FB 1) the bow 47% (FB 2) the bow 41% (FB 2)	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 43% (9) 	port side 0 port side 0 port side 0	6431 t·m to s None 39 t·m to sta None 4500 t·m to p None	starboard None rboard None port None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 48% (FB 1) the bow 47% (FB 2) the bow the bow	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 43% (9) 351 t applied to the 	port side 0 port side 0 port side 0 port side	6431 t⋅m to s None 39 t⋅m to sta None 4500 t⋅m to p None 5920 t⋅m to p	starboard None rboard None oort None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 48% (FB 1) the bow 47% (FB 2) the bow the bow	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 	port side 0 port side 0 port side 0 port side 0	6431 t·m to s None 39 t·m to sta None 4500 t·m to p None 5920 t·m to p None	starboard None rboard None None Dort None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150° applied to	the bow 48% (FB 1) the bow 47% (FB 2) the bow 41% (FB 2) the bow 29% (FB 2) the bow	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 219 t applied to the 	port side 0 port side 0 port side 0 port side 0 port side	6431 t·m to s None 39 t·m to sta None 4500 t·m to p None 5920 t·m to p None 5920 t·m to p	starboard None rboard None None oort None None	
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 48% (FB 1) the bow 47% (FB 2) the bow 41% (FB 2) the bow 29% (FB 2) the bow	 476 t applied to the 50% (9) 466 t applied to the 49% (9) 430 t applied to the 43% (9) 351 t applied to the 30% (9) 219 t applied to the 25% (4) 	port side 0 port side 0 port side 0 port side 0 port side 0	6431 t·m to s None 39 t·m to stat None 4500 t·m to p None 5920 t·m to p None 5925 t·m to p None 5755 t·m to p None	starboard None rboard None oort None oort None oort	



OCIMF Criteria Nr 2 Lines/Hooks

١	Norst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	38	29	6	10	10
Headline 2	300°	120°	38	29	6	10	10
Fwd Breast Line 1	285°	105°	62	48	8	9	17
Fwd Breast Line 2	285°	105°	62	48	8	9	17
Fwd Breast Line 3	285°	105°	51	39	9	8	13
Fwd Spring Line 1	150°	330°	36	28	8	7	15
Fwd Spring Line 2	150°	330°	37	28	8	7	15
Aft Spring Line 1	000°	180°	35	27	7	4	14
Aft Spring Line 2	000°	180°	34	26	7	4	14
Aft Breast Line 1	255°	075°	53	40	4	3	14
Aft Breast Line 2	255°	075°	63	48	4	3	17
Aft Breast Line 3	240°	060°	49	38	4	2	13
Aft Breast Line 4	240°	060°	50	38	4	2	13
Sternline 1	240°	060°	46	35	3	1	12
Sternline 2	240°	060°	46	35	3	1	12

OCIMF Criteria Nr 2 Fenders

	Worst Win	d Direction	% Max			
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	251.6	23	0.14	100
F2	120°	300°	195.3	18	0.11	100
F3	060°	240°	136.2	12	0.08	100
F4	060°	240°	145.0	13	0.08	100

OCIMF Criteria Nr 2 Movement

	Max Surge							Мах	Sway		
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.3	330°	150°	1.3	180°	000°	0.1	270°	090°	1.7	090°	270°



PASSED

60 knots of wind from any direction with 2 knots of current at 010°

Current Load 3 t applied to the stern 8311 t·m to port

		l i i i i i i i i i i i i i i i i i i i	Fenders						
Rel. Ship Bow	d Dir From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded			
000°	180°	22% (AS 1)	23% (4)	5	None	None			
90 t a	pplied to	o the bow	1 t applied to the sta	arboard side	24 t∙m to po	ort			
015°	195°	22% (AS 1)	23% (4)	6	None	None			
87 t a	applied to	o the bow	91 t applied to the s	tarboard side	2994 t·m to	starboard			
030°	210°	20% (AS 1)	21% (4)	7	None	None			
77 t a	pplied to	o the bow	220 t applied to the	starboard side	5918 t∙m to	starboard			
045°	225°	14% (AS 1)	15% (4)	8	None	None			
54 t a	pplied to	o the bow	352 t applied to the	starboard side	6027 t∙m to	starboard			
060°	240°	8% (AS 1)	8% (4)	10	None	None			
31 t a	pplied to	o the bow	431 t applied to the	starboard side	4542 t∙m to	starboard			
075°	255°	5% (FB 2)	5% (9)	13	None	None			
16 t a	pplied to	o the bow	466 t applied to the	starboard side	52 t∙m to po	ort			
090°	270°	6% (FB 1)	6% (9)	16	None	None			
10 t a	pplied to	o the bow	476 t applied to the	starboard side	6463 t∙m to	port			
105°	285°	8% (FB 1)	9% (9)	20	None	None			
11 t a	pplied to	o the stern	454 t applied to the	starboard side	13437 t∙m t	o port			
120°	300°	20% (FS 2)	21% (7)	21	None	None			
43 t a	pplied to	o the stern	411 t applied to the	starboard side	19250 t∙m t	o port			
135°	315°	31% (FS 2)	32% (7)	20	None	None			
71 t a	pplied to	o the stern	331 t applied to the	starboard side	21389 t∙m t	o port			
150°	330°	35% (FS 2)	37% (7)	16	None	None			
87 t a	pplied to	o the stern	216 t applied to the	starboard side	18038 t∙m t	o port			
165°	345°	34% (FS 2)	35% (7)	11	None	None			
90 t a	pplied to	o the stern	97 t applied to the s	tarboard side	9313 t∙m to	port			
180°	000°	29% (FS 2)	30% (7)	6	None	None			
85 t a	pplied to	o the stern	0 t applied to the po	ort side	22 t∙m to st	arboard			



195°	015°	27% (FS 2)	28% (7)	1	None	None
90 t a	pplied to	the stern	99 t applied to the p	ort side	9358 t∙m to s	starboard
210°	030°	23% (St 2)	24% (1)	0	None	None
86 t a	pplied to	the stern	219 t applied to the	port side	18062 t·m to	starboard
225°	045°	28% (St 2)	30% (1)	0	None	None
70 t a	pplied to	the stern	333 t applied to the	port side	21250 t·m to	starboard
240°	060°	32% (AB 2)	33% (3)	0	None	None
42 t a	pplied to	the stern	412 t applied to the	port side	19098 t·m to	starboard
255°	075°	37% (FB 1)	38% (9)	0	None	None
11 t a	pplied to	the stern	455 t applied to the	port side	13324 t·m to	starboard
270°	090°	44% (FB 1)	46% (9)	0	None	None
10 t a	pplied to	the bow	476 t applied to the	port side	6397 t·m to s	starboard
<mark>10 t a</mark> 285°	<mark>pplied to</mark> 105°	the bow 47% (FB 1)	476 t applied to the 49% (9)	port side 0	6397 t∙m to s None	starboard None
<mark>10 ta</mark> 285° 16 ta	pplied to 105° pplied to	the bow 47% (FB 1) the bow	476 t applied to the 49% (9) 466 t applied to the	port side 0 port side	6397 t·m to s None 8 t·m to start	starboard None poard
10 t a 285° 16 t a 300°	pplied to 105° pplied to 120°	the bow 47% (FB 1) the bow 46% (FB 1)	476 t applied to the 49% (9) 466 t applied to the 49% (9)	port side 0 port side 0	6397 t·m to s None 8 t·m to start None	starboard None Doard None
10 t a 285° 16 t a 300° 31 t a	applied to 105° applied to 120° applied to	the bow 47% (FB 1) the bow 46% (FB 1) the bow	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 	port side 0 port side 0 port side	6397 t·m to s None 8 t·m to start None 4511 t·m to p	starboard None board None bort
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 47% (FB 1) the bow 46% (FB 1) the bow 40% (FB 1)	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 42% (9) 	port side 0 port side 0 port side 0	6397 t·m to s None 8 t·m to start None 4511 t·m to p None	starboard None Doard None Dort None
10 t a 285° 16 t a 300° 31 t a 315° 55 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 47% (FB 1) the bow 46% (FB 1) the bow 40% (FB 1) the bow	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 42% (9) 350 t applied to the 	port side 0 port side 0 port side 0 port side	6397 t·m to s None 8 t·m to start None 4511 t·m to p None 5921 t·m to p	starboard None board None port None
10 t a 285° 16 t a 300° 31 t a 315° 55 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 47% (FB 1) the bow 46% (FB 1) the bow 40% (FB 1) the bow	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 42% (9) 350 t applied to the 29% (9) 	port side 0 port side 0 port side 0 port side 0	6397 t·m to s None 8 t·m to start None 4511 t·m to p None 5921 t·m to p None	starboard None board None None bort None
10 t a 285° 16 t a 300° 31 t a 315° 55 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 47% (FB 1) the bow 46% (FB 1) the bow 40% (FB 1) the bow 28% (FB 2) the bow	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 42% (9) 350 t applied to the 29% (9) 218 t applied to the 	port side 0 port side 0 port side 0 port side 0 port side	6397 t·m to s None 8 t·m to start None 4511 t·m to p None 5921 t·m to p None 5733 t·m to p	starboard None None None None None None
10 t a 285° 16 t a 300° 31 t a 315° 55 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 47% (FB 1) the bow 46% (FB 1) the bow 40% (FB 1) the bow 28% (FB 2) the bow	 476 t applied to the 49% (9) 466 t applied to the 49% (9) 430 t applied to the 42% (9) 350 t applied to the 29% (9) 218 t applied to the 20% (9) 	port side 0 port side 0 port side 0 port side 0 port side 4	6397 t·m to s None 8 t·m to start None 4511 t·m to p None 5921 t·m to p None 5733 t·m to p None	starboard None Doard None None Dort None None None None



OCIMF Criteria Nr 3 Lines/Hooks

١	Norst Win	d Direction	1					
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension	
Headline 1	300°	120°	36	28	6	10	10	
Headline 2	300°	120°	36	28	6	10	10	
Fwd Breast Line 1	285°	105°	61	47	8	9	16	
Fwd Breast Line 2	285°	105°	61	46	8	9	16	
Fwd Breast Line 3	285°	105°	52	39	9	8	14	
Fwd Spring Line 1	150°	330°	46	35	8	7	18	
Fwd Spring Line 2	150°	330°	46	35	8	7	18	
Aft Spring Line 1	015°	195°	29	22	7	4	11	
Aft Spring Line 2	015°	195°	28	22	7	4	11	
Aft Breast Line 1	255°	075°	37	28	4	3	10	
Aft Breast Line 2	255°	075°	46	35	4	3	12	
Aft Breast Line 3	240°	060°	39	30	4	2	10	
Aft Breast Line 4	240°	060°	39	30	4	2	10	
Sternline 1	240°	060°	38	29	3	1	10	
Sternline 2	240°	060°	39	30	3	1	10	

OCIMF Criteria Nr 3 Fenders

	Worst Win	d Direction		% Max		
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	320.5	29	0.18	100
F2	105°	285°	248.2	22	0.14	100
F3	060°	240°	110.0	10	0.06	100
F4	060°	240°	101.8	9	0.06	100

OCIMF Criteria Nr 3 Movement

	Max Surge							Мах	Sway		
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.5	330°	150°	1.2	180°	000°	0.1	270°	090°	1.5	090°	270°



FAILED

60 knots of wind from any direction with 2 knots of current at 350° $\,$

Current Load 3 t applied to the stern 8219 t·m to starboard

					Fenders	
Rel. Ship Bow	Dir From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded
000°	180°	25% (AB 2)	26% (3)	1	None	None
90 t apj	plied to	o the bow	0 t applied to the po	rt side	66 t∙m to po	rt
015°	195°	24% (AB 2)	25% (3)	5	None	None
87 t apj	plied to	o the bow	90 t applied to the s	tarboard side	2957 t·m to	starboard
030°	210°	21% (AS 1)	23% (4)	8	None	None
77 t apj	plied to	o the bow	218 t applied to the	starboard side	5886 t·m to	starboard
045°	225°	16% (AS 1)	16% (4)	11	None	None
54 t apj	plied to	o the bow	351 t applied to the	starboard side	6029 t·m to	starboard
060°	240°	10% (AB 2)	10% (3)	12	None	None
31 t apj	plied to	o the bow	430 t applied to the	starboard side	4561 t∙m to	starboard
075°	255°	6% (AB 2)	6% (3)	11	None	None
16 t apj	plied to	o the bow	466 t applied to the	starboard side	7 t∙m to port	:
090°	270°	3% (AB 2)	3% (3)	8	None	None
10 t app	plied to	o the bow	476 t applied to the	starboard side	6406 t·m to	port
105°	285°	5% (FS 2)	5% (7)	9	None	None
11 t apj	plied to	o the stern	455 t applied to the	starboard side	13370 t·m to	o port
120°	300°	15% (FS 2)	16% (7)	12	None	None
43 t app	plied to	o the stern	412 t applied to the	starboard side	19195 t·m to	o port
135°	315°	25% (FS 2)	26% (7)	11	None	None
70 t apj	plied to	o the stern	332 t applied to the	starboard side	21390 t·m to	o port
150°	330°	30% (FS 2)	31% (7)	8	None	None
86 t apj	plied to	o the stern	218 t applied to the	starboard side	18169 t·m to	o port
165°	345°	27% (FS 2)	29% (7)	3	None	None
90 t apj	plied to	o the stern	98 t applied to the s	tarboard side	9468 t·m to	port
180°	000°	21% (FS 2)	22% (7)	1	None	None
85 t app	plied to	o the stern	1 t applied to the sta	arboard side	146 t·m to p	ort



195°	015°	27% (St 2)	29% (1)	0	None	None
90 t a	pplied to	the stern	98 t applied to the p	ort side	9230 t∙m to s	starboard
210°	030°	36% (St 2)	38% (1)	0	None	None
86 t a	pplied to	the stern	218 t applied to the	port side	17985 t·m to	starboard
225°	045°	45% (AB 2)	48% (3)	0	None	None
70 t a	pplied to	the stern	332 t applied to the	port side	21249 t·m to	starboard
240°	060°	54% (AB 2)	56% (3)	0	None	None
43 t a	pplied to	the stern	411 t applied to the	port side	19129 t·m to	starboard
255°	075°	57% (AB 2)	60% (3)	0	None	None
11 t a	pplied to	the stern	454 t applied to the	port side	13385 t·m to	starboard
270°	090°	56% (AB 2)	59% (3)	0	None	None
10 t a	pplied to	the bow	476 t applied to the	port side	6460 t∙m to s	starboard
<mark>10 t a</mark> 285°	applied to 105°	the bow 52% (AB 2)	476 t applied to the 54% (3)	port side 0	6460 t∙m to s None	starboard None
<mark>10 ta</mark> 285° 16 ta	applied to 105° applied to	the bow 52% (AB 2) the bow	476 t applied to the 54% (3) 466 t applied to the	port side 0 port side	6460 t·m to s None 62 t·m to sta	starboard None rboard
10 t a 285° 16 t a 300°	applied to 105° applied to 120°	the bow 52% (AB 2) the bow 49% (FB 2)	476 t applied to the 54% (3) 466 t applied to the 51% (9)	port side 0 port side 0	6460 t·m to s None 62 t·m to sta None	starboard None rboard None
10 t a 285° 16 t a 300° 31 t a	applied to 105° applied to 120° applied to	the bow 52% (AB 2) the bow 49% (FB 2) the bow	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 	port side 0 port side 0 port side	6460 t·m to s None 62 t·m to sta None 4492 t·m to p	starboard None rboard None port
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 52% (AB 2) the bow 49% (FB 2) the bow 43% (FB 2)	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 45% (9) 	port side 0 port side 0 port side 0	6460 t·m to s None 62 t·m to sta None 4492 t·m to p None	starboard None rboard None port None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 52% (AB 2) the bow 49% (FB 2) the bow 43% (FB 2) the bow	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 45% (9) 351 t applied to the 	port side 0 port side 0 port side 0 port side	6460 t·m to s None 62 t·m to sta None 4492 t·m to p None 5919 t·m to p	starboard None rboard None oort None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 52% (AB 2) the bow 49% (FB 2) the bow the bow	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 45% (9) 351 t applied to the 37% (3) 	port side 0 port side 0 port side 0 port side 0	6460 t·m to s None 62 t·m to sta None 4492 t·m to p None 5919 t·m to p None	starboard None rboard None None Dort None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 52% (AB 2) the bow 49% (FB 2) the bow 43% (FB 2) the bow 36% (AB 2) the bow	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 45% (9) 351 t applied to the 37% (3) 220 t applied to the 	port side 0 port side 0 port side 0 port side 0 port side	6460 t·m to s None 62 t·m to sta None 4492 t·m to p None 5919 t·m to p None 5919 t·m to p	starboard None rboard None None Dort None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 52% (AB 2) the bow 49% (FB 2) the bow 43% (FB 2) the bow 43% (AB 2) the bow 36% (AB 2) the bow 29% (AB 2)	 476 t applied to the 54% (3) 466 t applied to the 51% (9) 430 t applied to the 45% (9) 351 t applied to the 37% (3) 220 t applied to the 31% (3) 	port side 0 port side 0 port side 0 port side 0 port side 0	6460 t·m to s None 62 t·m to sta None 4492 t·m to p None 5919 t·m to p None 5764 t·m to p None	starboard None rboard None None oort None oort None None



OCIMF Criteria Nr 4 Lines/Hooks

١	Vorst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	38	29	6	10	10
Headline 2	300°	120°	38	29	6	10	10
Fwd Breast Line 1	285°	105°	64	49	8	9	17
Fwd Breast Line 2	285°	105°	64	49	8	9	17
Fwd Breast Line 3	285°	105°	53	41	9	8	14
Fwd Spring Line 1	150°	330°	38	29	7	7	15
Fwd Spring Line 2	150°	330°	39	30	8	7	15
Aft Spring Line 1	000°	180°	31	24	7	4	13
Aft Spring Line 2	000°	180°	31	24	7	4	12
Aft Breast Line 1	255°	075°	65	50	4	3	17
Aft Breast Line 2	255°	075°	75	57	4	3	20
Aft Breast Line 3	240°	060°	60	46	4	2	16
Aft Breast Line 4	240°	060°	61	46	4	2	16
Sternline 1	240°	060°	57	43	3	1	15
Sternline 2	240°	060°	57	44	3	1	15

OCIMF Criteria Nr 4 Fenders

	Worst Win	d Direction		% Max		
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	179.8	16	0.10	100
F2	120°	300°	154.2	14	0.09	100
F3	060°	240°	160.8	14	0.09	100
F4	060°	240°	187.1	17	0.11	100

OCIMF Criteria Nr 4 Movement

	Max Surge							Max	Sway		
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.4	330°	150°	1.1	180°	000°	0.1	270°	090°	1.9	090°	270°



PASSED

60 knots of wind from any direction with 2 knots of current at 170°

Current Load 6 t applied to the bow 7507 t·m to starboard

			Fenders						
Rel. Ship Bow	Dir From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded			
000°	180°	26% (AS 1)	27% (4)	7	None	None			
90 t ap	oplied to	o the bow	1 t applied to the sta	arboard side	46 t∙m to po	ort			
015°	195°	26% (AS 1)	27% (4)	9	None	None			
87 t ap	oplied to	o the bow	90 t applied to the s	tarboard side	2976 t·m to	starboard			
030°	210°	24% (AS 1)	25% (4)	12	None	None			
77 t ap	oplied to	o the bow	219 t applied to the	starboard side	5901 t∙m to	starboard			
045°	225°	18% (AS 1)	19% (4)	14	None	None			
54 t ap	oplied to	o the bow	351 t applied to the	starboard side	6029 t∙m to	starboard			
060°	240°	12% (AS 1)	12% (4)	15	None	None			
31 t ap	oplied to	o the bow	430 t applied to the	starboard side	4560 t∙m to	starboard			
075°	255°	7% (AS 1)	7% (4)	13	None	None			
16 t ap	oplied to	o the bow	466 t applied to the	starboard side	10 t∙m to po	ort			
090°	270°	5% (AS 1)	5% (4)	10	None	None			
10 t ap	oplied to	o the bow	476 t applied to the	starboard side	6410 t∙m to	port			
105°	285°	3% (FS 1)	3% (7)	12	None	None			
11 t ap	oplied to	o the stern	455 t applied to the	starboard side	13371 t·m t	o port			
120°	300°	13% (FS 2)	14% (7)	15	None	None			
43 t ap	oplied to	o the stern	412 t applied to the	starboard side	19195 t∙m t	o port			
135°	315°	21% (FS 2)	23% (7)	15	None	None			
70 t ap	oplied to	o the stern	333 t applied to the	starboard side	21390 t∙m t	o port			
150°	330°	25% (FS 2)	26% (7)	12	None	None			
86 t ap	oplied to	o the stern	219 t applied to the	starboard side	18215 t∙m t	o port			
165°	345°	24% (FS 2)	26% (7)	7	None	None			
90 t ap	oplied to	o the stern	98 t applied to the s	tarboard side	9488 t∙m to	port			
180°	000°	21% (FS 2)	22% (7)	5	None	None			
85 t ap	oplied to	o the stern	1 t applied to the sta	arboard side	103 t·m to p	port			



195°	015°	21% (St 2)	22% (1)	6	None	None
90 t a	pplied to	the stern	97 t applied to the p	ort side	9207 t∙m to s	starboard
210°	030°	29% (St 2)	30% (1)	5	None	None
86 t a	pplied to	the stern	217 t applied to the	port side	17903 t·m to	starboard
225°	045°	31% (St 2)	33% (1)	1	None	None
71 t a	pplied to	the stern	331 t applied to the	port side	21248 t·m to	starboard
240°	060°	39% (AB 2)	41% (3)	0	None	None
43 t a	pplied to	the stern	411 t applied to the	port side	19142 t·m to	starboard
255°	075°	42% (AB 2)	44% (3)	0	None	None
11 t a	pplied to	the stern	454 t applied to the	port side	13405 t·m to	starboard
270°	090°	41% (AB 2)	43% (3)	0	None	None
10 t a	pplied to	the bow	476 t applied to the	port side	6479 t∙m to s	starboard
10 t a 285°	<mark>pplied to</mark> 105°	the bow 36% (AB 2)	476 t applied to the 38% (3)	port side 0	6479 t∙m to s None	starboard None
<mark>10 ta</mark> 285° 16 ta	applied to 105° applied to	the bow 36% (AB 2) the bow	476 t applied to the38% (3)466 t applied to the	port side 0 port side	6479 t·m to s None 76 t·m to sta	<mark>starboard</mark> None rboard
10 t a 285° 16 t a 300°	applied to 105° applied to 120°	the bow 36% (AB 2) the bow 32% (AB 2)	476 t applied to the 38% (3) 466 t applied to the 33% (3)	port side 0 port side 0	6479 t·m to s None 76 t·m to sta None	starboard None rboard None
10 t a 285° 16 t a 300° 31 t a	applied to 105° applied to 120° applied to	the bow 36% (AB 2) the bow 32% (AB 2) the bow	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 	port side 0 port side 0 port side	6479 t·m to s None 76 t·m to sta None 4486 t·m to p	starboard None rboard None port
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 36% (AB 2) the bow 32% (AB 2) the bow 28% (AB 2)	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 29% (3) 	port side 0 port side 0 port side 0	6479 t·m to s None 76 t·m to sta None 4486 t·m to p None	starboard None rboard None port None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 36% (AB 2) the bow 32% (AB 2) the bow 28% (AB 2) the bow	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 29% (3) 352 t applied to the 	port side 0 port side 0 port side 0 port side	6479 t·m to s None 76 t·m to sta None 4486 t·m to p None 5918 t·m to p	starboard None rboard None port None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 36% (AB 2) the bow 32% (AB 2) the bow 28% (AB 2) the bow	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 29% (3) 352 t applied to the 21% (4) 	port side 0 port side 0 port side 0 port side 0	6479 t·m to s None 76 t·m to sta None 4486 t·m to p None 5918 t·m to p None	starboard None rboard None None Dort None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150° applied to	the bow 36% (AB 2) the bow 32% (AB 2) the bow 28% (AB 2) the bow 20% (AS 1) the bow	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 29% (3) 352 t applied to the 21% (4) 220 t applied to the 	port side 0 port side 0 port side 0 port side 0 port side	6479 t·m to s None 76 t·m to sta None 4486 t·m to p None 5918 t·m to p None 5918 t·m to p	starboard None rboard None None Dort None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 36% (AB 2) the bow 32% (AB 2) the bow 28% (AB 2) the bow 20% (AS 1) 24% (AS 1)	 476 t applied to the 38% (3) 466 t applied to the 33% (3) 430 t applied to the 29% (3) 352 t applied to the 21% (4) 220 t applied to the 26% (4) 	port side 0 port side 0 port side 0 port side 0 port side 4	6479 t·m to s None 76 t·m to sta None 4486 t·m to p None 5918 t·m to p None 5918 t·m to p None None 5918 t·m to p None 5965 t·m to p None	starboard None rboard None None oort None oort None None



OCIMF Criteria Nr 5 Lines/Hooks

١	Norst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	22	17	6	10	6
Headline 2	300°	120°	22	17	6	10	6
Fwd Breast Line 1	285°	105°	39	30	8	9	11
Fwd Breast Line 2	285°	105°	40	30	8	9	11
Fwd Breast Line 3	285°	105°	29	22	9	8	8
Fwd Spring Line 1	150°	330°	33	25	8	7	13
Fwd Spring Line 2	150°	330°	33	25	8	7	13
Aft Spring Line 1	000°	180°	34	26	7	4	14
Aft Spring Line 2	000°	180°	34	26	7	4	13
Aft Breast Line 1	255°	075°	45	34	4	3	12
Aft Breast Line 2	255°	075°	55	42	4	3	15
Aft Breast Line 3	240°	060°	41	31	4	2	11
Aft Breast Line 4	240°	060°	41	32	4	2	11
Sternline 1	225°	045°	41	31	3	1	11
Sternline 2	225°	045°	41	31	3	1	11

OCIMF Criteria Nr 5 Fenders

	Worst Win	d Direction	% Max			
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	135°	315°	235.8	21	0.13	100
F2	120°	300°	207.1	19	0.12	100
F3	060°	240°	206.2	19	0.12	100
F4	060°	240°	229.4	21	0.13	100

OCIMF Criteria Nr 5 Movement

	Max Surge							Мах	Sway		
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.3	330°	150°	1.3	180°	000°	0.1	270°	090°	1.2	090°	270°



FAILED

60 knots of wind from any direction with 2 knots of current at 190° $\,$

Current Load 6 t applied to the bow 7478 t·m to port

				Fenders	
Rel. Fro Ship Tru Bow Nor	n Mooring Lines e Highest % :h MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded
000° 180	° 22% (FB 2)	23% (9)	0	None	None
90 t applie	l to the bow	1 t applied to the sta	arboard side	22 t∙m to po	ort
015° 195	° 24% (AS 1)	25% (4)	2	None	None
87 t applie	l to the bow	91 t applied to the s	starboard side	2998 t∙m to	starboard
030° 210	° 22% (AS 1)	24% (4)	3	None	None
77 t applie	l to the bow	220 t applied to the	starboard side	5918 t∙m to	starboard
045° 225	° 17% (AS 1)	18% (4)	5	None	None
54 t applie	l to the bow	352 t applied to the	starboard side	6027 t∙m to	starboard
060° 240	° 10% (AS 1)	11% (4)	7	None	None
31 t applie	l to the bow	431 t applied to the	starboard side	4544 t∙m to	starboard
075° 255	° 6% (AS 1)	6% (4)	9	None	None
16 t applie	l to the bow	466 t applied to the	starboard side	49 t∙m to po	ort
090° 270	° 7% (FB 2)	7% (9)	13	None	None
10 t applie	l to the bow	476 t applied to the	starboard side	6463 t∙m to	port
105° 285	° 14% (FB 1)	15% (9)	15	None	None
12 t applie	I to the stern	454 t applied to the	starboard side	13475 t∙m te	o port
120° 300	° 21% (FB 3)	22% (8)	16	None	None
43 t applie	l to the stern	410 t applied to the	starboard side	19269 t∙m te	o port
135° 315	° 30% (FS 2)	32% (7)	15	None	None
71 t applie	I to the stern	330 t applied to the	starboard side	21388 t∙m te	o port
150° 330	° 35% (FS 2)	37% (7)	11	None	None
87 t applie	I to the stern	216 t applied to the	starboard side	17997 t∙m te	o port
165° 345	° 33% (FS 2)	35% (7)	4	None	None
90 t applie	l to the stern	96 t applied to the s	starboard side	9258 t∙m to	port
180° 000	° 25% (FS 2)	26% (7)	0	None	None
85 t applie	I to the stern	0 t applied to the po	ort side	39 t∙m to st	arboard



195°	015°	26% (FB 3)	28% (8)	0	None	None
90 t a	pplied to	the stern	99 t applied to the p	ort side	9379 t∙m to s	starboard
210°	030°	34% (St 2)	36% (1)	0	None	None
86 t a	pplied to	the stern	220 t applied to the	port side	18091 t·m to	starboard
225°	045°	41% (AB 2)	43% (3)	0	None	None
70 t a	pplied to	the stern	333 t applied to the	port side	21251 t·m to	starboard
240°	060°	49% (AB 2)	51% (3)	0	None	None
42 t a	pplied to	the stern	412 t applied to the	port side	19092 t∙m to	starboard
255°	075°	55% (FB 1)	58% (9)	0	None	None
11 t a	pplied to	the stern	455 t applied to the	port side	13312 t·m to	starboard
270°	090°	62% (FB 1)	65% (9)	0	None	None
10 t a	pplied to	the bow	476 t applied to the	port side	6386 t∙m to s	starboard
285°	105°	65% (FB 1)	68% (9)	0	None	None
285° 16 t a	105° Ipplied to	65% (FB 1) the bow	68% (9) 466 t applied to the	0 port side	None 1 t·m to start	None board
285° 16 t a 300°	105° opplied to 120°	65% (FB 1) the bow 65% (FB 1)	68% (9) 466 t applied to the 68% (9)	0 port side 0	None 1 t·m to start None	None board None
285° 16 t a 300° 31 t a	105° opplied to 120° opplied to	65% (FB 1) the bow 65% (FB 1) the bow	68% (9) 466 t applied to the 68% (9) 430 t applied to the	0 port side 0 port side	None 1 t·m to start None 4513 t·m to p	None board None bort
285° 16 t a 300° 31 t a 315°	105° opplied to 120° opplied to 135°	65% (FB 1) the bow 65% (FB 1) the bow 59% (FB 2)	68% (9) 466 t applied to the 68% (9) 430 t applied to the 61% (9)	0 port side 0 port side 0	None 1 t·m to starb None 4513 t·m to p None	None Doard None Dort None
285° 16 t a 300° 31 t a 315° 55 t a	105° ipplied to 120° ipplied to 135° ipplied to	65% (FB 1) the bow 65% (FB 1) the bow 59% (FB 2) the bow	68% (9) 466 t applied to the 68% (9) 430 t applied to the 61% (9) 350 t applied to the	0 port side 0 port side 0 port side	None 1 t·m to start None 4513 t·m to p None 5921 t·m to p	None Doard None None Dort
285° 16 t a 300° 31 t a 315° 55 t a 330°	105° applied to 120° applied to 135° applied to 150°	65% (FB 1) the bow 65% (FB 1) the bow 59% (FB 2) the bow 46% (FB 2)	68% (9) 466 t applied to the 68% (9) 430 t applied to the 61% (9) 350 t applied to the 49% (9)	0 port side 0 port side 0 port side 0	None 1 t·m to start None 4513 t·m to p None 5921 t·m to p None	None Doard None None Dort None
285° 16 t a 300° 31 t a 315° 55 t a 330° 77 t a	105° pplied to 120° pplied to 135° pplied to 150° pplied to	65% (FB 1) the bow 65% (FB 1) the bow 59% (FB 2) the bow 46% (FB 2) the bow	68% (9) 466 t applied to the 68% (9) 430 t applied to the 61% (9) 350 t applied to the 49% (9) 218 t applied to the	0 port side 0 port side 0 port side 0 port side	None 1 t·m to start None 4513 t·m to p None 5921 t·m to p None 5733 t·m to p	None None None None None None None None
285° 16 t a 300° 31 t a 315° 55 t a 330° 77 t a 345°	105° applied to 120° applied to 135° applied to 150° applied to 165°	65% (FB 1) the bow 65% (FB 1) the bow 59% (FB 2) the bow 46% (FB 2) the bow	68% (9) 466 t applied to the 68% (9) 430 t applied to the 61% (9) 350 t applied to the 49% (9) 218 t applied to the 34% (9)	0 port side 0 port side 0 port side 0 port side 0	None 1 t·m to start None 4513 t·m to p None 5921 t·m to p None 5733 t·m to p None	None None None None None None None None



OCIMF Criteria Nr 6 Lines/Hooks

١	Norst Win	d Direction	1					
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension	
Headline 1	300°	120°	54	41	6	10	14	
Headline 2	300°	120°	54	41	6	10	14	
Fwd Breast Line 1	285°	105°	85	65	8	9	23	
Fwd Breast Line 2	285°	105°	85	65	8	9	23	
Fwd Breast Line 3	285°	105°	73	56	9	8	20	
Fwd Spring Line 1	150°	330°	46	35	7	7	18	
Fwd Spring Line 2	150°	330°	46	35	8	7	18	
Aft Spring Line 1	015°	195°	31	24	7	4	12	
Aft Spring Line 2	015°	195°	31	23	7	4	12	
Aft Breast Line 1	255°	075°	59	45	4	3	16	
Aft Breast Line 2	255°	075°	68	52	4	3	18	
Aft Breast Line 3	240°	060°	58	44	4	2	15	
Aft Breast Line 4	240°	060°	58	44	4	2	15	
Sternline 1	240°	060°	54	41	3	1	14	
Sternline 2	240°	060°	55	42	3	1	15	

OCIMF Criteria Nr 6 Fenders

	Worst Win	d Direction	% Max			
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	251.4	23	0.14	100
F2	090°	270°	165.2	15	0.09	100
F3	060°	240°	64.9	6	0.04	100
F4	060°	240°	58.7	5	0.03	100

OCIMF Criteria Nr 6 Movement

	Max Surge							Мах	Sway		
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.5	330°	150°	1.3	195°	015°	0.1	255°	075°	2.2	090°	270°



PASSED

60 knots of wind from any direction with 0.75 knots of current at 090°

Current Load 1 t applied to the stern 199 t·m to port

		l i i i i i i i i i i i i i i i i i i i			Fenders	
Rel. Ship Bow	From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded
000°	180°	23% (AS 1)	24% (4)	3	None	None
90 t a	pplied to	o the bow	1 t applied to the sta	arboard side	37 t∙m to po	ort
015°	195°	23% (AS 1)	24% (4)	5	None	None
87 t a	pplied to	o the bow	91 t applied to the s	tarboard side	2985 t·m to	starboard
030°	210°	21% (AS 1)	22% (4)	8	None	None
77 t a	pplied to	o the bow	219 t applied to the	starboard side	5910 t∙m to	starboard
045°	225°	15% (AS 1)	16% (4)	10	None	None
54 t a	pplied to	o the bow	351 t applied to the	starboard side	6028 t∙m to	starboard
060°	240°	9% (AS 1)	9% (4)	10	None	None
31 t a	pplied to	o the bow	430 t applied to the	starboard side	4553 t∙m to	starboard
075°	255°	4% (AS 1)	4% (4)	9	None	None
16 t a	pplied to	o the bow	466 t applied to the	starboard side	30 t∙m to po	ort
090°	270°	4% (FB 1)	4% (9)	13	None	None
10 t a	pplied to	o the bow	476 t applied to the	starboard side	6436 t∙m to	port
105°	285°	6% (FS 2)	6% (7)	16	None	None
11 t a	pplied to	o the stern	455 t applied to the	starboard side	13397 t·m t	o port
120°	300°	17% (FS 2)	17% (7)	18	None	None
43 t a	pplied to	o the stern	412 t applied to the	starboard side	19210 t∙m t	o port
135°	315°	27% (FS 2)	28% (7)	17	None	None
70 t a	pplied to	o the stern	332 t applied to the	starboard side	21390 t∙m t	o port
150°	330°	31% (FS 2)	33% (7)	14	None	None
86 t a	pplied to	o the stern	217 t applied to the	starboard side	18126 t∙m t	o port
165°	345°	29% (FS 2)	31% (7)	9	None	None
90 t a	pplied to	o the stern	98 t applied to the s	tarboard side	9419 t∙m to	port
180°	000°	25% (FS 2)	26% (7)	4	None	None
85 t a	pplied to	o the stern	1 t applied to the sta	arboard side	69 t∙m to po	ort



195°	015°	22% (FS 2)	23% (7)	3	None	None		
90 t a	pplied to	the stern	98 t applied to the p	ort side	9273 t∙m to s	tarboard		
210°	030°	26% (St 2)	27% (1)	0	None	None		
86 t a	pplied to	the stern	217 t applied to the	port side	17950 t∙m to	17950 t∙m to starboard		
225°	045°	30% (St 2)	32% (1)	0	None	None		
70 t a	pplied to	the stern	332 t applied to the	port side	21250 t∙m to	starboard		
240°	060°	37% (AB 2)	38% (3)	0	None	None		
43 t a	pplied to	the stern	412 t applied to the	port side	19118 t·m to	starboard		
255°	075°	40% (AB 2)	42% (3)	0	None	None		
11 t a	pplied to	the stern	455 t applied to the	port side	13363 t·m to	starboard		
270°	090°	39% (AB 2)	41% (3)	0	None	None		
10 t a	pplied to	the bow	476 t applied to the	port side	6436 t∙m to s	tarboard		
2050	1050	400/ (ED 1)	4204 (0)	0	None	None		
285°	105	40% (FB 1)	42% (9)	e	Home			
285° 16 t a	applied to	40% (FB 1) the bow	42% (9) 466 t applied to the	port side	41 t·m to star	rboard		
285° 16 t a 300°	applied to	40% (FB 1) the bow 40% (FB 1)	42% (9) 466 t applied to the 42% (9)	port side	41 t·m to star None	rboard None		
16 t a 300° 31 t a	applied to 120° applied to	40% (FB 1) the bow 40% (FB 1) the bow	466 t applied to the 42% (9) 430 t applied to the	port side 0 port side	41 t·m to star None 4499 t·m to p	rboard None		
16 t a 300° 31 t a 315°	applied to 120° applied to 135°	40% (FB 1) the bow 40% (FB 1) the bow 34% (FB 2)	466 t applied to the 42% (9) 430 t applied to the 35% (9)	port side 0 port side 0	41 t·m to star None 4499 t·m to p None	rboard None port None		
285 [°] 16 t a 300° 31 t a 315° 54 t a	applied to 120° applied to 135° applied to	40% (FB 1) the bow 40% (FB 1) the bow 34% (FB 2) the bow	466 t applied to the 42% (9) 430 t applied to the 35% (9) 351 t applied to the	port side 0 port side 0 port side	41 t·m to star None 4499 t·m to p None 5920 t·m to p	rboard None None None		
285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 120° applied to 135° applied to 150°	40% (FB 1) the bow 40% (FB 1) the bow 34% (FB 2) the bow 21% (FB 2)	466 t applied to the 42% (9) 430 t applied to the 35% (9) 351 t applied to the 22% (9)	port side 0 port side 0 port side 0	41 t·m to star None 4499 t·m to p None 5920 t·m to p None	rboard None None oort None None		
285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 120° applied to 135° applied to 150° applied to	40% (FB 1) the bow 40% (FB 1) the bow 34% (FB 2) the bow 21% (FB 2) the bow	466 t applied to the 42% (9) 430 t applied to the 35% (9) 351 t applied to the 22% (9) 219 t applied to the	port side 0 port side 0 port side 0 port side	41 t·m to star None 4499 t·m to p None 5920 t·m to p None 5755 t·m to p	rboard None oort None oort None oort		
285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 120° applied to 135° applied to 150° applied to 165°	40% (FB 1) the bow 40% (FB 1) the bow 34% (FB 2) the bow 21% (FB 2) the bow 22% (AS 1)	466 t applied to the 42% (9) 430 t applied to the 35% (9) 351 t applied to the 22% (9) 219 t applied to the 23% (4)	port side 0 port side 0 port side 0 port side 2	41 t·m to star None 4499 t·m to p None 5920 t·m to p None 5755 t·m to p None	rboard None None oort None oort None None		



OCIMF Criteria Nr 7 Lines/Hooks

١	Norst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	31	23	6	10	8
Headline 2	300°	120°	31	23	6	10	8
Fwd Breast Line 1	285°	105°	53	40	8	9	14
Fwd Breast Line 2	285°	105°	53	40	8	9	14
Fwd Breast Line 3	285°	105°	43	32	9	8	11
Fwd Spring Line 1	150°	330°	40	31	8	7	16
Fwd Spring Line 2	150°	330°	41	31	8	7	16
Aft Spring Line 1	000°	180°	30	23	7	4	12
Aft Spring Line 2	000°	180°	30	23	7	4	12
Aft Breast Line 1	255°	075°	43	33	4	3	11
Aft Breast Line 2	255°	075°	52	40	4	3	14
Aft Breast Line 3	240°	060°	42	32	4	2	11
Aft Breast Line 4	240°	060°	42	32	4	2	11
Sternline 1	240°	060°	41	31	3	1	11
Sternline 2	240°	060°	41	31	3	1	11

OCIMF Criteria Nr 7 Fenders

	Worst Win	d Direction		% Max		
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	279.8	25	0.16	100
F2	120°	300°	235.5	21	0.13	100
F3	060°	240°	153.8	14	0.09	100
F4	060°	240°	162.1	15	0.09	100

OCIMF Criteria Nr 7 Movement

Max Surge							Max	Sway			
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.4	330°	150°	1.2	180°	000°	0.1	270°	090°	1.4	090°	270°



FAILED

60 knots of wind from any direction with 0.75 knots of current at 270°

Current Load 1 t applied to the stern 198 t·m to starboard

				Fenders				
Rel. Ship Bow	From True North	Mooring Lines Highest % MBL	Mooring Hooks Highest % SWL	Highest % Buckling Compression	Buckling Exceeded	Max Reaction Force Exceeded		
000°	180°	22% (AS 1)	23% (4)	0	None	None		
90 t aj	pplied to	o the bow	1 t applied to the sta	arboard side	42 t∙m to po	ort		
015°	195°	23% (AS 1)	24% (4)	3	None	None		
87 t aj	pplied to	o the bow	91 t applied to the s	tarboard side	2983 t∙m to	starboard		
030°	210°	21% (AS 1)	22% (4)	6	None	None		
77 t aj	pplied to	o the bow	219 t applied to the	starboard side	5910 t∙m to	starboard		
045°	225°	15% (AS 1)	16% (4)	8	None	None		
54 t aj	pplied to	o the bow	351 t applied to the	starboard side	6028 t∙m to	starboard		
060°	240°	9% (AS 1)	9% (4)	8	None	None		
31 t aj	pplied to	o the bow	430 t applied to the	starboard side	4554 t·m to starboard			
075°	255°	4% (AS 1)	4% (4)	6	None	None		
16 t aj	pplied to	o the bow	466 t applied to the	starboard side	29 t∙m to po	ort		
090°	270°	4% (FB 1)	4% (9)	10	None	None		
10 t aj	pplied to	o the bow	476 t applied to the	starboard side	6434 t∙m to	port		
105°	285°	6% (FS 2)	6% (7)	13	None	None		
11 t aj	pplied to	o the stern	455 t applied to the	starboard side	13397 t∙m t	o port		
120°	300°	18% (FS 2)	19% (7)	15	None	None		
43 t aj	pplied to	o the stern	411 t applied to the	starboard side	19233 t∙m t	o port		
135°	315°	28% (FS 2)	30% (7)	14	None	None		
70 t aj	pplied to	o the stern	331 t applied to the	starboard side	21389 t∙m to port			
150°	330°	33% (FS 2)	35% (7)	10	None	None		
86 t aj	pplied to	o the stern	217 t applied to the	starboard side	18073 t∙m t	o port		
165°	345°	31% (FS 2)	33% (7)	5	None	None		
90 t aj	pplied to	o the stern	97 t applied to the s	tarboard side	9360 t∙m to	port		
180°	000°	25% (FS 2)	26% (7)	0	None	None		
85 t aj	pplied to	o the stern	0 t applied to the sta	arboard side	32 t∙m to po	ort		



195°	015°	24% (St 2)	25% (1)	0	None	None
90 t a	90 t applied to the stern		99 t applied to the p	ort side	9313 t∙m to s	starboard
210°	030°	34% (St 2)	36% (1)	0	None	None
86 t a	applied to	the stern	219 t applied to the	port side	18040 t·m to	starboard
225°	045°	41% (AB 2)	43% (3)	0	None	None
70 t a	applied to	the stern	333 t applied to the	port side	21250 t·m to	starboard
240°	060°	49% (AB 2)	52% (3)	0	None	None
43 t a	applied to	the stern	412 t applied to the	port side	19110 t·m to	starboard
255°	075°	52% (AB 2)	55% (3)	0	None	None
11 t a	applied to	the stern	455 t applied to the	port side	13348 t·m to	starboard
270°	090°	52% (FB 1)	55% (9)	0	None	None
10 t a	applied to	the bow	476 t applied to the	port side	6422 t·m to s	starboard
<mark>10 t a</mark> 285°	applied to 105°	the bow 55% (FB 1)	476 t applied to the 58% (9)	port side 0	6422 t∙m to s None	starboard None
10 ta 285° 16 ta	applied to 105° applied to	the bow 55% (FB 1) the bow	476 t applied to the 58% (9) 466 t applied to the	port side 0 port side	6422 t·m to s None 31 t·m to sta	s <mark>tarboard</mark> None rboard
10 t a 285° 16 t a 300°	applied to 105° applied to 120°	the bow 55% (FB 1) the bow 55% (FB 1)	476 t applied to the 58% (9) 466 t applied to the 58% (9)	port side 0 port side 0	6422 t·m to s None 31 t·m to sta None	starboard None rboard None
10 t a 285° 16 t a 300° 31 t a	applied to 105° applied to 120° applied to	the bow 55% (FB 1) the bow 55% (FB 1) the bow	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the	port side 0 port side 0 port side	6422 t⋅m to s None 31 t⋅m to sta None 4503 t⋅m to p	starboard None rboard None port
10 t a 285° 16 t a 300° 31 t a 315°	applied to 105° applied to 120° applied to 135°	the bow 55% (FB 1) the bow 55% (FB 1) the bow 49% (FB 2)	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the 51% (9)	port side 0 port side 0 port side 0	6422 t·m to s None 31 t·m to sta None 4503 t·m to p None	starboard None rboard None port None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a	applied to 105° applied to 120° applied to 135° applied to	the bow 55% (FB 1) the bow 55% (FB 1) the bow 49% (FB 2) the bow	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the 51% (9) 351 t applied to the	port side 0 port side 0 port side 0 port side	6422 t⋅m to s None 31 t⋅m to sta None 4503 t⋅m to p None 5920 t⋅m to p	starboard None rboard None None Dort
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330°	applied to 105° applied to 120° applied to 135° applied to 150°	the bow 55% (FB 1) the bow 55% (FB 1) the bow 49% (FB 2) the bow	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the 51% (9) 351 t applied to the 38% (9)	port side 0 port side 0 port side 0 port side 0	6422 t·m to s None 31 t·m to sta None 4503 t·m to p None 5920 t·m to p None	starboard None rboard None None port None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a	applied to 105° applied to 120° applied to 135° applied to 150° applied to	the bow 55% (FB 1) the bow 55% (FB 1) the bow 49% (FB 2) the bow 37% (FB 2) the bow	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the 51% (9) 351 t applied to the 38% (9) 219 t applied to the	port side 0 port side 0 port side 0 port side 0 port side	6422 t·m to s None 31 t·m to sta None 4503 t·m to p None 5920 t·m to p None 5920 t·m to p	starboard None rboard None None None None None
10 t a 285° 16 t a 300° 31 t a 315° 54 t a 330° 77 t a 345°	applied to 105° applied to 120° applied to 135° applied to 150° applied to 165°	the bow 55% (FB 1) the bow 55% (FB 1) the bow 49% (FB 2) the bow 37% (FB 2) the bow	476 t applied to the 58% (9) 466 t applied to the 58% (9) 430 t applied to the 51% (9) 351 t applied to the 38% (9) 219 t applied to the 25% (3)	port side 0 port side 0 port side 0 port side 0 port side 0	6422 t·m to s None 31 t·m to sta None 4503 t·m to p None 5920 t·m to p None 5750 t·m to p None	starboard None rboard None oort None oort None oort None None



OCIMF Criteria Nr 8 Lines/Hooks

١	Norst Win	d Direction	1				
Line	Rel to Bow	From True N	Tension (t)	% MBL Tension	Inclination (°)	Mooring Point	% SWL Tension
Headline 1	300°	120°	44	34	6	10	12
Headline 2	300°	120°	44	34	6	10	12
Fwd Breast Line 1	285°	105°	72	55	8	9	19
Fwd Breast Line 2	285°	105°	72	55	8	9	19
Fwd Breast Line 3	285°	105°	62	47	9	8	16
Fwd Spring Line 1	150°	330°	43	33	7	7	17
Fwd Spring Line 2	150°	330°	43	33	8	7	17
Aft Spring Line 1	015°	195°	30	23	7	4	12
Aft Spring Line 2	015°	195°	30	23	7	4	12
Aft Breast Line 1	255°	075°	59	45	4	3	16
Aft Breast Line 2	255°	075°	69	52	4	3	18
Aft Breast Line 3	240°	060°	57	44	4	2	15
Aft Breast Line 4	240°	060°	57	44	4	2	15
Sternline 1	240°	060°	54	41	3	1	14
Sternline 2	240°	060°	55	42	3	1	15

OCIMF Criteria Nr 8 Fenders

	Worst Win	d Direction		% Max		
Fender	Rel to Bow	From True N	Thrust (t)	Reaction Force (t)	Compression Distance (m)	Contact Area (%)
F1	120°	300°	226.8	20	0.13	100
F2	105°	285°	170.1	15	0.10	100
F3	060°	240°	115.0	10	0.06	100
F4	060°	240°	124.2	11	0.07	100

OCIMF Criteria Nr 8 Movement

Max Surge							Max	Sway			
Fwd (m)	Wind (N)	Wind (Bow)	Aft (m)	Wind (N)	Wind (Bow)	In (m)	Wind (N)	Wind (Bow)	Out (m)	Wind (N)	Wind (Bow)
1.5	330°	150°	1.2	195°	015°	0.1	270°	090°	2.0	090°	270°