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~~This fourth edition of Effective Mooring is aligned with the guidance in OCIMF's Mooring Equipment Guidelines, Fourth Edition (MEG4), which contains more detailed technical information on the design and maintenance of mooring systems. New in Effective Mooring, Fourth Edition: Emphasis on the whole mooring crew being responsible for safety.~~

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~~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. Purchase MEG4

## ~~OCIMF – Oil Companies International Marine Forum – MEG4~~

The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas. OCIMF focuses exclusively on preventing harm to people and the environment by promoting best practice in the design, construction and operation of tankers, barges and offshore vessels and their ...

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OCIMF released Safety Critical Equipment and Spare Parts Guidance on 29 March. The paper addresses the need for clear and consistently applied definitions of "critical spares" and "critical equipment" across the industry, and provides guidance on the identification of safety critical spare parts for companies to consider when preparing a Safety Management System (SMS).

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b. Offshore catenary or taut leg mooring of floating offshore installations (FOI) c. Inshore mooring of MOUs and FOIs, e.g. for stacking d. Temporary mooring of offshore installations in an afloat condition during construction, installation or decommissioning e. Quayside mooring of MOUs and FOIs, e.g. during maintenance or conversion f.

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## ~~Ocimf mooring equipment guidelines second...~~

Mooring equipment can be the following: Mooring lines and shackles; Bollards; Fairleads; Winches; 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 ...~~

OCIMF has published wind load data in "Mooring Equipment Guidelines" (MEG3) which includes a method of estimating the wind loads. It is not intended to reproduce this data in its entirety in this paper, although relevant extracts are included. The wind force prediction is based on wind tunnel model tests using four models representing tankers of

## ~~Oil Companies International Marine Forum Estimating The ...~~

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The minimum size and number of required lines for a vessel are determined by the Classification society during construction and follow the existing guidance by IMO (MSC/Circ.1175 "currently under review) IACS Recommendation 10 etc., in order to comply with SOLAS II requirements for safe mooring. Additionally for Tankers, OCIMF has provided Mooring Equipment Guidelines, summarizing the concerns and requirements of major oil companies on safe mooring.

## ~~OCIMF MEG-4 Review: Mooring lines issues in the spotlight ...~~

April 30th, 2018 - Mooring Equipment Guidelines is an industry publication for the safe mooring of tankers and gas carriers at terminals The publication provides clear and concise 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

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