

PROJECT DATA SHEET



Client: Tai Chong Cheang Steamship Co. (HK) Ltd

Project Title: Static Mooring Analysis for VLCC

Completion: October 2020

Location: Singapore

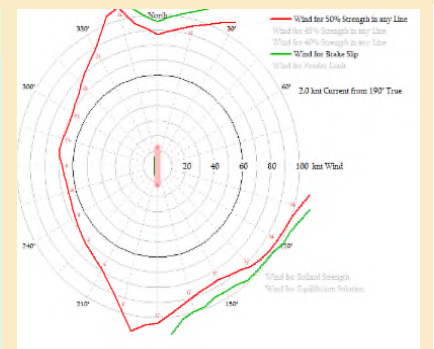
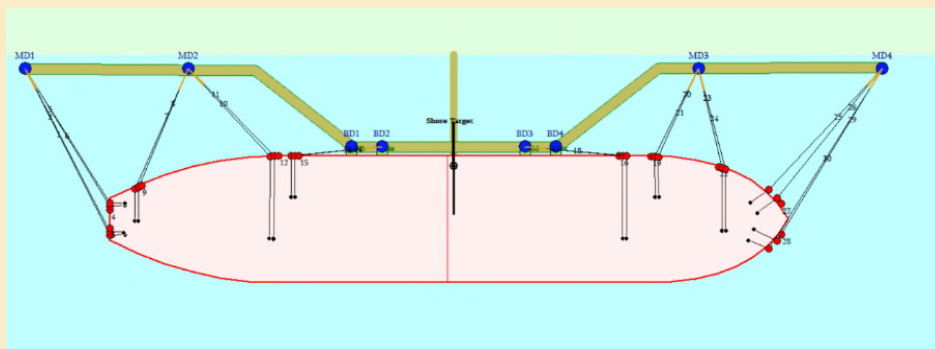
Services: Mooring Analysis

The Client engaged Paaras Marine Solutions to perform static mooring analysis for KHK Vision (304,000 DWT VLCC) alongside a standard tanker berth. The objective of the analysis was to assess the adequacy of mooring restraints available on board the vessel under standard environmental criteria, as defined in OCIMF Mooring Equipment Guidelines Fourth Edition (MEG4).

The static mooring analysis was performed in accordance with the guidelines set out in MEG4, using OPTIMOOR software. The analysis was carried out under 60 knots wind from any direction, simultaneously with:

- 3 knots current at 0 or 180 degrees; or
- 2 knots current at 10 or 170 degrees; or
- 0.75 knots current from the direction of maximum beam loading.

Water depth-to-draft ratios (W_d/T) of 1.05 and 3.0 were used for the vessel in loaded and ballast conditions, respectively.



PROJECT DATA SHEET



Client: Tai Chong Cheang Steamship Co. (HK) Ltd

Project Title: Static Mooring Analysis for Aframax tankers

Completion: October 2020

Location: Singapore

Services: Mooring Analysis

The Client engaged Paaras Marine Solutions to perform static mooring analysis for four sister Aframax tankers (114,000 DWT) alongside a standard tanker berth. The objective of the analysis was to assess the adequacy of mooring restraints available on board the vessel under standard environmental criteria as defined in OCIMF Mooring Equipment Guidelines Fourth Edition (MEG4).

The static mooring analysis was performed in accordance with the guidelines set out in MEG4, using OPTIMOOR software. The analysis was carried out under 60 knots wind from any direction, simultaneously with:

- 3 knots current at 0 or 180 degrees; or
- 2 knots current at 10 or 170 degrees; or
- 0.75 knots current from the direction of maximum beam loading.

Water depth-to-draft ratios (W_d/T) of 1.05 and 3.0 were used for the vessel in loaded and ballast conditions, respectively.

