

TÜRK LOYDU



TL-R A

Requirements Concerning Mooring, Anchoring and Towing January 2022

These requirements are prepared by embedding related IACS Unified Requirements. In order to have consistency, the numbering of the requirements are kept as the same with related IACS Unified Requirements.

Unless otherwise specified, these Rules apply according to the implementation dates as defined in each requirement. See Rule Change Summary on TL website for revision details.

This latest edition incorporates all rule changes.

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TL-R A1 Anchoring Equipment

A1.1 Design of the anchoring equipment

A1.1.1 The anchoring equipment required herewith is intended for temporary mooring of a ship within a harbour or sheltered area when the ship is awaiting berth, tide, etc. TL-G 10 'Anchoring, Mooring and Towing Equipment' may be referred to for recommendations concerning anchoring equipment for ships in deep and unsheltered water.

A1.1.2 The equipment is therefore not designed to hold a ship off fully exposed coasts in rough weather or to stop a ship which is moving or drifting. In this condition the loads on the anchoring equipment increase to such a degree that its components may be damaged or lost owing to the high energy forces generated, particularly in large ships.

A1.1.3 The anchoring equipment required herewith is designed to hold a ship in good holding ground in conditions such as to avoid dragging of the anchor. In poor holding ground the holding power of the anchors is significantly reduced.

A1.1.4 The Equipment Number (EN) formulae for anchoring equipment as given in A1.2 and A1.3 are based on an assumed maximum current speed of 2.5 m/s, maximum wind speed of 25 m/s and a minimum scope of chain cable of 6, the scope being the ratio between length of chain paid out and water depth. For ships with an equipment length, as defined in Note 4 of A1.2, greater than 135 m, alternatively the required anchoring equipment can be considered applicable to a maximum current speed of 1.54 m/s, a maximum wind speed of 11 m/s and waves with maximum significant height of 2 m.

A1.1.5 It is assumed that under normal circumstances a ship uses only one bow anchor and chain cable at a time.

A1.1.6 Manufacture of anchors and anchor chain cables is to be in accordance with TL-R W29 and TL-R W18.

Note:

1. This Requirement is implemented on ships contracted for construction on or after 1 January 2022.
2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to TL-PR 29.

A1.2 Equipment number and anchoring equipment table

A1.2.1 The equipment of anchors and chain cables for ships of unrestricted service is to be as given in Table 1 and is to be based on an 'Equipment Number' (EN) calculated as follows:

$$EN = \Delta^{\frac{2}{3}} + 2.0 (hB + S_{fun}) + \frac{A}{10}$$

where:

Δ = moulded displacement, in t, to the Summer Load waterline,

B = moulded breadth, in m,

h = effective height, in m, from the Summer Load waterline to the top of the uppermost house;

$$h = a + \sum h_i$$

a = vertical distance at hull side, in m, from the Summer Load waterline amidships to the upper deck,

h_i = height, in m, on the centreline of each tier of houses having a breadth greater than B/4; for the lowest tier h_1 is to be measured at centreline from the upper deck or from a notional deck line where there is local discontinuity in the upper deck, see figure below for an example,

S_{fun} = effective front projected area of the funnel, in m², defined as:

$$S_{fun} = A_{FS} - S_{shield}$$

A_{FS} = front projected area of the funnel, in m², calculated between the upper deck at centreline, or notional deck line where there is local discontinuity in the upper deck, and the effective height h_F .

A_{FS} is taken equal to zero if the funnel breadth is less than or equal to B/4 at all elevations along the funnel height.

h_F = effective height of the funnel, in m, measured from the upper deck at centreline, or notional deck line where there is local discontinuity in the upper deck, and the top of the funnel. The top of the funnel may be taken at the level where the funnel breadth reaches B/4.

S_{shield} = the section of front projected area A_{FS} , in m², which is shielded by all deck houses having breadth greater than B/4. If there are more than one shielded section, the individual shielded sections i.e $S_{shield1}$, $S_{shield2}$ etc as shown in figure 2 to be added together. To determine S_{shield} , the deckhouse breadth is assumed B for all deck houses having breadth greater than B/4 as shown for $S_{shield1}$, $S_{shield2}$ in figure 2.

A = side projected area, in m², of the hull, superstructures, houses and funnels above the Summer Load waterline which are within the equipment length of the ship and also have a breadth greater than B/4. The side projected area of the funnel is considered in A when A_{FS} is greater than zero. In this case, the side projected area of the funnel should be calculated between the upper deck, or notional deck line where there is local discontinuity in the upper deck, and the effective height h_F .

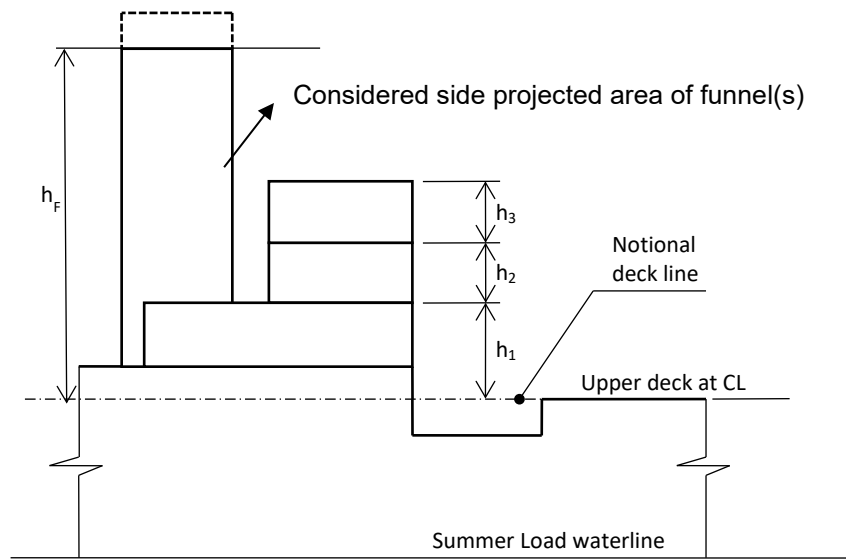


Figure 1

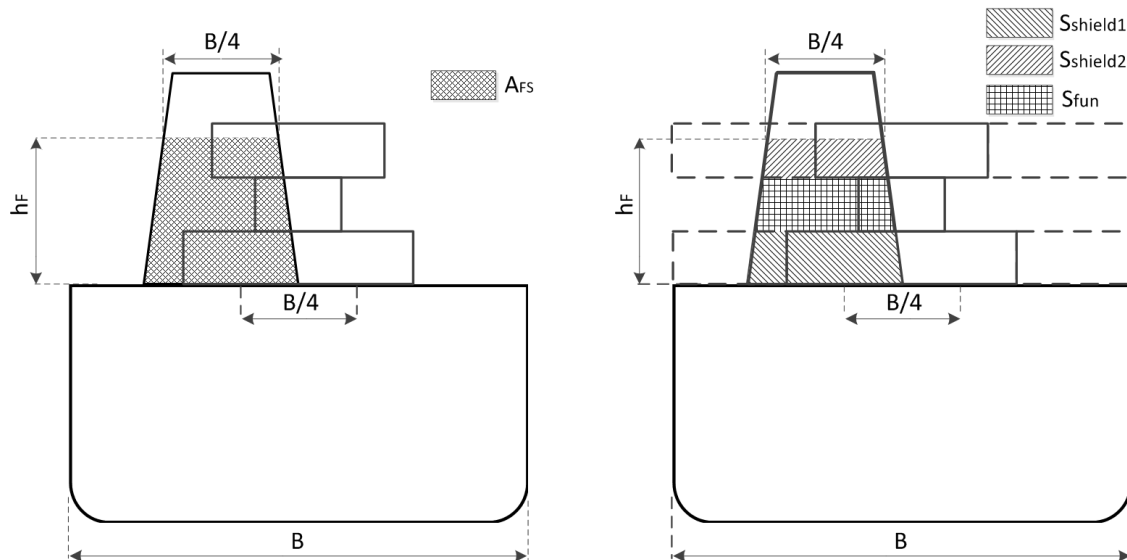
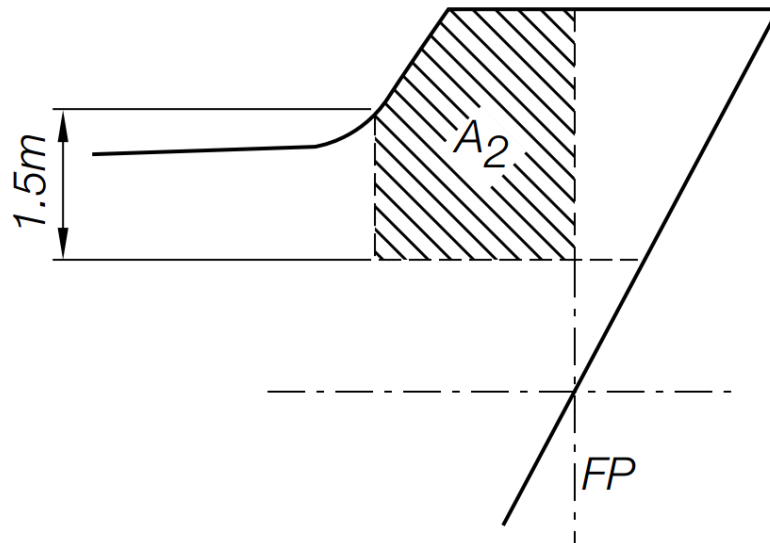


Figure 2

Notes:

1. When calculating h , sheer and trim are to be ignored, i.e. h is the sum of freeboard amidships plus the height (at centreline) of each tier of houses having a breadth greater than $B/4$.
2. If a house having a breadth greater than $B/4$ is above a house with a breadth of $B/4$ or less, then the wide house is to be included but the narrow house ignored.
3. Screens or bulwarks 1.5 m or more in height are to be regarded as parts of houses when determining h and A . The height of the hatch coamings and that of any deck cargo, such as containers, may be disregarded when determining h and A . With regard to determining A , when a bulwark is more than 1.5 m high, the area shown below as A_2 is to be included in A .



4. The equipment length of the ship is the length between perpendiculars but is not to be less than 96% nor greater than 97% of the extreme length on the Summer Load waterline (measured from the forward end of the waterline).
5. When several funnels are fitted on the ship, the above parameters are taken as follows:

h_F : effective height of the funnel, in m, measured from the upper deck, or notional deck line where there is local discontinuity in the upper deck, and the top of the highest funnel. The top of the highest funnel may be taken at the level where the sum of each funnel breadth reaches $B/4$.

A_{FS} : sum of the front projected area of each funnel, in m^2 , calculated between the upper deck, or notional deck line where there is local discontinuity in the upper deck, and the effective height h_F .

A_{FS} is to be taken equal to zero if the sum of each funnel breadth is less than or equal to $B/4$ at all elevations along the funnels height.

A : Side projected area, in m^2 , of the hull, superstructures, houses and funnels above the Summer Loadwaterline which are within the equipment length of the ship. The total side projected area of the funnels is to be considered in the side projected area of the ship, A , when A_{FS} is greater than zero. The shielding effect of funnels in transverse direction may be considered in the total side projected area, i.e., when the side projected areas of two or more funnels fully or partially overlap, the overlapped area needs only to be counted once.

A1.2.2 The total length of chain given in Table 1 - col. 4 - is to be divided in approximately equal parts between the two bower anchors.

A1.2.3 For ships of restricted service, the equipment is to be provided at the discretion of TL.

Table 1 Anchoring equipment

EN*	Stockless bower anchors		Stud link chain cable for bower anchors			
	No.	Mass per anchor (kg)	Total length (m)	Min. diameter		
				Mild steel Gr. 1 (mm)	Special quality Gr. 2 (mm)	Extra special quality Gr. 3 (mm)
1	2	3	4	5	6	7
205-240	2	660	302.5	26	22	20.5
240-280	2	780	330	28	24	22
280-320	2	900	357.5	30	26	24
320-360	2	1020	357.5	32	28	24
360-400	2	1140	385	34	30	26
400-450	2	1290	385	36	32	28
450-500	2	1440	412.5	38	34	30
500-550	2	1590	412.5	40	34	30
550-600	2	1740	440	42	36	32
600-660	2	1920	440	44	38	34
660-720	2	2100	440	46	40	36
720-780	2	2280	467.5	48	42	36
780-840	2	2460	467.5	50	44	38
840-910	2	2640	467.5	52	46	40
910-980	2	2850	495	54	48	42
980-1060	2	3060	495	56	50	44
1060-1140	2	3300	495	58	50	46
1140-1220	2	3540	522.5	60	52	46
1220-1300	2	3780	522.5	62	54	48
1300-1390	2	4050	522.5	64	56	50
1390-1480	2	4320	550	66	58	50
1480-1570	2	4590	550	68	60	52
1570-1670	2	4890	550	70	62	54
1670-1790	2	5250	577.5	73	64	56
1790-1930	2	5610	577.5	76	66	58
1930-2080	2	6000	577.5	78	68	60
2080-2230	2	6450	605	81	70	62
2230-2380	2	6900	605	84	73	64
2380-2530	2	7350	605	87	76	66
2530-2700	2	7800	632.5	90	78	68
2700-2870	2	8300	632.5	92	81	70
2870-3040	2	8700	632.5	95	84	73
3040-3210	2	9300	660	97	84	76
3210-3400	2	9900	660	100	87	78
3400-3600	2	10500	660	102	90	78
3600-3800	2	11100	687.5	105	92	81
3800-4000	2	11700	687.5	107	95	84
4000-4200	2	12300	687.5	111	97	87
4200-4400	2	12900	715	114	100	87
4400-4600	2	13500	715	117	102	90

EN*	Stockless bower anchors		Stud link chain cable for bower anchors			
	No.	Mass per anchor	Total length	Min. diameter		
				Mild steel Gr. 1	Special quality Gr. 2	Extra special quality Gr. 3
		(kg)	(m)	(mm)	(mm)	(mm)
1	2	3	4	5	6	7
4600-4800	2	14100	715	120	105	92
4800-5000	2	14700	742.5	122	107	95
5000-5200	2	15400	742.5	124	111	97
5200-5500	2	16100	742.5	127	111	97
5500-5800	2	16900	742.5	130	114	100
5800-6100	2	17800	742.5	132	117	102
6100-6500	2	18800	742.5		120	107
6500-6900	2	20000	770		124	111
6900-7400	2	21500	770		127	114
7400-7900	2	23000	770		132	117
7900-8400	2	24500	770		137	122
8400-8900	2	26000	770		142	127
8900-9400	2	27500	770		147	132
9400-10000	2	29000	770		152	132
10000-10700	2	31000	770			137
10700-11500	2	33000	770			142
11500-12400	2	35500	770			147
12400-13400	2	38500	770			152
13400-14600	2	42000	770			157
14600-16000	2	46000	770			162

* Recommendations for ships with $50 \leq EN < 205$ are given by TL-G 10.

A1.3 Anchoring equipment for tugs and dredgers

A1.3.1 Equipment for tugs

For tugs of unrestricted service the equipment is to be provided in compliance with the present requirement.

However, for determination of the Equipment Number, in the formula given in A1.2, the following may be substituted for the term $2.0 hB$

$$2.0(aB + \sum h_i b_i)$$

where

a, B and h_i are defined in A1.2 and b_i is the breadth, in m, of the widest superstructure or deckhouse of each tier having a breadth greater than $B/4$.

For tugs of restricted service the equipment is to be provided at the discretion of **TL**.

A1.3.2 Equipment for dredgers

For dredgers of unrestricted service having normal ship shape of underwater part of the hull the anchoring equipment is to be provided in accordance with this Requirement.

When calculating the Equipment Number bucket ladders and gallows are not to be included. If however a dredger has unusual design of the underwater part of the hull, **TL** is free to modify the requirements to anchoring equipment.

For dredgers of limited service, the equipment is to be provided at the discretion of **TL**.

A1.4 Anchors

A1.4.1 Types of anchors

A1.4.1.1 Ordinary stockless anchors

- (a) Ordinary anchors of 'stockless' type are to be generally adopted and they are to be of appropriate design in compliance with the rules or practice of **TL**.
- (b) The mass of the heads of stockless anchors including pins and fittings are not to be less than 60% of the total mass of the anchor.
- (c) The mass, per anchor, of bower anchor given in Table 1 is required for anchors of equal mass. The mass of individual anchors may vary to 7% of the Table mass provided that the total mass of anchors is not less than that required for anchors of equal mass.

A1.4.1.2 High Holding Power (HHP) anchors

- (a) A 'high holding power' anchor is an anchor with a holding power of at least twice that of an ordinary stockless anchor of the same mass. A HHP anchor is to be suitable for ship's use and is not to require prior adjustment or special placement on the sea bottom.
- (b) When special type of anchors designated 'high holding power anchor' of proven superior holding ability are used as bower anchors, the mass of each anchor may be 75% of the mass required for ordinary stockless bower anchors in the Table 1.
- (c) For approval and/or acceptance as a HHP anchor satisfactory full scale tests according to A1.4.2 are to be made confirming that the anchor has a holding power of at least twice that of an ordinary stockless anchor of the same mass.

A1.4.1.3 Super High Holding Power (SHHP) anchors

- (a) A 'super high holding power' anchor is an anchor with a holding power of at least four times that of an ordinary stockless anchor of the same mass. A SHHP anchor is suitable for restricted service ships' use and does not require prior adjustment or special placement on the sea bottom.
- (b) The use of SHHP anchors is limited to restricted service ships as defined by **TL**.

The SHHP anchor mass is generally not to exceed 1500kg.
- (c) The requirement for design of SHHP anchors applies down to $EN \geq 205$. For $EN < 205$ the design criteria for SHHP anchors apply to the anchor mass given in Recommendation No. 10 for ordinary stockless anchors, reduced as permitted in accordance with 1.1 (c) of Recommendation No. 10.
- (d) When super high holding power anchors of the proven holding power are used as bower anchors, the mass of each such anchor may be reduced to not less than 50% of the mass required for ordinary stockless anchors in Table 1.
- (e) For approval and/or acceptance as a SHHP anchor satisfactory full scale tests according to A1.4.2 are to be made confirming that the anchor has a holding power of at least four times that of an ordinary stockless anchor or at least twice that of a previously approved HHP anchor of the same mass.

A1.4.2 Anchor holding power tests for HHP and SHHP anchors

- (a) Full scale tests are to be carried out at sea on various types of bottom, normally, soft mud or silt, sand or gravel and hard clay or similar compounded material. The tests are to be applied to anchors of mass which are as far as possible representative of the full range of sizes proposed.
- (b) For a definite group within the range, the two anchors selected for testing (ordinary stockless anchor and HHP anchor, or ordinary stockless anchor and SHHP anchor, respectively) are to be of approximately the same mass and tested in association with the size of chain required for that anchor mass. Where an ordinary stockless anchor is not available, for testing of HHP anchors a previously approved HHP anchor may be used in its place. For testing of SHHP anchors, a previously approved HHP or SHHP anchor may be used in place of an ordinary stockless anchor. The length of the cable with each anchor is to be such that the pull on the shank remains horizontal. For this purpose a scope of 10 is considered normal but a scope of not less than 6 may be accepted. Scope is defined as the ratio of length of cable to depth of water.
- (c) Three tests are to be taken for each anchor and each type of bottom. The stability of the anchor and ease of breaking out are to be noted where possible. Tests are to be carried out from a tug but alternatively shore based tests may be accepted. The pull is to be measured by dynamometer. Measurements of pull, based on the RPM/bollard pull curve of the tug may be accepted as an alternative to a dynamometer.
- (d) For approval and/or acceptance for a range of HHP anchor sizes, tests are to be carried out for at least two anchor sizes. The mass of the maximum size approved is not to be more than 10 times the mass of the largest size tested.
- (e) For approval and/or acceptance for a range of SHHP anchor sizes, at least three anchor sizes are to be tested, indicative of the bottom, middle and top of the mass range.
- (f) The holding power test load is not to exceed the proof load of the anchor.

A1.4.3 Installation of the anchors on board

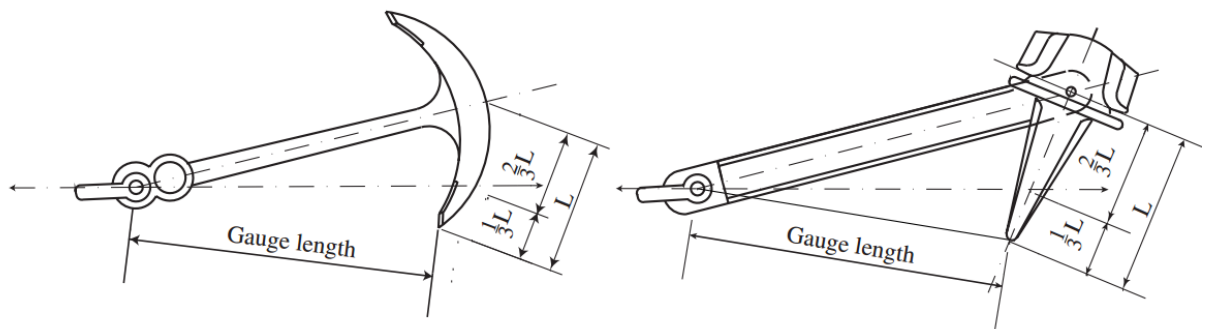
The bower anchors are to be connected to their cables and positioned on board ready for use.

A1.4.4 Proof testing of anchors

A1.4.4.1 Testing of ordinary anchors

- (a) Anchors of all sizes are to be proof tested with the test loads stipulated in the Table 2.
- (b) The proof load is to be applied on the arm or on the palm at a spot which, measured from the extremity of the bill, is one-third of the distance between it and the centre of the crown, see figure below. In the case of stockless anchors, both arms are to be tested at the same time, first on one side of the shank, then reversed and tested on the other.
- (c) Before application of proof test load the anchors are to be examined to be sure that castings are reasonably free of surface imperfections of harmful nature. After proof load testing the anchors are to be examined for cracks and other defects. On completion of the proof load tests the anchors made in more than one piece are to be examined for free rotation of their heads over the complete angle. In every test the difference between the gauge lengths (as shown in figures) where one-tenth of the required load

was applied first and where the load has been reduced to one-tenth of the required load from the full load may be permitted not to exceed 1%.



Stocked Anchor

Stockless Anchor

A1.4.4.2 Testing of HHP anchors

The HHP anchor is to be proof tested with load required by Table 2 for an anchor mass equal to 1.33 times the actual mass of the HHP anchor. The proof loading procedure and examination procedure for HHP anchors are to comply with those for ordinary anchors, A1.4.4.1 (b) and (c).

A1.4.4.3 Testing of SHHP anchors

- (a) The SHHP anchor is to be proof tested with the load required by Table 2 for an anchor mass equal to twice the actual mass of the SHHP anchor. The proof loading procedure and examination procedure for SHHP anchors are to comply with those for ordinary anchors, A1.4.4.1 (b) and (c).
- (b) After the proof load test, all SHHP anchors are to be surface inspected by the dye penetrant method or by the magnetic particle method. All surfaces of cast steel anchors are to be surface inspected. All cast steel anchors are to be examined by UT in way of areas where feeder heads and risers have been removed and where weld repairs have been carried out. The surface inspections and UT inspections are to follow Recommendation No. 69 'Guidelines for NDE of Marine Steel Castings'. Welded steel anchors are to be inspected at the welds. At sections of high load or at suspect areas, **TL** may impose volumetric non-destructive examination, e.g, ultrasonic inspection or radiographic inspection.
- (c) At the discretion of **TL**, additional tests of the anchor may be required. These tests include the hammering test and the drop test, and are usually applied to cast steel anchors.

Table 2 Proof loads for anchors

Mass of anchor	Proof load *	Mass of anchor	Proof load *	Mass of anchor	Proof load *	Mass of anchor	Proof load *
(kg)	(kN)	(kg)	(kN)	(kg)	(kN)	(kg)	(kN)
50	23.2	1250	239	5000	661	12500	1130
55	25.2	1300	247	5100	669	13000	1160
60	27.1	1350	255	5200	677	13500	1180
65	28.9	1400	262	5300	685	14000	1210
70	30.7	1450	270	5400	691	14500	1230
75	32.4	1500	278	5500	699	15000	1260
80	33.9	1600	292	5600	706	15500	1270
90	36.3	1700	307	5700	713	16000	1300
100	39.1	1800	321	5800	721	16500	1330
120	44.3	1900	335	5900	728	17000	1360
140	49.0	2000	349	6000	735	17500	1390
160	53.3	2100	362	6100	740	18000	1410
180	57.4	2200	376	6200	747	18500	1440
200	61.3	2300	388	6300	754	19000	1470
225	65.8	2400	401	6400	760	19500	1490
250	70.4	2500	414	6500	767	20000	1520
275	74.9	2600	427	6600	773	21000	1570
300	79.5	2700	438	6700	779	22000	1620
325	84.1	2800	450	6800	786	23000	1670
350	88.8	2900	462	6900	794	24000	1720
375	93.4	3000	474	7000	804	25000	1770
400	97.9	3100	484	7200	818	26000	1800
425	103	3200	495	7400	832	27000	1850
450	107	3300	506	7600	845	28000	1900
475	112	3400	517	7800	861	29000	1940
500	116	3500	528	8000	877	30000	1990
550	124	3600	537	8200	892	31000	2030
600	132	3700	547	8400	908	32000	2070
650	140	3800	557	8600	922	34000	2160
700	149	3900	567	8800	936	36000	2250
750	158	4000	577	9000	949	38000	2330
800	166	4100	586	9200	961	40000	2410
850	175	4200	595	9400	975	42000	2490
900	182	4300	604	9600	987	44000	2570
950	191	4400	613	9800	998	46000	2650
1000	199	4500	622	10000	1010	48000	2730
1050	208	4600	631	10500	1040		
1100	216	4700	638	11000	1070		
1150	224	4800	645	11500	1090		
1200	231	4900	653	12000	1110		

* Proof loads for intermediate mass are to be determined by linear interpolation.

A1.4.5 SHHP anchor material selection and toughness

All SHHP anchors are to be manufactured from materials meeting the requirements of the TL-Rs as follows:

Welded Steel Anchors:	TL-R W11	Normal and Higher Strength Hull Structural Steel
	TL-R W17	Approval of consumables for welding normal and higher strength hull structural steel
Cast Steel Anchors:	TL-R W8	Hull and machinery steel castings
Anchor Shackles:	TL-R W7	Hull and machinery steel forgings
	TL-R W8	Hull and machinery steel castings

The base steel grades in welded SHHP anchors are to be selected with respect to the material grade requirements for Class II of S6.1 in TL-R S6 'Use of steel grades for various hull members'. The welding consumables are to meet the toughness for the base steel grades in accordance with TL-R W17 'Approval of consumables for welding normal and higher strength hull structural steel'. The toughness of the anchor shackles for SHHP anchors is to meet that for Grade 3 anchor chain in accordance with TL-R W18 'Anchor chain cables and accessories'. The toughness of steel castings for SHHP anchors is to be not less than a Charpy-V notch energy average of 27 J at 0 degree C.

A1.4.6 Fabricated anchors

Fabricated anchors are to be manufactured in accordance with approved welding procedures using approved welding consumables and carried out by qualified welders.

A1.5 Chain cables for bower anchors

A1.5.1 Anchor chain cable design

A1.5.1.1 The anchor chain cable is to be as required by Table 1 for the calculated Equipment Number for the ship. The chain cable is to be tested in accordance with Table 5 to the proof loads corresponding to those for the required chain cable.

A1.5.1.2 Wire rope may be used in place of chain cable on ships with less than 40 m in length and subject to the following conditions:

- (a) The length of the wire rope is to be equal to 1.5 times the corresponding tabular length of chain cable (col. 4 of Table 1) and their strength is to be equal to that of tabular chain cable of Grade 1 (Table 4).
- (b) A short length of chain cable is to be fitted between the wire rope and anchor having a length of 12.5 m or the distance between anchor in stowed position and winch, whichever is less.
- (c) All surfaces being in contact with the wire need to be rounded with a radius of not less than 10 times the wire rope diameter (including stem).

A1.5.1.3 For restricted services the use of steel wire rope may be accepted in place of chain cable at the discretion of **TL**.

A1.5.2 Grades of chain cables

Bower anchors are to be associated with stud link chain cables for one of the grades listed in Table 3.

Table 3 Grades of chain cables

Material	Grade	Range of UTS (N/mm ²)
Mild steel	1	300 to 490
Special quality steel	2	490 to 690
Extra special quality steel	3	> 690

Note:

*The designation 'Grade 1' may be replaced, at discretion of **TL**, by 'Grade 1a' where UTS is greater than 300 but not exceeding 400 N/mm² or by 'Grade 1b' where UTS is greater than 400 but not exceeding 490 N/mm².*

A1.5.3 Proof and breaking loads of stud link chain cables

- (a) The design and/or standard breaking loads (BL) and proof loads (PL) of stud link chain cables are given in Table 4 for the chain diameter, d, in mm.
- (b) The test load values, rounded off from the loads in (a) above to be used for testing and acceptance of chain cables, are given in Table 5.

Table 4 Breaking loads and proof loads of stud link chain cables

Grade	BL (kN)	PL (kN)
1	$BL_1 = 9.80665 \cdot 10^{-3} [d^2(44 - 0.08 d)]$	$PL_1 = 0.7 BL_1$
2	$BL_2 = 1.4 BL_1$	$PL_2 = BL_1$
3	$BL_3 = 2 BL_1$	$PL_3 = 1.4 BL_1$

Table 5 Test load values for stud link chain cables

Chain cable diameter (mm)	Grade 1		Grade 2		Grade 3	
	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)
1	2	3	4	5	6	7
20.5	123	175	175	244	244	349
22	140	200	200	280	280	401
24	167	237	237	332	332	476
26	194	278	278	389	389	556
28	225	321	321	449	449	642
30	257	368	368	514	514	735
32	291	417	417	583	583	833
34	328	468	468	655	655	937
36	366	523	523	732	732	1050
38	406	581	581	812	812	1160
40	448	640	640	896	896	1280
42	492	703	703	981	981	1400
44	538	769	769	1080	1080	1540
46	585	837	837	1170	1170	1680
48	635	908	908	1270	1270	1810
50	686	981	981	1370	1370	1960
52	739	1060	1060	1480	1480	2110
54	794	1140	1140	1590	1590	2270
56	851	1220	1220	1710	1710	2430
58	909	1290	1290	1810	1810	2600
60	969	1380	1380	1940	1940	2770
62	1030	1470	1470	2060	2060	2940
64	1100	1560	1560	2190	2190	3130
66	1160	1660	1660	2310	2310	3300
68	1230	1750	1750	2450	2450	3500
70	1290	1840	1840	2580	2580	3690
73	1390	1990	1990	2790	2790	3990
76	1500	2150	2150	3010	3010	4300
78	1580	2260	2260	3160	3160	4500
81	1690	2410	2410	3380	3380	4820
84	1800	2580	2580	3610	3610	5160
87	1920	2750	2750	3850	3850	5500
90	2050	2920	2920	4090	4090	5840
92	2130	3040	3040	4260	4260	6080
95	2260	3230	3230	4510	4510	6440

Chain cable diameter (mm)	Grade 1		Grade 2		Grade 3	
	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)	Proof load (kN)	Breaking load (kN)
1	2	3	4	5	6	7
97	2340	3340	3340	4680	4680	6690
100	2470	3530	3530	4940	4940	7060
102	2560	3660	3660	5120	5120	7320
105	2700	3850	3850	5390	5390	7700
107	2790	3980	3980	5570	5570	7960
111	2970	4250	4250	5940	5940	8480
114	3110	4440	4440	6230	6230	8890
117	3260	4650	4650	6510	6510	9300
120	3400	4850	4850	6810	6810	9720
122	3500	5000	5000	7000	7000	9990
124	3600	5140	5140	7200	7200	10280
127	3750	5350	5350	7490	7490	10710
130	3900	5570	5570	7800	7800	11140
132	4000	5720	5720	8000	8000	11420
137	4260	6080	6080	8510	8510	12160
142	4520	6450	6450	9030	9030	12910
147	4790	6840	6840	9560	9560	13660
152	5050	7220	7220	10100	10100	14430
157	5320	7600	7600	10640	10640	15200
162	5590	7990	7990	11170	11170	15970

A1.6 Permissible wear down of stud link chain cable for bower anchors

When a length of chain cable is so worn that the mean diameter of a link, at its most worn part, is reduced by 12% or more from its required nominal diameter it is to be renewed.

The mean diameter is half the value of the sum of the minimum diameter found in one cross-section of the link and of the diameter measured in a perpendicular direction in the same cross-section.

A1.7 Supporting hull structures of anchor windlass and chain stopper

The supporting hull structure of anchor windlass and chain stopper is to be sufficient to accommodate the design and sea loads.

A1.7.1 Design loads

The design loads are to be taken not less than:

- for chain stoppers, 80% of the chain cable breaking load
- for windlasses, where no chain stopper is fitted or the chain stopper is attached to the windlass, 80% of the chain cable breaking load
- for windlasses, where chain stoppers are fitted but not attached to the windlass, 45% of the chain cable breaking load

The design loads are to be applied in the direction of the chain cable.

A1.7.2 Sea loads

The sea loads are to be taken according to TL-R S27.

A1.7.3 Permissible stresses

The stresses acting on the supporting hull structures of windlass and chain stopper, based on net thickness obtained by deducting the corrosion addition, t_c , given in A1.7.4, are not to be greater than the following permissible values:

(a) For strength assessment by means of beam theory or grillage analysis:

- Normal stress: $1.0 R_{eH}$
- Shear stress: $0.6 R_{eH}$

The normal stress is the sum of bending stress and axial stress. The shear stress to be considered corresponds to the shear stress acting perpendicular to the normal stress. No stress concentration factors are to be taken into account.

(b) For strength assessment by means of finite element analysis:

- Von Mises stress: $1.0 R_{eH}$

For strength assessment by means of finite element analysis the mesh is to be fine enough to represent the geometry as realistically as possible. The aspect ratios of elements are not to exceed 3. Girders are to be modelled using shell or plane stress elements. Symmetric girder flanges may be modelled by beam or truss elements. The element height of girder webs must not exceed one-third of the web height. In way of small openings in girder webs, the web thickness is to be reduced to a mean thickness over the web height as per **TL** rules. Large openings are to be modelled. Stiffeners may be modelled using shell, plane stress, or beam elements. The mesh size of stiffeners is to be fine enough to obtain proper bending stress. If flat bars are modeled using shell or plane stress elements, dummy rod elements are to be modelled at the free edge of the flat bars and the stresses of the dummy elements are to be evaluated. Stresses are to be read from the centre of the individual element. For shell elements the stresses are to be evaluated at the mid plane of the element.

R_{eH} is the specified minimum yield stress of the material.

A1.7.4 Corrosion addition

The total corrosion addition, t_c , is not to be less than the following values:

(a) Ships covered by Common Structural Rules for Bulk Carriers and Oil Tankers:

t_c : total corrosion addition as defined in these rules.

(b) Other ships:

For the supporting hull structure, the total corrosion addition, t_c , is defined according to **TL's** Rules for all considered structural members used in the model (e.g. deck structures).

TL-R A2 Shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships

A2.0 Application and definitions

Conventional ships are to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operations of the ship.

This Requirement is to apply to design and construction of shipboard fittings and supporting structures used for the normal towing and mooring operations. Normal towing means towing operations necessary for manoeuvring in ports and sheltered waters associated with the normal operations of the ship.

For ships, not subject to SOLAS Regulation II-1/3-4 Paragraph 1, but intended to be fitted with equipment for towing by another ship or a tug, e.g. such as to assist the ship in case of emergency as given in SOLAS Regulation II-1/3-4 Paragraph 2, the requirements designated as 'other towing' in this Requirement are to be applied to design and construction of those shipboard fittings and supporting hull structures.

This Unified Requirement is not applicable to design and construction of shipboard fittings and supporting hull structures used for special towing services defined as:

- **Escort towing:** Towing service, in particular, for laden oil tankers or LNG carriers, required in specific estuaries. Its main purpose is to control the ship in case of failures of the propulsion or steering system. It should be referred to local escort requirements and guidance given by, e.g., the Oil Companies International Marine Forum (OCIMF).

Note:

- 1) This requirement is implemented to ships contracted for construction from 1 January 2022.
- 2) The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to TL-PR 29.

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- **Canal transit towing:** Towing service for ships transiting canals, e.g. the Panama Canal. It should be referred to local canal transit requirements.
 - **Emergency towing for tankers:** Towing service to assist tankers in case of emergency. For the emergency towing arrangements, ships subject to SOLAS regulation II-1/3-4 Paragraph 1 are to comply with that regulation and resolution MSC.35(63) as may be amended.

TL-G 10 “Anchoring, Mooring and Towing Equipment” may be referred to for recommendations concerning mooring and towing.

The net minimum scantlings of the supporting hull structure are to comply with the requirements given in A2.1.5 and A2.2.5. The net thicknesses, t_{net} , are the member thicknesses necessary to obtain the above required minimum net scantlings. The required gross thicknesses are obtained by adding the corrosion addition, t_c , given in A2.4, to t_{net} . Shipboard fittings are to comply with the requirements given in A2.1.4 and A2.2.4. For shipboard fittings not selected from an accepted industry standard the corrosion addition, t_c , and the wear allowance, t_w , given in A2.4 and A2.5, respectively, are to be considered.

For the purpose of this Requirement the following is defined:

- Conventional ships means new displacement-type ships of 500 GT and above, excluding high speed craft, special purpose ships, and offshore units of all types. As per MSC.266(84), ‘Special purpose ship’ means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel.
- Shipboard fittings mean those components limited to the following: Bollards and bits, fairleads, stand rollers, chocks used for normal mooring of the ship and the similar components used for normal or other towing of the ship. Other components such as capstans, winches, etc. are not covered by this Requirement. Any weld or bolt or equivalent device connecting the shipboard fitting to the supporting structure is part of the shipboard fitting and if selected from an industry standard subject to that standard.
- Supporting hull structures means that part of the ship structure on/in which the shipboard fitting is placed and which is directly submitted to the forces exerted on the shipboard fitting. The supporting hull structure of capstans, winches, etc. used for normal or other towing and mooring operations mentioned above is also subject to this Requirement.
- Industry standard means international standards (ISO, etc.) or standards issued by national association such as DIN or JMSA, etc. which are recognized in the country where the ship is built.
- The nominal capacity condition is defined as the theoretical condition where the maximum possible deck cargoes are included in the ship arrangement in their respective positions. For container ships the nominal capacity condition represents the theoretical condition where the maximum possible number of containers is included in the ship arrangement in their respective positions.
- Ship Design Minimum Breaking Load (MBL_{SD}) means the minimum breaking load of new, dry mooring lines or tow line for which shipboard fittings and supporting hull structures are designed in order to meet mooring restraint requirements or the towing requirements of other towing service.

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- Line Design Break Force (LDBF) means the minimum force that a new, dry, spliced, mooring line will break at. This is for all synthetic cordage materials.

A2.1 Towing

A2.1.1 Strength

The strength of shipboard fittings used for normal towing operations at bow, sides and stern and their supporting hull structures are to comply with the requirements of this Requirement.

Where a ship is equipped with shipboard fittings intended to be used for other towing services, the strength of these fittings and their supporting hull structures are to comply with the requirements of this Requirement.

For fittings intended to be used for, both, towing and mooring, A2.2 applies to mooring.

A2.1.2 Arrangement

Shipboard fittings for towing are to be located on stiffeners and/or girders, which are part of the deck construction so as to facilitate efficient distribution of the towing load. Other arrangements may be accepted (for chocks in bulwarks, etc.) provided the strength is confirmed adequate for the intended service.

A2.1.3 Load considerations

The minimum design load applied to supporting hull structures for shipboard fittings is to be:

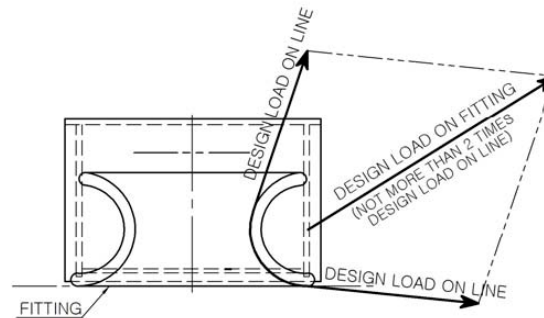
- (1) For normal towing operations, 1.25 times the intended maximum towing load (e.g. static bollard pull) as indicated on the towing and mooring arrangements plan,
- (2) For other towing service, the ship design minimum breaking load according to TL-G 10 "Anchoring, Mooring and Towing Equipment" (see Notes),
- (3) For fittings intended to be used for, both, normal and other towing operations, the greater of the design loads according to (1) and (2).

Notes:

1. *Side projected area including that of deck cargoes as given by the ship nominal capacity condition is to be taken into account for selection of towing lines and the loads applied to shipboard fittings and supporting hull structures. The nominal capacity condition is defined in A2.0.*
2. *The increase of the line design break force for synthetic ropes according to Recommendation No. 10 needs not to be taken into account for the loads applied to shipboard fittings and supporting hull structures.*

When a safe towing load TOW greater than that determined according to A2.1.6 is requested by the applicant, then the design load is to be increased in accordance with the appropriate TOW/design load relationship given by A2.1.3 and A2.1.6.

The design load is to be applied to fittings in all directions that may occur by taking into account the arrangement shown on the towing and mooring arrangements plan. Where the towing line takes a turn at a fitting the total design load applied to the fitting is equal to the resultant of the design loads acting on the line, see figure below. However, in no case does the design load applied to the fitting need to be greater than twice the design load on the line.



A2.1.4 Shipboard fittings

Shipboard fittings may be selected from an industry standard accepted by TL and at least based on the following loads.

- (1) For normal towing operations, the intended maximum towing load (e.g. static bollard pull) as indicated on the towing and mooring arrangements plan,
- (2) For other towing service, the ship design minimum breaking load of the tow line according to TL-G 10 “Anchoring, Mooring and Towing Equipment” (see Notes in A2.1.3),
- (3) For fittings intended to be used for, both, normal and other towing operations, the greater of the loads according to (1) and (2).

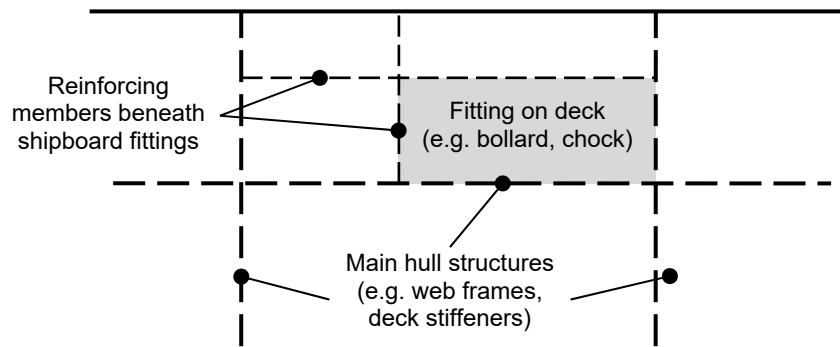
Towing bitts (double bollards) may be chosen for the towing line attached with eye splice if the industry standard distinguishes between different methods to attach the line, i.e. figure-of-eight or eye splice attachment.

When the shipboard fitting is not selected from an accepted industry standard, the strength of the fitting and of its attachment to the ship is to be in accordance with A2.1.3 and A2.1.5. Towing bitts (double bollards) are required to resist the loads caused by the towing line attached with eye splice. For strength assessment beam theory or finite element analysis using net scantlings is to be applied, as appropriate. Corrosion additions are to be as defined in A2.4. A wear down allowance is to be included as defined in A2.5. At the discretion of the Society, load tests may be accepted as alternative to strength assessment by calculations.

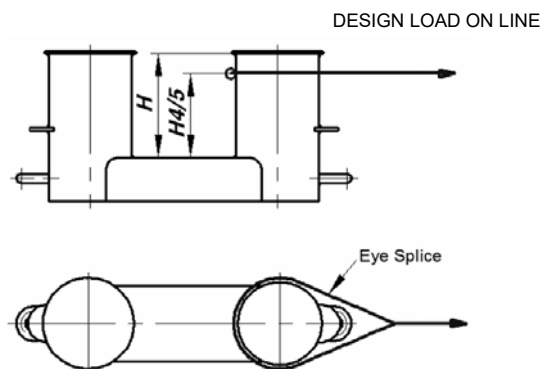
A2.1.5 Supporting hull structures

The design load applied to supporting hull structures is to be in accordance with A2.1.3.

The reinforced members beneath shipboard fittings are to be effectively arranged for any variation of direction (horizontally and vertically) of the towing forces acting upon the shipboard fittings, see figure below for a sample arrangement. Proper alignment of fitting and supporting hull structure is to be ensured.



The acting point of the towing force on shipboard fittings is to be taken at the attachment point of a towing line or at a change in its direction. For bollards and bitts the attachment point of the towing line is to be taken not less than $4/5$ of the tube height above the base, see figure below.



Allowable stresses under the design load conditions as specified in A2.1.3 are as follows:

- (1) For strength assessment by means of beam theory or grillage analysis:

Normal stress: $1.0 R_{eH}$;
 Shearing stress: $0.6 R_{eH}$.

Normal stress is the sum of bending stress and axial stress No stress concentration factors being taken into account.

- (2) For strength assessment by means of finite element analysis:

Von Mises stress: $1.0 R_{eH}$.

For strength assessment by means of finite element analysis the mesh is to be fine enough to represent the geometry as realistically as possible. The aspect ratios of elements are not to exceed 3. Girders are to be modelled using shell or plane stress elements. Symmetric girder flanges may be modelled by beam or truss elements. The element height of girder webs must not exceed one-third of the web height. In way of small openings in girder webs the web thickness is to be reduced to a mean thickness over the web height as per **TL** rules. Large openings are to be modelled. Stiffeners may be modelled by using shell, plane stress, or beam elements. The mesh size of stiffeners is to be fine enough to obtain proper bending stress. If flat bars are modeled using shell or plane stress elements, dummy rod elements are to be modelled at the free edge of the flat bars and the stresses of the

dummy elements are to be evaluated. Stresses are to be read from the centre of the individual element. For shell elements the stresses are to be evaluated at the mid plane of the element.

R_{eH} is the specified minimum yield stress of the material.

A2.1.6 Safe Towing Load (TOW)

- 1) The safe towing load (TOW) is the safe load limit of shipboard fittings used for towing purpose.
- 2) TOW used for normal towing operations is not to exceed 80% of the design load per A2.1.3 (1).
- 3) TOW used for other towing operations is not to exceed 80% of the design load according to A2.1.3 (2).
- 4) For fittings used for both normal and other towing operations, the greater of the safe towing loads according to 2) and 3) is to be used.
- 5) TOW, in t, of each shipboard fitting is to be marked (by weld bead or equivalent) on the deck fittings used for towing. For fittings intended to be used for, both, towing and mooring, SWL, in t, according to A2.2.6 is to be marked in addition to TOW.
- 6) The above requirements on TOW apply for the use with no more than one line. If not otherwise chosen, for towing bitts (double bollards) TOW is the load limit for a towing line attached with eye-splice.
- 7) The towing and mooring arrangements plan mentioned in A2.3 is to define the method of use of towing lines.

A2.2 Mooring

A2.2.1 Strength

The strength of shipboard fittings used for mooring operations and of their supporting hull structures as well as the strength of supporting hull structures of winches and capstans is to comply with the requirements of this Requirement.

For fittings intended to be used for, both, mooring and towing, A2.1 applies to towing.

A2.2.2 Arrangement

Shipboard fittings, winches and capstans for mooring are to be located on stiffeners and/or girders, which are part of the deck construction so as to facilitate efficient distribution of the mooring load. Other arrangements may be accepted (for chocks in bulwarks, etc.) provided the strength is confirmed adequate for the service.

A2.2.3 Load considerations

- 1) The minimum design load applied to supporting hull structures for shipboard fittings is to be 1.15 times the ship design minimum breaking load according to TL-G 10 "Anchoring, Mooring and Towing Equipment" (see Notes).

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- 2) The minimum design load applied to supporting hull structures for winches is to be 1.25 times the intended maximum brake holding load, where the maximum brake holding load is to be assumed not less than 80% of the ship design minimum breaking load according to TL-G 10 “Anchoring, Mooring and Towing Equipment”, see Notes. For supporting hull structures of capstans, 1.25 times the maximum hauling-in force is to be taken as the minimum design load.
 - 3) When a safe working load SWL greater than that determined according to A2.2.6 is requested by the applicant, then the design load is to be increased in accordance with the appropriate SWL/design load relationship given by A2.2.3 and A2.2.6.
 - 4) The design load is to be applied to fittings in all directions that may occur by taking into account the arrangement shown on the towing and mooring arrangements plan. Where the mooring line takes a turn at a fitting the total design load applied to the fitting is equal to the resultant of the design loads acting on the line, refer to the figure in A2.1.3. However, in no case does the design load applied to the fitting need to be greater than twice the design load on the line.

Notes:

1. *If not otherwise specified by TL-G 10, side projected area including that of deck cargoes as given by the ship nominal capacity condition is to be taken into account for selection of mooring lines and the loads applied to shipboard fittings and supporting hull structures. The nominal capacity condition is defined in A2.0.*
2. *The increase of the line design break force for synthetic ropes according to TL-G 10 needs not to be taken into account for the loads applied to shipboard fittings and supporting hull structures.*

A2.2.4 Shipboard fittings

Shipboard fittings may be selected from an industry standard accepted by the Society and at least based on the ship design minimum breaking load according to TL-G 10 “Anchoring, Mooring and Towing Equipment” (see Notes in A2.2.3).

Mooring bitts (double bollards) are to be chosen for the mooring line attached in figure-of-eight fashion if the industry standard distinguishes between different methods to attach the line, i.e. figure-of-eight or eye splice attachment.

When the shipboard fitting is not selected from an accepted industry standard, the strength of the fitting and of its attachment to the ship is to be in accordance with A2.2.3 and A2.2.5. Mooring bitts (double bollards) are required to resist the loads caused by the mooring line attached in figure-of-eight fashion, see Note. For strength assessment beam theory or finite element analysis using net scantlings is to be applied, as appropriate. Corrosion additions are to be as defined in A2.4. A wear down allowance is to be included as defined in A2.5. At the discretion of **TL**, load tests may be accepted as alternative to strength assessment by calculations.

Note:

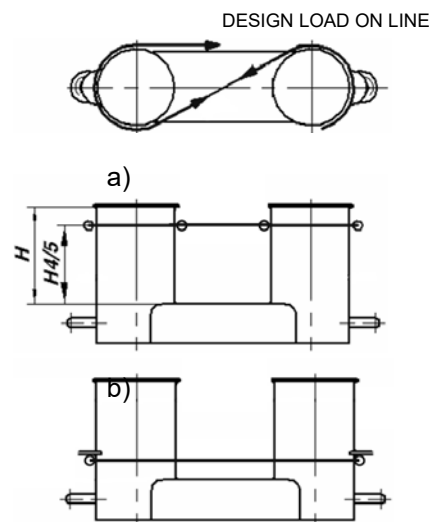
With the line attached to a mooring bitt in the usual way (figure-of-eight fashion), either of the two posts of the mooring bitt can be subjected to a force twice as large as that acting on the mooring line. Disregarding this effect, depending on the applied industry standard and fitting size, overload may occur.

A2.2.5 Supporting hull structures

The design load applied to supporting hull structures is to be in accordance with A2.2.3.

The arrangement of reinforced members beneath shipboard fittings, winches and capstans is to consider any variation of direction (horizontally and vertically) of the mooring forces acting upon the shipboard fittings, see figure in A2.1.5 for a sample arrangement. Proper alignment of fitting and supporting hull structure is to be ensured.

The acting point of the mooring force on shipboard fittings is to be taken at the attachment point of a mooring line or at a change in its direction. For bollards and bitts the attachment point of the mooring line is to be taken not less than $4/5$ of the tube height above the base, see a) in figure below. However, if fins are fitted to the bollard tubes to keep the mooring line as low as possible, the attachment point of the mooring line may be taken at the location of the fins, see b) in figure below.



Allowable stresses under the design load conditions as specified in A2.2.3 are as follows:

(1) For strength assessment by means of beam theory or grillage analysis:

- Normal stress: $1.0 R_{eH}$
- Shear stress: $0.6 R_{eH}$

Normal stress is the sum of bending stress and axial stress. No stress concentration factors being taken into account.

(2) For strength assessment by means of finite element analysis:

Von Mises stress: $1.0 R_{eH}$.

For strength assessment by means of finite element analysis the mesh is to be fine enough to represent the geometry as realistically as possible. The aspect ratios of elements are not to exceed 3. Girders are to be modelled using shell or plane stress elements. Symmetric girder flanges may be modelled by beam or truss elements. The element height of girder webs must not exceed one-third of the web height. In way of small openings in girder webs the web

thickness is to be reduced to a mean thickness over the web height as per **TL** rules. Large openings are to be modelled. Stiffeners may be modelled by using shell, plane stress, or beam elements. The mesh size of stiffeners is to be fine enough to obtain proper bending stress. If flat bars are modeled using shell or plane stress elements, dummy rod elements are to be modelled at the free edge of the flat bars and the stresses of the dummy elements are to be evaluated. Stresses are to be read from the centre of the individual element. For shell elements the stresses are to be evaluated at the mid plane of the element.

R_{eH} is the specified minimum yield stress of the material.

A2.2.6 Safe Working Load (SWL)

- 1) The Safe Working Load (SWL) is the safe load limit of shipboard fittings used for mooring purpose.
- 2) Unless a greater SWL is requested by the applicant according to A2.2.3 3), the SWL is not to exceed the ship design minimum breaking load according to TL-G 10 “Anchoring, Mooring and Towing Equipment”, see Notes in A2.2.3.
- 3) The SWL, in t, of each shipboard fitting is to be marked (by weld bead or equivalent) on the deck fittings used for mooring. For fittings intended to be used for, both, mooring and towing, TOW, in t, according to A2.1.6 is to be marked in addition to SWL.
- 4) The above requirements on SWL apply for the use with no more than one mooring line.
- 5) The towing and mooring arrangements plan mentioned in A2.3 is to define the method of use of mooring lines.

A2.3 Towing and mooring arrangements plan

- 1) The SWL and TOW for the intended use for each shipboard fitting is to be noted in the towing and mooring arrangements plan available on board for the guidance of the Master. It is to be noted that TOW is the load limit for towing purpose and SWL that for mooring purpose. If not otherwise chosen, for towing bits it is to be noted that TOW is the load limit for a towing line attached with eye-splice.
- 2) Information provided on the plan is to include in respect of each shipboard fitting:
 1. location on the ship;
 2. fitting type;
 3. SWL/TOW;
 4. purpose (mooring/harbour towing/other towing);
 5. manner of applying towing or mooring line load including limiting fleet angle i.e. angle of change in direction of a line at the fitting.

Item 3 with respect to items 4 and 5, is subject to approval by **TL**.

Furthermore, information provided on the plan is to include:

-
1. the arrangement of mooring lines showing number of lines (N);
 2. the ship design minimum breaking load (MBL_{SD});
 3. the acceptable environmental conditions
(refer for minimum conditions to TL-G 10 “Anchoring, Mooring and Towing Equipment” for the recommended ship design minimum breaking load for ships with Equipment Number EN > 2000:
 - 30 second mean wind speed from any direction (v_w or v_w^* according to TL-G 10).
 - Maximum current speed acting on bow or stern ($\pm 10^\circ$)).
- 3) The information as given in 2) is to be incorporated into the pilot card in order to provide the pilot proper information on harbour and other towing operations.

A2.4 Corrosion addition

The total corrosion addition, t_c , is not to be less than the following values:

- 1) Ships covered by Common Structural Rules for Bulk Carriers and Oil Tankers: t_c , total corrosion addition to be as defined in these rules.
- 2) Other ships:
 - For the supporting hull structure, according to **TL**'s Rules for the surrounding structure (e.g. deck structures, bulwark structures).
 - For pedestals and foundations on deck which are not part of a fitting according to an accepted industry standard, 2.0 mm.
 - For shipboard fittings not selected from an accepted industry standard, 2.0 mm.

A2.5 Wear allowance

In addition to the corrosion addition given in A2.4 the wear allowance, t_w , for shipboard fittings not selected from an accepted industry standard is not to be less than 1.0 mm, added to surfaces which are intended to regularly contact the line.

A2.6 Survey after construction

The condition of deck fittings, their pedestals or foundations, if any, and the hull structures in the vicinity of the fittings are to be examined in accordance with **TL**'s Rules.

TL-R A3 Anchor Windlass Design and Testing

1. General

1.1 Application

A windlass used for handling anchors, suitable for the size of chain cable and complying with the following criteria is to be fitted to the ship.

1.2 Standards of Compliance

The design, construction and testing of windlasses are to conform to an acceptable standard or code of practice. To be considered acceptable, the standard or code of practice is to specify criteria for stresses, performance and testing.

The following are examples of standards recognized:

SNAME T & R Bulletin 3-15:2018 - Guide to the Design and Testing of Anchor Windlasses for Merchant Ships

ISO 7825:2017 Deck machinery general requirements

ISO 4568:2006 Shipbuilding - Sea-going vessels - Windlasses and anchor capstans

JIS F6714:1995 Windlasses

Note:

1. This Requirement is implemented:
 - i) when an application for certification of an anchor windlass is dated on or after 1st July 2020; or
 - ii) to anchor windlasses installed in new ships for which the date of contract for construction is on or after 1st July 2020.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to TL-PR 29.
3. Windlass foundation structure (incl. under deck supporting structures) is not addressed in this Requirement. Holding down arrangements are to be per 4.2 of TL-R S27, as applicable.

1.3 Plans and Particulars to be Submitted

The following plans showing the design specifications, the standard of compliance, engineering analyses and details of construction, as applicable, are to be submitted for evaluation:

- Windlass design specifications; anchor and chain cable particulars; anchorage depth; performance criteria; standard of compliance.
- Windlass arrangement plan showing all of the components of the anchoring/mooring system such as the prime mover, shafting, cable lifter, anchors and chain cables; mooring winches, wires and fairleads, if they form part of the windlass machinery; brakes; controls; etc.
- Dimensions, materials, welding details, as applicable, of all torque-transmitting (shafts, gears, clutches, couplings, coupling bolts, etc.) and all load bearing (shaft bearings, cable lifter, sheaves, drums, bed-frames, etc.) components of the windlass and of the winch, where applicable, including brakes, chain stopper (if fitted) and foundation.
- Hydraulic system, to include:
 - i) piping diagram along with system design pressure,
 - ii) safety valves arrangement and settings,
 - iii) material specifications for pipes and equipment,
 - iv) typical pipe joints, as applicable, and
 - v) technical data and details for hydraulic motors.
- Electric one line diagram along with cable specification and size; motor controller; protective device rating or setting; as applicable.
- Control, monitoring and instrumentation arrangements.
- Engineering analyses for torque-transmitting and load-bearing components demonstrating their compliance with recognized standards or codes of practice. Analyses for gears are to be in accordance with a recognized standard.
- Plans and data for windlass electric motors including associated gears rated 100 kW and over.
- Calculations demonstrating that the windlass prime mover is capable of attaining the hoisting speed, the required continuous duty pull, and the overload capacity are to be submitted if the “load testing” including “overload” capacity of the entire windlass unit is not carried out at the shop (see 4ii).
- Operation and maintenance procedures for the anchor windlass are to be incorporated in the vessel operations manual.

2. Materials and Fabrication

2.1 Materials

Materials used in the construction of torque-transmitting and load-bearing parts of windlasses are to comply with Rules of the class society or of a national or international material standard. The proposed materials are to be indicated in the construction plans and are to be approved in connection with the design. All such materials are to be certified by the material manufacturers and are to be traceable to the manufacturers' certificates.

2.2 Welded Fabrication

Weld joint designs are to be shown in the construction plans and are to be approved in association with the approval of the windlass design. Welding procedures and welders are to be qualified in accordance with the requirements of the class society. Welding consumables are to be approved by the class society in the case their type and grade fall within the scope of TL-R W17 and TL-R W23; when their type and grade fall outside the scope of TL-R W17 and TL-R W23, the welding consumables are to comply with the applicable Rules of the class society, if any, or to national or international standards. The degree of non-destructive examination of welds and post-weld heat treatment, if any, are to be specified and submitted for consideration.

3. Design

Along with and notwithstanding the requirements of the chosen standard of compliance, the following requirements are also to be complied with. In lieu of conducting engineering analyses and submitting them for review, approval of the windlass mechanical design may be based on a type test, in which case the testing procedure is to be submitted for consideration.

3.1 Mechanical Design

3.1.1 Design Loads

(a) Holding Loads

Calculations are to be made to show that, in the holding condition (single anchor, brake fully applied and chain cable lifter declutched), and under a load equal to 80% of the specified minimum breaking strength of the chain cable, the maximum stress in each load bearing component will not exceed yield strength (or 0.2% proof stress) of the material. For installations fitted with a chain cable stopper, 45% of the specified minimum breaking strength of the chain cable may instead be used for the calculation.

(b) Inertia Loads

The design of the drive train, including prime mover, reduction gears, bearings, clutches, shafts, cable lifter and bolting is to consider the dynamic effects of sudden stopping and starting of the prime mover or chain cable so as to limit inertial load.

3.1.2 Continuous Duty Pull

The windlass prime mover is to be able to exert for at least 30 minutes a continuous duty pull (e.g., 30-minute short time rating corresponding to S2-30 min. of IEC 60034-1), Z_{cont1} , corresponding to the grade and diameter, d , of the chain cables as follows:

Grade of chain	Z_{cont1}	
	N	kgf
1	$37.5d^2$	$3.82d^2$
2	$42.5d^2$	$4.33d^2$
3	$47.5d^2$	$4.84d^2$
Unit of d	mm	mm

The values of the above table are applicable when using ordinary stockless anchors for anchorage depth down to 82.5 m.

For anchorage depth deeper than 82.5 m, a continuous duty pull Z_{cont2} is:

$$Z_{cont2}[N] = Z_{cont1}[N] + (D - 82.5) \times 0.27d^2$$

or

$$Z_{cont2}[kgf] = Z_{cont1}[kgf] + (D - 82.5) \times 0.0275d^2$$

where

D is the anchor depth, in metres.

The anchor masses are assumed to be the masses as given in TL-R A1 and TL-G 10. Also, the value of Z_{cont} is based on the hoisting of one anchor at a time, and that the effects of buoyancy and hawse pipe efficiency (assumed to be 70%) have been accounted for. In general, stresses in each torque-transmitting component are not to exceed 40% of yield strength (or 0.2% proof stress) of the material under these loading conditions.

3.1.3 Overload Capability

The windlass prime mover is to be able to provide the necessary temporary overload capacity for breaking out the anchor. This temporary overload capacity or "short term pull" is to be at least 1.5 times the continuous duty pull applied for at least 2 minutes. The speed in this period may be lower than normal.

3.1.4 Hoisting Speed

The mean speed of the chain cable during hoisting of the anchor and cable is to be at least 0.15 m/sec. For testing purposes, the speed is to be measured over two shots of chain cable and initially with at least three shots of chain (82.5 m or 45 fathoms in length) and the anchor submerged and hanging free.

3.1.5 Brake Capacity

The capacity of the windlass brake is to be sufficient to stop the anchor and chain cable when paying out the chain cable. Where a chain cable stopper is not fitted, the brake is to produce a torque capable of withstanding a pull equal to 80% of the specified minimum breaking strength of the chain cable without any permanent deformation of strength members and without brake slip. Where a chain cable stopper is fitted, 45% of the breaking strength may instead be applied.

3.1.6 Chain Cable Stopper

Chain cable stopper, if fitted, along with its attachments is to be designed to withstand, without any permanent deformation, 80% of the specified minimum breaking strength of the chain cable.

3.1.7 Support Structure

For hull supporting structures of windlass and chain cable stoppers, refer to A1.7 of TL-R A1.

3.2 Hydraulic Systems

Hydraulic systems where employed for driving windlasses are to comply with the provisions of the class society.

3.3 Electrical Systems

3.3.1 Electric Motors

Electric motors are to meet the requirements of the class society and those rated 100 kW and over are to be certified. Motors exposed to weather are to have enclosures suitable for their location as provided for in the requirements of the class society. Where gears are fitted, they are to meet the requirements of the class society and those rated 100 kW and over are to be certified.

3.3.2 Electrical Circuits

Motor branch circuits are to be protected in accordance with the provisions of the class society and cable sizing is to be in accordance with the requirements of the class society. Electrical cables installed in locations subjected to the sea are to be provided with effective mechanical protection.

3.4 Protection of Mechanical Components

To protect mechanical parts including component housings, a suitable protection system is to be fitted to limit the speed and torque at the prime mover. Consideration is to be given to a means to contain debris consequent to a severe damage of the prime mover due to over-speed in the event of uncontrolled rendering of the cable, particularly when an axial piston type hydraulic motor forms the prime mover.

3.5 Couplings

Windlasses are to be fitted with couplings which are capable of disengaging between the cable lifter and the drive shaft. Hydraulically or electrically operated couplings are to be capable of being disengaged manually.

4. Shop Inspection and Testing

Windlasses are to be inspected during fabrication at the manufacturers' facilities by a Surveyor for conformance with the approved plans. Acceptance tests, as specified in the specified standard of compliance, are to be witnessed by the Surveyor and include the following tests, as a minimum.

- i) *No-load test.* The windlass is to be run without load at nominal speed in each direction for a total of 30 minutes. If the windlass is provided with a gear change, additional run in each direction for 5 minutes at each gear change is required.
- ii) *Load test.* The windlass is to be tested to verify that the continuous duty pull, overload capacity and hoisting speed as specified in 3.1 can be attained.

Where the manufacturing works does not have adequate facilities, these tests, including the adjustment of the overload protection, can be carried out on board ship. In these cases, functional testing in the manufacturer's works is to be performed under no-load conditions.

- iii) *Brake capacity test.* The holding power of the brake is to be verified either through testing or by calculation.

5. On-board Tests

Each windlass is to be tested under working conditions after installation onboard to demonstrate satisfactory operation. Each unit is to be independently tested for braking, clutch functioning, lowering and hoisting of chain cable and anchor, proper riding of the chain over the cable lifter, proper transit of the chain through the hawse pipe and the chain pipe, and effecting proper stowage of the chain and the anchor. It is to be confirmed that anchors properly seat in the stored position and that chain stoppers function as designed if fitted. The mean hoisting speed, as specified in 3.1.4, is to be measured and verified. The braking capacity is to be tested by intermittently paying out and holding the chain cable by means of the application of the brake. Where the available water depth is insufficient, the proposed test method will be specially considered.

6. Marking

Windlass shall be permanently marked with the following information:

- (a) Nominal size of the windlass (e.g. 100/3/45 is the size designation of a windlass for 100 mm diameter chain cable of TL-K3 Grade, with a holding load of 45 % of the breaking load of the chain cable)
- (b) Maximum anchorage depth, in metres.