Wilhelmsen Ships Service

by Wilhelmsen

# Timm™ Master 12 SBA™

## Use and Care Guidelines for Mooring Ropes

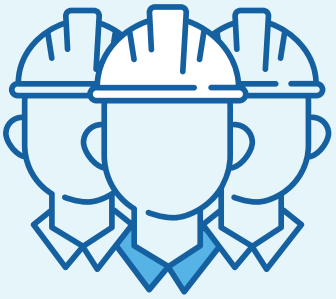
Timm™ Master 12 SBA™ is a premium mixed polymer rope with hollow braided protected eyes in each end. The fiber consists of Timm B5 polyolefin yarns and high tenacity polyester in the outer layer, giving the rope very good abrasion properties and excellent UV resistance, in addition to being buoyant.

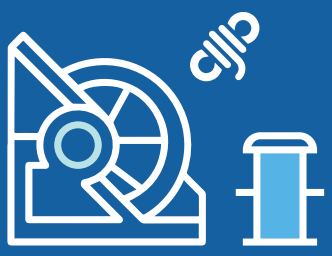
### Product features

| | |
|---|---|
| **Colour:** | White and blue (anti-twist indicator) |
| **Construction:** | 12x1 strand braided |
| **Floating:** | Yes |
| **Elongation:** | 12-13% at break (stabilized)<br>18% at break (new) |
| **Melting Point:** | 165°C |
| **Water Absorption:** | <0.1% |
| **Designed Lifetime:** | 5000 mooring hours |

### 1 Installation should be carried out by experienced crew, according to the manufacturer's instructions

Incorrectly installed ropes can be a safety hazard for the crew and port workers. Wrong layering, lack of back tension, and twist are typical errors made. Twisting can cause a mooring rope to weaken by as much as 6% per turn per meter.





### 2 Regularly maintain mooring winches and fittings

Maintaining a smooth surface on mooring winches and fittings (such as mooring bits, bollards, fairleads, Panama chocks, and rollers) is key to prolonging a rope's lifespan. Sharp edges and rust will damage the rope and cause cuts, pulled strands or yarns. Debris from rust and iron may also penetrate the rope and cause further damage. The optimal solution to avoid abrasion is to maintain a smooth surface. If despite all preventive maintenance the ropes are still experiencing chafing, consider using specially designed chafe protection. Chafe protection is not a substitute for proper maintenance. The use of lubricants, rubber mats, or old ropes is not to be considered chafe protection,and will damage the rope.

### 3 This rope is equipped with SBA™

Timm Snap Back Arrestor (SBA™) was developed and brought to market by Timm in 2019. The Snap Back Arrestor is a highly effective safety feature designed to reduce the snap back effect of a rope, but it is important to note that it should never be relied upon as the sole safety measure. All safety measures related to mooring must be followed at all times when using SBA™ ropes.

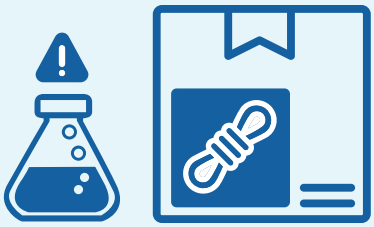
SBA™

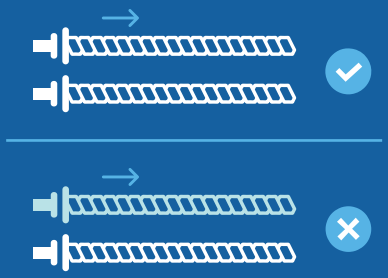
### 4 Keep ropes covered and away from sunlight when not in use

Ultraviolet (UV) degradation is a very common occurrence. Covering ropes when they are not in use will give them the best possible protection from UV radiation. Indirect UV radiation may still cause deterioration, even if the ropes are in the shade.

## 5 Do not store ropes near chemicals

Certain chemicals can damage ropes beyond recovery. It is highly recommended to always keep all types of chemicals away from ropes.



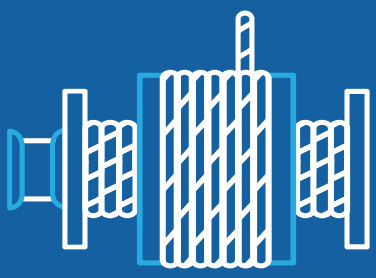


## 6 Use the same type of ropes and tails on all positions where they are working in parallel

Ropes working in parallel must be of the same model, construction, material, running time and condition (used/new) to prevent one of the two ropes from bearing most of the load. Ropes from different manufacturers may have slightly different elongations.

## 7 Conduct regular inspections (by crew and third parties)

Rope inspections can help reveal stress, damage, or wear on mooring ropes, and help prevent accidents before they occur. Expert advice from third parties can provide the crew with useful knowledge on how to optimize the working conditions for the ropes. Conduct regular inspections using Timm inspection and retirement guidelines and with the operators retirement and inspection plan. We recommend retiring the ropes and tails when their residual strength reaches 75% of the ship design MBL.

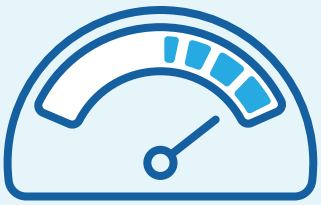


## 8 Minimum turns on tension drum

We recommend a minimum of 5-6 full turns on the tension drum, in one layer only.
If 5-6 full turns are not possible, we recommend to make as many wraps as possible in one single layer. The main intention is to avoid slippage of the rope on the tension drum and avoid transfer of tension to the storage drum of the winch.

## 9 Operational limits

Working Load Limit: 50% of ship design MBL
Maximum Recommended Working Load: 22% of ship design MBL
We recommend a minimum D/d ratio of 15 in alignment with OCIMF MEG4.
A D/d ratio lower than 15 may reduce line strength and service life.
Please reach out to your Wilhelmsen Ships Service representative for more details.



Timm™ ropes are made as according to ISO and Cordage Institute, following the recommendations from OCIMF MEG4. The ropes are Type Approved by DNV and ClassNK.

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