



# Acera™ Amundsen SBA™

## Use and Care Guidelines for Mooring Ropes

Acera™ Amundsen SBA™ is a 12 strand high performance mooring rope made from genuine Acera™ HMPE yarns, with the unique supereye in both ends. Each yarn is individually protected with coating, giving high internal and external abrasion resistance.

### Product features

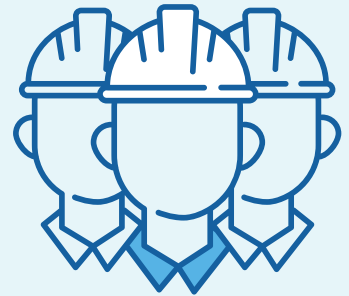


<b>Colour:</b>	Platinum
<b>Construction:</b>	12x1 strand braided
<b>Floating:</b>	Yes
<b>Elongation:</b>	2-3% at break (stabilized) 7-8% at break (new)
<b>Melting Point:</b>	145°C
<b>Water Absorption:</b>	0%
<b>Designed Lifetime:</b>	8000 mooring hours

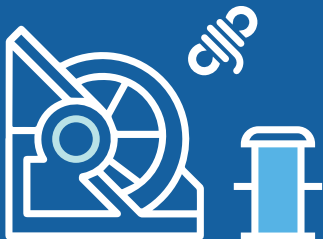


### 1 Installation should be carried out by experienced crew, according to the manufacturer's instructions

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 the use of 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™

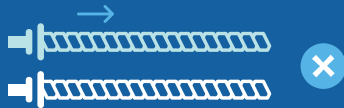


### 4 Keep ropes covered and away from sunlight when not in use

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 under shade.

## 5 Do not store ropes with 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 company's retirement and inspection plan.

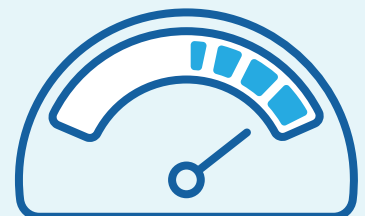


## 8 Minimum turns on tension drum

We recommend a minimum of 10 full turns on the tension drum, in one layer only. If 10 full turns are not possible, we recommend making 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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