



YOUR IDEAL ROPE FOR MOORING & TOWING

APPLICATIONS

MOORING - TOWING
ANCHORING LINES

MEG 4

FULLY COMPLIED
PRODUCT WITH ABS

BENEFITS & FEATURES

- | | |
|----------------------------------|---------------------------------|
| Conforming to OCIMF guidelines ✓ | ✓ Water absorption: 0 - 1% |
| Well UV stabilized ✓ | ✓ Floating on water |
| Excellent abrasion resistance ✓ | ✓ Elongation at break: 18 - 20% |

INCLUDING LLOYD'S + ABS MEG4 CERTIFICATE

NEW D-FLEX 8S/T

- | | |
|------------------------------|--------------------------------|
| Material: Polyolefin (80%) ✓ | ✓ Specific gravity: 0.99 |
| Polyester (20%) Mixed | ✓ Melting point: 165 □ / 265 □ |
| Construction: 4x2 ✓ | |

VERMEULEN EUROPOORT

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New D-FLEX® ROPE

New D-Flex® rope retains **superior breaking strength** originated from technically reinforced composition of high tenacity polypropylene and polyester.

This ideal composition and construction creates extremely low elongation which offers stability and safety when the rope is overloaded and makes the rope sustain its properties even after a long period under sea level.



SIZE		CIRC	WEIGHT		MBL		LDBF	
MM	INCH	INCH	KGS/100M	LBS/100FT	TON	kN	TON	kN
40	1-9/16	5	82.0	54.40	32.7	320.8	29.5	289.4
52	2-1/16	6-1/2	135.0	90.70	52.7	517.0	48.0	470.9
64	2-1/2	8	203.0	136.40	77.4	759.3	70.0	686.7
68	2-11/16	8-1/2	228.0	153.20	86.7	850.5	78.0	765.2
72	2-7/8	9	255.0	171.30	97.0	951.6	88.0	863.3
80	3-6/32	10	314.0	210.90	117.9	1,156.6	107.0	1,049.7

1. Ship Design MBL (MBLSD)

The minimum breaking load of new, dry mooring lines for which a ship's mooring system is designed, to meet OCIMF standard environmental criteria restraint requirements.

MBL = Mooring Restraint Requirement / Number of Mooring Line

2. Line Design Break Force (LBF)

LDBF is the minimum force that a new, dry, spliced mooring line will break at when tested according to appendix B. This value is declared by the manufacturer on each line mooring line certificate (see appendix B) and is stated on a manufacturer's line data sheet. As outlined in appendix B, when selecting lines, the LBF of a line shall be 100% 105% of the ship design MBL.

The LDBF for nylon mooring lines should be specified as break tested wet because nylon lines change strength characteristics once exposed to water and generally do not fully dry to their original construction state.

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