

Ultraglozz Co. ApS  
Bungy mooring compensator

This form is based on the standard international form of certificate approved by the International labour Organization for the test and examination of lifting machinery and gear used in the loading an unloading of ships.

DEPARTMENT OF EMPLOYMENT AND PRODUCTIVITY

Factories Act 1961

Docks Regulations 1934, regulations 19(a) and 22(a)

Shipbuilding and Ship-repair regulations 1960, regulations 36(1) and 36(2)

The Construction (Lifting Operations) Regulations 1961, regulations 34(1) (b) and 35

(This form may also be used for the purposes of section 26(1) (e) of the Factories act 1961)

In accordance with Merchant Shipping LOLER 2006 Regulations and Norsok 003

Test certificate No.:

L 240695

Form Prescribed by Secretary of State for certificate of Test and Examination of  
**Chains, chain slings, rope slings (except a fiber rope sling), or similar gear, rings, links, hooks, plate clamps, shackles, swivels and eye-bolts.**

(1) Particulars.

Carried out: OC

| Distinguishing Number or mark (I) | Description of item, this should include size. Material and particulars of any heat treatment (II)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Number tested and examined (III) | Date of test and examination (IV) | Proof load applied (Specify units) (V) | Working load limit (specify units) (VI) |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------|----------------------------------------|-----------------------------------------|
| 240695                            | <p>The Bungy mooring compensator is mounted on a 20 mm line. It still holds after a pull of 2143 kg.</p> <p>The bungy mooring compensator is usually mounted on the boats mooring lines with 1-5 pieces on the lines to make the lines become elastic. The pressure on the individual lines is limited to a relatively small jerk back and forth and the load on the individual Bungy is also limited since they sit in a row opposite to traditional rubber mooring compensators, which are out in one piece and thus do not compensate in the same way.</p> <p>It is not possible for us to pull the Bungy apart until it breaks - not even at a constant pull of 2143 kg. We have not previously experienced that we cannot pull the items to pieces. This is the case regardless if we use one or multiple Bungy pieces on the lines, but with more Bungy pieces mounted, the lines become significantly more elastic. If you pull to the maximum, the line is simply pulled out so that the line is completely straight and Bungy is too. When you release the pull of the line, Bungy goes back to its original shape. Subsequently, no change or mismatch in the shape of Bungy is seen - not even after several pulls.</p> |                                  |                                   |                                        |                                         |

(2) Name and address of maker, supplier or repairer.

Studsgaard Safety - Fire & Lifting Division A/S

Langerak 57

DK-9900 Frederikshavn

(3) Name and address of firm, company, association or person undertaking the test and examination.

(4) Name, position and qualification of person who carried out the test and examination

(5) I certify on behalf of the firm, company, association or person named in (3) and (4) above that the items described were tested and there after examined and were found to be free fro cracks, flaws or other defects.

27.06.2024

Project Manager  
Mick Jensen

(6) Name and address of owner or occupier

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(See notes overleaf)

Godkendt af Dansk Standard, Norske Veritas, DBI, Bureau Veritas, Lloyd's register, ABS og Rina

Approved of DS-norm, The Danish Maritime Authority, Det Norske Veritas, DBI, Bureau Veritas, Lloyd's register, ABS and Rina



## NOTES

- (1) This form contains the prescribed certificate of the test and examination of gear specified in the heading overleaf. For particulars required to be tested and examined, reference should be made to the regulations mentioned in the heading to the form.
- (2) A new certificate of the test and examination is required by the regulation 35 of the **Construction (Lifting operations) Regulations 1961** for chains and certain lifting gear that have been lengthened, altered or repaired by welding: and by regulation 36 (1) of the **Shipbuilding and Ship-repairing Regulations 1960** for chains and lifting gear that have undergone substantial alterations or repair.
- (3) Where more than one item is certified in column (l) of item (1) of this form the distinguishing number or mark of each should be entered.
- (4) This form should NOT be used for certification of the test to destruction of wire rope. Form F 87 should be used.
- (5) This form should NOT be used for certification of test and examination of pulley blocks under the **Docks Regulations 1934**. Form F86 should be used.
- (6) The Second Schedule to the **Shipbuilding and Ship-repairing Regulations 1960** and the Schedule to the **Docks Regulations 1934** specify the manner of test and examination for the purpose of those Regulations.
- (7) The certificate must be signed (see item 6) by the person making the test and examination when made in pursuance of the Factories Act 1961, section 26 (1) (e).
- (8) In accordance with Merchant Shipping LOLER 2006 Regulations.

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