



# Maritec Tanker Management Private Limited

## Incident Reports Details

Ship File No : N/A  
Office File No : N/A  
Form No : N/A  
Issue : N/A  
Revision : N/A  
Rev Date : N/A

Vessel : Asphalt Teranga	Defect ID : 194	NCR # : 36/2023	Is NCR ? : Yes
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### Defect Details

Ship specific plan for the recovery of persons from the water. The rescue equipment inventory is not properly recorded.

Requisition Code :

### Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Procedures not Followed	Inspector External :		Office Dept :	Management
		Inspection Date :			

### Applicable Dates

Date Raised : 29-Sep-2023	ETC : 15-Oct-2023	Date Completed : 30-Sep-2023
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### Other Details

Priority : Normal	Assigned By : Port State Control	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 12/Oct/2023

### Causes

Shipboard manual are not reviewed on regular intervals, Poor document control.

### Corrective Action

Plan corrected. Scan copy Attached.

### Preventive Action

Shipboard manual must be reviewed by Master & Senior officers annually and same must be kept upto date all the time.

### Applicable Tags

#### Root Causes- Management Factors

Document / Drawing Control Issue

Inadequate Procedures / Checklists

#### Personal Factors

Lack of Knowledge

#### Substandard Acts

Failure to follow procedure

# Follow Up

On	By	Follow Up	
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# Before & After Pictures

Before	After
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**Ship's specification of equipments :**

Capacity of Rescue Boat	6 PERSONS
Minimum speed to be maintained for rescue boat lowering	ZERO
Maximum speed at which rescue boat is tested for launching	6 knts
Freeboard at which accommodation ladder to be used in conjunction with other ladder	<b>N/A FOR THIS VESSEL</b>
Maximum freeboard corresponding to which the net can be lowered solely	6 mtrs
Any Pilot access or hull openings	NEAR GANGWAY ON BOTH SIDES
Range for Line throwing appliances	250 mtr
Capacity of survival crafts	LIFERAFT: Port-2x12 ps, Stb-1x20 ps LIFEBOATS: 19 PERSONS
SWL of accommodation ladder	2.15 tonn
Location of Medical Chest	Hospital, stb side main deck
Dedicated Recovery Equipment (if any)	No any additional
Maximum number of person accommodation ladder can accommodate	4 Persons
Maximum angle at which accommodation ladder can be lowered	55 degs
Location of lowest freeboard	Ahead of superstructure, near gangway
Location of parallel middle body	From frame 42 till frame 124
Illumination Source	Search light on bridge wing -P/S side

**Available crew and personal protective equipment (PPE) for survival craft crew:**

Available crew : As per crew list  
 PPE for Rescue: As mentioned in Form E (Record of Approved Ship Safety Equipment)

**Dynamic Parameters :**

Wind force and direction	Refer to the anemometer
Wave height (this)	By Observation at the time of safe recovery
Period of waves and swell	By Observation at the time of safe recovery


**Other Equipment Particulars :**

Accommodation Ladder Location	PORT AND STBD MAIN DECK
Cranes / Number	1 - SWL - 5 tonn
Windlass	n/a
Davits	Davit of rescue boat - SWL - 1.7 tonn
Pilot Ladder Location (numbers)	Main deck, P/S side - 2 pcs by 9 mtrs

**List of Other Recovery Tools (Apart from LSA plan, if available)**

CARGO NETS	1 - 4 x 4 mtrs
GANGWAY NET	1 - 6 x 6 mtrs
PILOT LADDER	2 x 9 mtrs

**Notification**



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<b>HARNES WITH LIFELINE</b>	<b>2 Pcs</b>

**Manoeuvrability Parameters:**

(Refer to Ship's Manoeuvring Data Diagram posted in the Wheel-house)

**5. Recovering Operation – Duties Of The Crew**

Refer to Contingency Planning Manual Man Overboard and Emergency Organization. Ship Specific Master Lists for 'Abandon Ship Boat Stations and Emergency Stations' showing individual duties of all staff and Supernumeraries are prepared & displayed in appropriate locations.

As mentioned above each crew has to perform their responsibilities. Beforehand starting a rescue procedure, the ship should be ready with equipment's like heaving line, ladders, lifebuoys etc.

**6. Operational Methods Employed**


Life-saving and other equipment carried on board may be used to recover persons from the water, even though this may require using such equipment in unconventional ways.

In principle, the ways of recovering mentioned in SOLAS Training Manual should be referred to the recovery of person from water. Before starting rescuing operation itself, crew should be ready with all equipment and arrangements.

To the extent practicable, recovery procedures should provide for recovery of persons in a horizontal or near-horizontal ("deck-chair") position. Recovery in a vertical position should be avoided whenever possible as it risks cardiac arrest in hypothermic casualties (refer to the Guide for cold water survival (MSC.1/Circ.1185/Rev.1)

Immediately after figuring a person in water, Master is advised to slow down the vessel, and approach to the survivor in accordance with ship specific procedures.

**Notification**



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