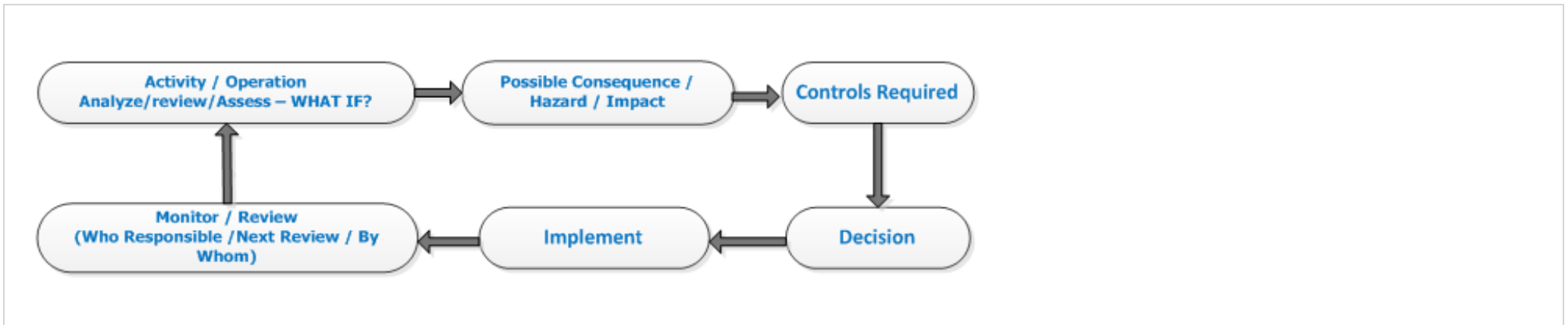




## Maritec Tanker Management Risk Assessment Detail

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

Vessel : Bitu Atlantic	Risk Assessment No. : ATLC/RA-O/0001/2019
Category : Anchoring	Work Activity : Dc- 009- Anchoring (New)



Name	Text	Value
Remote	Might occur every 10 to 20 years	1
Occasional	Might occur every 3 to 10 years	2
Likely	Might occur every 1 to 3 years	3
Frequent	Might occur more than once per year	4

Extent Of Consequences	Degree Of Impact
Trivial	1
Minor	2

Significant	3
Catastrophic	4

Activity/Operation	Hazard/Impact	Likelihood (L)	Degree Of Impact (D)	Irr [R=Lxd ]	Sqa Procedure	Existing Control/Safeguard	Likelihood (L)	Degree Of Impact (D)	Rrr [R=Lxd ]	Additional Control Req.?
Anchoring	Failure Of Mechanical System					Pre-Arrival Test Of The Windlass Should Be Carried Out. Effective Maintenance As Per Pms Must Be Maintained. Anchoring In Excessive Depths (Usually More Than 100 M) Should Be Avoided. Me To Be Tested Astern Well Before Approaching Anchoring Position				
Anchoring	Trapping Hazard					Insure That The Area Is Clear Before Letting Go The Anchor				
Anchoring	Neglect Of Procedure					The Anchoring Arrangement And Procedures Should Be Discussed To The Personnel Involve Before Performing The Task. Anchoring Position Selected Should Be Checked With Port Control. Anchoring Position Selected Should Have Sufficient Space For Safe Maneuver And Swinging Circle After Anchoring. Anchor Should Preferably Always Walked Back To Safe Lengths Before Finally Letting Go So As To Avoid Excessive Strains On The System. Vessel'S Speed Should Be Checked And Reduced Before Letting Go The Anchor. Vessel Should Preferably Be Heading Into The Wind And Sea Before Letting Go So As To Void Excessive Swing Immediately After Letting Go. Sms Form B.2.50 & B.2.51 To Be Complied With				
Anchoring	Illumination					At Night Deck Lights And Torch Lights Must Be In Good Condition. Portable Torch Should Be Available				
Anchoring	Noise And Dust					All Involved Should Wear Appropriate Ppe				

Anchoring	Lack Of Competence					Experience Crew Such As The Bosun Or Ab Should Control The Windlass. The C/O Should Be In Charge Of Anchor Party. Training To Be Conducted To Deck Crew And Junior Officers Regarding Effective And Safe Anchoring				
Anchoring	Loss Of Communication					Carry Out Communication Test On All Portable Radios Before Operation. Visual Communication Between Anchor Party Should Be Well Understood				
Anchoring	Weather					Anchoring Should Be Done At Good Weather. Weather Forecast To Be Monitored. If Bad Weather Drifting Should Be Considered				
Anchoring	Personal Injury					Code Of Safe Working Practices To Be Consulted Prior Carrying Out The Job. Responsible Officer To Be Incharge Of The Job. Proper Ppe To Be Worn By Crew Involved				
Anchoring	Anchor Dragging					Effective Anchor Watch To Be Maintained At All Times. Sms Form B.2.51 To Be Complied With. Turning Circle Of The Vessel To Be Plotted On Radar / Ecdis And Anchor Watch Set On Gps For Timley Visual / Audible Alrams				
Anchoring	Stress / Fatigue					Watches Are Arranged In Such A Way To Give Sufficient Rest To The Crew				

#### Contingency Measures

Master : Scriosteanu Iulian	Chief Engineer : Vitaly Maslov	Date : 21/Jun/2023
Chief Officer : ASHOK DHAMAL	2nd Engineer : Subash Chandrabose GANDHI	

Approver	Date Sent	Status	Approver Remarks	Date Actioned
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