



Maritec Tanker Management Private Limited

Vessel - Bitu River (IMO: 9918133)

Inspection Type 022 - Mooring Audit

Inspection Date 04 Aug 2023

Inspector Fiacre Fonseca

From Port Lome

To Port Lome

Hours Onboard 30 H

Avg Audit Findings 82 %

No of NCRs 0

No of observation 4



Crew Interview & Attendance Record

Staff Name	Rank	Remarks
10131 - MAXIMILIAN LUMANGLAS	MST	
10645 - Moustapha Leye	DCT	
10284 - Kishor Naik	PPM	

Auditor Signature

Fiacre Fonseca



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Negative Findings

Defect ID	Chapter	Category	Question	Answer Details	Is Critical	Status	Link
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Additional NCRs

Defect ID	NCR No	Observations	Date of Disposition	Status
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Additional Observations

Defect ID	Observations	Date of Disposition	Status
42	BHC marking at certain winches not corresponding with required tightening	28 Aug 2023	Completed
43	Pedestal rollers on deck need maintenance / greasing, one roller found frozen	24 Aug 2023	Completed
44	Mooring arrangement plan not well discussed with Mother vessel and Mooring master	14 Aug 2023	Completed
50	MSMP+LMP manual not available	24 Aug 2023	Completed

Positive / Neutral Findings



Maritec Tanker Management Private Limited

Vessel - Bitu River (IMO: 9918133)

Chapter: 01.00 - 022 - Mooring Audit

Category: 01.01 - 022 - Mooring Audit

Question	Answer Details	Is Critical	Link
01.01.01 - Is maintenance of mooring equipment completed annually as per PMS? Check records of inspection and maintenance of mooring bits, ropes, windlasses, winches, wires, etc. (Splicing of ropes is acceptable but reduces strength by 10%. Splices in eyes and for repairs should have a min. of 5 tucks. Attention to eyes of mooring wires. If more than 3 broken wires in any strand, or 5 in any adjacent strands in a length of wire 10 times the diameter, the damaged part requires removal & the wire re-splicing. Check routine for maintenance & lubrication of wires. Individually identified & tagged mooring lines allow tracing. A log of where they are deployed to be maintained. Vessel MUST be fitted with closed chocks. Smit type brackets are NOT acceptable)	Grade - No MSMP + LMP not available onboard		
01.01.02 - Are certificates available for all mooring ropes and wires? (A file showing the locations of the winches should be maintained. Test certificates for mooring lines, Mandel/Tonsberg shackles and synthetic tails should show to which winch each component has been fitted)	Grade - Yes		
01.01.03 - Check records of tests of winch brakes. (Winch brakes MUST be tested annually and the proper setting recorded. Winch brakes are normally designed to hold 80% of the line's min. breaking load and will be set in service to hold 60% of mooring line's min. breaking load. Brake holding capacity may be expressed in tonnes or as a percentage of a line's min. breaking load. The primary brake to be set to hold 60% of mooring line's min. breaking load. New equipment to be designed to hold 80% of line's min. breaking load, but can be adjusted down to 60%. Ideally, a brake should hold and render within a very small range and once it renders, should shed only enough load to bring the line tension back to a safe level. The band brake with screw is marginally satisfactory and requires care. Specifications to be available on winch drum to show the design holding capacity and the torque required on hand wheel or lever to achieve this. Where self-storing winches are fitted check awareness of the need to monitor the brake holding capacity to ensure that brakes will render well before ropes reach their min. breaking load and part. If mooring lines have a min. breaking load in excess of that for which the winch was originally designed, the brakes shall be set to render at 60% of min. breaking load of mooring line for which the winch was designed. If the over strength line is of a greater diameter than the mooring line, full stowage on the drum must be made and in the case of split-drum winches, must not result in excess layers on the tension part of the drum when in use)	Grade - Yes		
01.01.04 - Are there emergency towing arrangements readily available for deployment forward and aft?	NA		
01.01.05 - Are the emergencies towing-off wires (fire wires) of appropriate size, in a satisfactory condition and do they conform to OCIMF recommendations?	NA		



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Question	Answer Details	Is Critical	Link
01.01.06 - Is there a record of routine risk assessment to ensure that all anticipated mooring arrangements and equipment ensure the safety of shipboard personnel?	Grade - Yes		
01.01.07 - Are there spare mooring ropes and wires available?	Grade - Yes		
01.01.08 - Is sufficient crew on board at all times to attend moorings?	Grade - Yes		
01.01.09 - Are there records of the inspection and maintenance of mooring bits, mooring ropes, windlasses, mooring winches, wires and equipment and are they in good condition?	Grade - No		
01.01.10 - Are moorings satisfactorily deployed and tended?	Grade - Yes		
01.01.11 - Are the mooring ropes properly reeled to the winch drums and secured/turned up correctly to the bits (one turn prior to figures of eight etc.)?	Grade - Yes		
01.01.12 - Are all powered mooring lines secured on brakes and are the winches out of gear?	Grade - Yes		
01.01.13 - On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum?	Grade - Yes		
01.01.14 - If mooring tails are fitted to wires, do they have proper connecting links and are they correctly fitted?	NA		
01.01.15 - Are all mooring lines stowed neatly to minimise tripping hazards and are mooring areas clear and unobstructed?	Grade - Yes		
01.01.16 - Do mooring winch foundations, brake linings, drums and pins in a satisfactory condition?	Grade - Yes		
01.01.17 - Are bitter end securing arrangements unobstructed and outside the chain locker?	Grade - Yes		
01.01.18 - Are the rollers rotating freely?	Grade - No		
01.01.19 - Are the anchors ready for use? (anchor chain cables and stoppers in good condition)	Grade - Yes		
01.01.20 - Are anchors and chains in good condition?	Grade - Yes		
01.01.21 - Auditor's Comments			