



Maritec Tanker Management Private Limited

Vessel - Asphalt Teranga (IMO: 9263942)

Inspection Type 022 - Mooring Audit

Inspection Date 20 Jul 2022

Inspector Fiacre Fonseca

From Port Mersin

To Port Mersin

Hours Onboard 34 H

Avg Audit Findings 60 %

No of NCRs 0

No of observation 8



Crew Interview & Attendance Record

Staff Name	Rank	Remarks
10353 - Valerios Jose Fernandes	3/OFF	

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	Stopper on Starboard Anchor not resting properly, Need to adjust chain / remove twist		Pending
43	Snap Back Zone not Stencilled / Identified.	22 Jul 2022	Completed
70	Mooring Areas F & A were not Anti Skid	19 Aug 2022	Completed
71	Some mooring lines found without Identity tags.	19 Aug 2022	Completed
72	Forward mooring lines rubbing into mooring bitts before leading to fairlead, could be guided through open rollers to avoid excessive friction leading to chafing of lines.	27 Aug 2022	Completed
73	Visual evidence indicate mooring equipment greasing routines not done regularly, linkages and gear found dry		Pending
74	Vessel has split mooring winch drums, number of turns either to less or rolled into 2nd layer on split drums.	27 Aug 2022	Completed
75	Inventory record not available, for identification of spare wires and ropes onboard.	30 Jul 2022	Completed

Positive / Neutral Findings



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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 Answer Remark :	No	



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01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.04 - Are there emergency towing arrangements readily available for deployment forward and aft?	Grade - Yes Answer Remark :	No	



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01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.07 - Are there spare mooring ropes and wires available?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.08 - Is sufficient crew on board at all times to attend moorings?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.10 - Are moorings satisfactorily deployed and tended?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.12 - Are all powered mooring lines secured on brakes and are the winches out of gear?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	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 - No Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.14 - If mooring tails are fitted to wires, do they have proper connecting links and are they correctly fitted?	Grade - No Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.15 - Are all mooring lines stowed neatly to minimise tripping hazards and are mooring areas clear and unobstructed?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.16 - Do mooring winch foundations, brake linings, drums and pins in a satisfactory condition?	Grade - No Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.17 - Are bitter end securing arrangements unobstructed and outside the chain locker?	Grade - Yes Answer Remark :	No	



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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.18 - Are the rollers rotating freely?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.19 - Are the anchors ready for use? (anchor chain cables and stoppers in good condition)	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.20 - Are anchors and chains in good condition?	Grade - Yes Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.21 - Auditor's Comments		No	