



Maritec Tanker Management Private Limited

Vessel - Bitu Express (IMO: 9265689)

Inspection Type 022 - Mooring Audit

Inspection Date 21 Feb 2020

Inspector Rakesh Kumar

From Port Agioi Theodoroi

To Port Agioi Theodoroi

Hours Onboard

Avg Audit Findings 55 %

No of NCRs 0

No of observation 1



Crew Interview & Attendance Record

Staff Name	Rank	Remarks
10054 - Ionut Gabriel Marsal	C/OFF	
10073 - Anthony Mojica BAYLON	AB	
10077 - Reagan San Luis	AB	
10081 - Jairus Marlo Guimary INTANO	OS	
10122 - Ajay Mahadev HALANKAR	2/OFF	
10168 - Andrew POBLETE	PPM	
10207 - Richard Tingson	BSN	
10234 - Catalin Jr. Avellaneda	AB	
10239 - Vivek Kashyap	MST	
10253 - SIDDANTH CHANDRAKANT SALIAN	DCT	

Auditor Signature

Rakesh Kumar



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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
0	MSMP Section 11 requires monthly update of CCR 12.3- Preventive maintenance checklist. This checklist was being updated in separate file whereas the MSMP Was updated with checklist dated 31st Aug 2019.		Pending

Positive / Neutral Findings

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 - 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	01.01.02 - 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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Chapter	Category	Question	Answer Details	Is Critical	Link
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 : NA	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 : NA	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 - Yes 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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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	