



# Maritec Tanker Management Private Limited

Vessel - Bahama Blue (IMO: 9836529)

Inspection Type 022 - Mooring Audit

Inspection Date 20 Jan 2023

Inspector Fiacre Fonseca

From Port St. Croix

To Port St. Croix

Hours Onboard 16 H

Avg Audit Findings 58 %

No of NCRs 0

No of observation 5



## Crew Interview & Attendance Record

Staff Name	Rank	Remarks
10349 - Sumit Sharma	AB	
10352 - Afsel Faburikage Bidharuge	AB	
10383 - Ansar Bumaruge	AB	
10401 - Christopher Rondael PILLER	C/OFF	
10538 - Viacheslav Mazurin	2/OFF	
10552 - Valentin MITENKOV	MST	

## Auditor Signature

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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
141	Lines made fast on split drum winches had more than one layer on each tension side of the drum	29 Jan 2023	Completed
142	Stern Anchor wire required to be greased	29 Jan 2023	Completed
143	Forward anchor (P) flukes observed bent		Pending
144	Mooring ropes being used with chafing guards / precautions, some mooring ropes observed wore down.	29 Jan 2023	Completed
145	Lines made fast on split drum winches had more than one layer on each tension side of the drum	29 Jan 2023	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 - Yes 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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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 - No Answer Remark : NA	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?		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 - No Answer Remark :	No	
01.00 - 022 - Mooring Audit	01.01 - 022 - Mooring Audit	01.01.21 - Auditor's Comments		No	