

Guidance to SIRE 2.0 Key Points

Ref: 008

3.2.7 Comprehensive mooring and anchoring audit by a company representative **(NEW)** / TMSA 6A.4.3

3.2.7. Was a report available onboard which confirmed that a comprehensive mooring and anchoring audit by a suitably qualified and experienced company representative had been completed as declared through the pre-inspection questionnaire?

Short Question Text

Comprehensive mooring and anchoring audit by a company representative

Vessel Types

Oil, Chemical, LPG, LNG

ROVIQ Sequence

Documentation

Publications

OCIMF Anchoring Systems and Procedures 2010 edition

OCIMF A Guide to Best Practice for Navigational Assessments and Audits

OCIMF: Mooring Equipment Guidelines. Fourth Edition 2018 (MEG4)

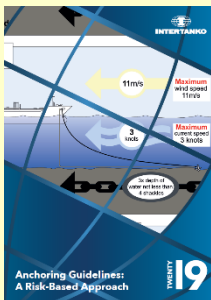
INTERTANKO: Anchoring Guidelines: A Risk-Based Approach v.3 June 2020

Objective

To verify the extent of company evaluation and oversight of mooring and anchoring operational standards onboard managed vessels.

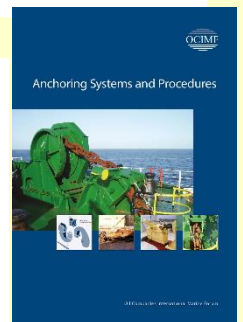
ROTATIONAL
Inspection questions focused on preventing/mitigating risks that could indirectly lead to a catastrophic risk event or directly lead to a lower risk event.

	Hardware	None
	Process	  Binary
	Human	None



Please refer “Anchoring Guidelines: A Risk-Based Approach (INTERTANKO)” for more information.

This can be downloaded from here,
<https://nykgroup.sharepoint.com/:b:/r/sites/03-NYK-energytransport/gtg/Shared%20Documents/PUBLICATION/INTERTANKO%20Guidance%20%26%20Publications/%5BINTERTANKO%5D%20Anchoring%20Guidelines%20A%20Risk-Based%20Approach.pdf?csf=1&web=1>



Potential Grounds for a Negative Observation

All: Process category



Process

- The report for the comprehensive mooring and anchoring audit declared through the pre-inspection questionnaire was not available onboard.
- The comprehensive mooring and anchoring audit did not cover the type of mooring and anchoring operations or was not completed during the date range as declared by the operator through the pre-inspection questionnaire.
- The details of the qualifications and pertinent seafaring experience of the assessor were not included within the report.
- The assessor did not hold or had not held a senior deck officer licence and/or had not sailed as a senior deck officer onboard tankers.
- The comprehensive mooring and anchoring audit report was not substantially in alignment with the suggested best practice guidance of TMSA KPI 6A.4.3.
- There was no corrective action plan with defined due dates for all areas for improvement identified during the comprehensive mooring and anchoring audit.
- There was no evidence that the areas for improvement identified during the comprehensive mooring and anchoring audit had been closed out within the due dates indicated within the corrective action plan.