

Ref: DMA/AIFI/98/C 1091

Date: 06/02/2020

Dear Captains,  
Good Day,

Recently one of the fleet bulk carrier vessel, while awaiting to receive bunker at Hong Kong OPL anchorage experienced adverse weather condition and resulted in vessel dragging.

Upon vessel dragging on her anchor, master decided to change the anchor position with better holding ground to avoid further vessel dragging.

On the next day chief officer reported that Pawl Pin (Stopper Pin) has been dented, then master decided to reduce the weight and tension on the chain to avoid further damage to the pin and stopper. After engine got ready master tried to reduce the tension but due a sudden heavy pitching, vessel sustained severe damage on her anchor windlass due to excessive weight on the chain and windlass which caused Gypsy to break in to pieces.

As the gypsy was parted the anchor could not be retrieved and heaved up by using windlass therefore master had to cut the chain and ultimately vessel resumed her passage with one anchor after receiving bunker.

Masters are required to ensure complying with anchoring procedure and exercise good seamanship, and following points shall be amongst those to be considered while engaged in anchor operation.

- Heaving up anchor in strong wind and high seas is extremely challenging.
- Mistake can easily lead to grounding or collision.
- Minimize the tension on the chain and keep the chain as vertical as possible.
- In windy weather conditions or strong current the rudder and engine must be fine-tuned to prevent high tension on the chain and overloading of the windlass motor.
- Close communication between bridge and anchor party on deck is essential.

- Windlass condition shall be carefully checked for any sign of material failure or technical defect before attempting anchor operation.
- Ensure that planned maintenance program has been well maintained for all parts of anchor arrangement.
- Vessel's speed shall be continuously monitored.

Attached please find few snaps.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards

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