Ref : DMA/AIFI/96/C 844
Date: 01/11/2017

Dear Captain
Good Day,

Recently one of the fleet vessel bulk carriers lost her anchor and chain during anchoring operation at B.I.K. The vessel was proceeding to berth after picking up anchor and boarding harbor pilot. At the same time other vessels were proceeding to berth as well. Just before arriving to assigned jetty, port control instructed all inbound vessels to drop anchor in midway river due to poor visibility and advised pilots and masters for anchoring position. The anchoring party attended forward station and lowered starboard anchor under power to one shackle in the water. The vessel approached the assigned anchor position between buoys no.33 & 44 with water depth of 38 meters. When the vessel's speed was about 0.1 knot and wind speed of 5 knots, master ordered the anchor party to let go starboard anchor to 3 shackle in water by opening the windlass break. After letting go the anchor, the bridge team heard the continuous noise of anchor chain being paid out. Afterward Chief Officer reported that starboard anchor and its chain had been lost overboard.

The case is under investigation, however the first point which was neglected by the vessel was the direct and clear instructions given and repeated every three months for deep water anchoring in which it is stated that in such depths the anchoring shall be done by walk back method only.

Based on above, all esteemed masters are once again requested to follow the instruction for deep water anchoring at all times.

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,
Capt. M.A.Abrishami
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