Loss of anchors in Singapore waters

The Singapore Maritime Port Authority now take an active role in loss of anchor investigations.

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A recent change in the procedure for handling loss of anchor incidents in Singapore means that the Singapore Maritime Port Authority (MPA) now involves itself directly with the local contractors in such cases. This has also led to a change in the procedure for obtaining permission for the vessel to leave Singapore waters following such an incident.

The following information only relates to government requirements and any Class requirements when losing anchors must be followed up by the owner separately.

Documents required by the MPA

After the loss of an anchor, the below documents must be submitted to the MPA, followed by a separate letter of undertaking (LOU).

• Master Statement of Facts covering the incident.
• MPA standard form "Master's authorization to appoint Solicitor" to be signed by Master and countersigned by agents and/or owners.
• MPA standard "Report of a Marine Casualty or Marine Incident" form.
• Vessel anchor specifications/drawing.
• Class survey report.

Letter of Undertaking

Following the submission of the above documents, the MPA will require a standard form letter LOU to be provided by the P&I club, H&M insurer, or their representatives. The quantum to be inserted in the LOU should reflect the costs to the MPA of handling the incident.

It is thought that this recent change in procedures will have a 'trial period' before a formal introduction.

We thank our local correspondents, Spica Services (S) Pte. Ltd, Singapore, for the above information.