

**Loss Prevention Circular QITAPI-LP-05-2019**  
**(A case Study about Swinging at Anchor)**

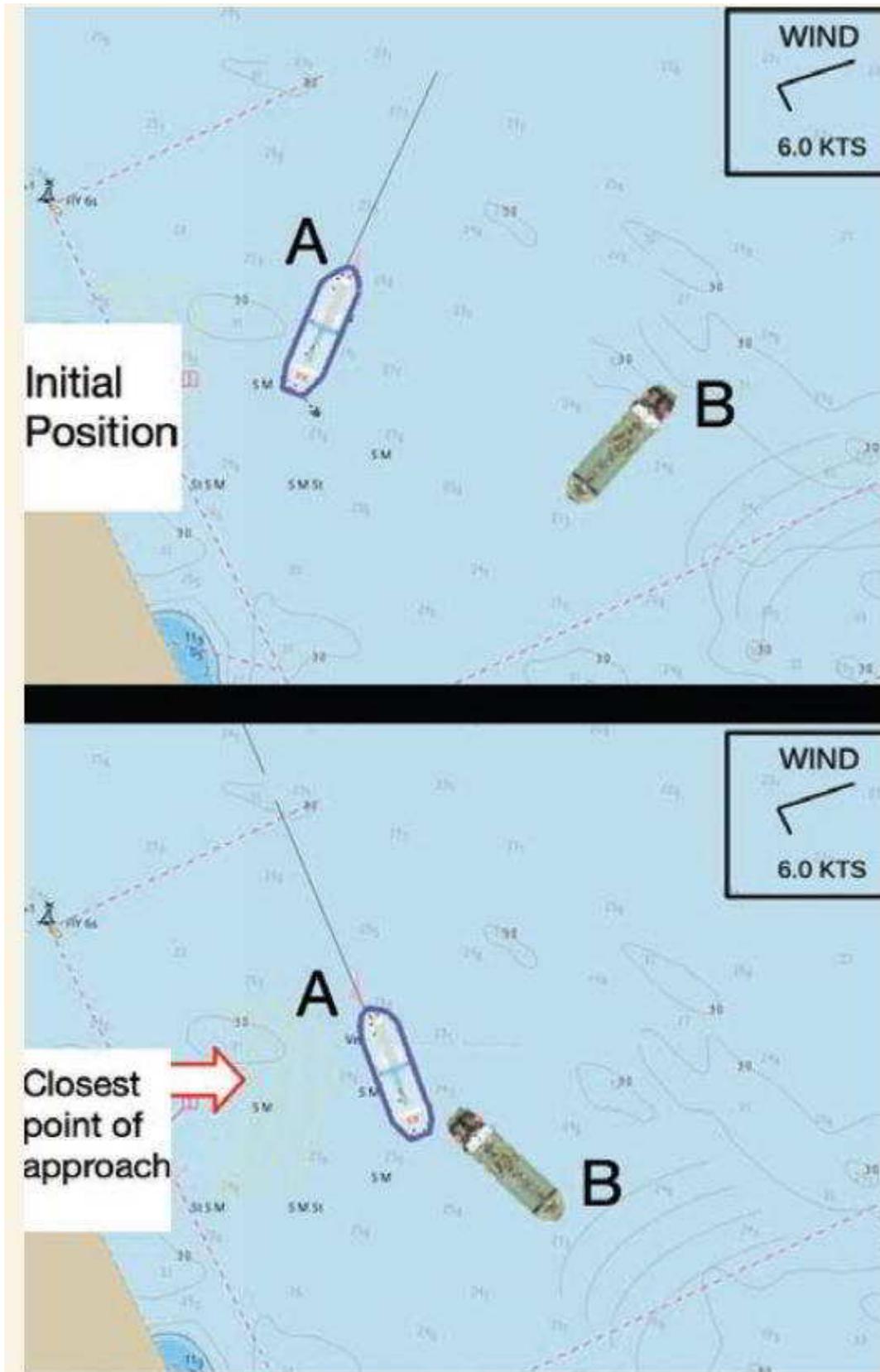
The following is an extract & construed version of a case study concerning “Swinging at Anchor”. The mariners are advised to go through the narrative & try to make use of the lessons learnt.

There was a tanker vessel staying at anchor in a commercial roadstead. Then another large tanker anchored about 0.3nm away at the same anchorage. Sometime later, the vessels began to swing about their respective anchors due to the shifting tidal stream, but the effects on each ship were slightly different. The vessel’s sterns began to approach one another. Concerned about a possible collision, the OOW on vessel “A” repeatedly attempted to communicate with vessel “B” but received no response.

The Master was called to the bridge. With the vessel still receiving no response on VHF from vessel “B”, the anchor party was made ready and the main engine brought on line for manoeuvring. Only 25 minutes had transpired since the vessels began to swing from their initial positions, but they were now less than 0.15nm apart. Dead slow ahead was ordered and the anchor was heaved up simultaneously, increasing the distance between the vessels avoiding any possible dangerous proximity.

**Lessons To Be Learnt:**

- When going to anchor, place your vessel in a position that allows for a 360° swing(as far as practicable) on the anchor chain and still provides a safety margin with other anchored vessels that may also swing 360°.
- At anchor, just as when underway, it is important to maintain close monitoring of your position and of those vessels around you.
- It is a safe practice while approaching an anchorage to observe the other vessels’ directions & compare the same with the tidal condition & the strength of affecting wind or current. Thereafter if the anchoring can be finished up with nearly the same direction, the swinging can be nearly the same as other/s hence the chances of getting close to each other is diminished. Surely one must bear in mind that the swinging can be different from one ship to another even if anchored along the same direction as swinging is a function dependent upon the draughts and the windage area as well as the hull shape, etc.
- If you have concerns about traffic, weather etc. while at anchorage, keep your main engine available at short notice to help prevent any risk of collision.



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