



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR NO. 2 OF 2017

11 January 2017

Shipping Community
Harbour Craft Community
Pleasure Craft Community

VESSELS AT ANCHOR IN PORT

- 1 Former Port Marine Circular No. 2 of 2007 dated 19 Mar 2007 is cancelled. This is a reproduction of the circular with amendments.
- 2 Pursuant to Regulation 9 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the owner, agent, master or person-in-charge of every vessel at anchor in port shall at all times have onboard sufficient number of men capable of veering cable, keeping anchor lights lit and taking appropriate action in case of an emergency.
- 3 Pursuant to Section 43 of the MPA Act 1996, the Port Master directs the following safety measures to be taken by vessels anchored in port:-
 - (a) to keep vessel engines in a state of readiness for immediate use in case of emergency;
 - (b) to ensure sufficient scope of cable used in the prevailing circumstances;
 - (c) to ensure that there is ample swinging room for the vessel; and
 - (d) to keep a continuous listening watch on designated VHF channel of the respective sector where the vessel anchored.
- 4 Vessels under active employment/repair must have their full operational crew onboard. In other cases, at least half the number of Officers, Engineers and crew (or Watchmen/Security Guards) or the minimum manning as in Appendix 1, must be onboard at all times.

5 The master or person-in-charge of every vessel at anchor in port shall maintain a continuous navigational watch and comply with the Seafarers' Training, Certification and Watch Keeping (STCW) Code Chapter VIII Section A-VIII/2 Part 4-1 S/No. 51. An extract of the code is enclosed in Appendix 2.

6 For any enquiries, Please contact Capt Xiao Shouhai at Tel (65) 6325 2416 or MPA Marine Safety Control Centre at Tel. Nos. (65) 6325 2488/2489.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

MINIMUM MANNING FOR VESSELS AT ANCHOR IN PORT										
GT	NON-MOTORISED VESSELS									
<500	2 watchmen/security guards (if moored alongside another of the same type/class, 3 watchmen/security guards for both vessels).									
	3 watchmen/security guards (not permitted to lay up alongside another vessel).									
GT	TANKER, CHEMICAL/GAS CARRIER					OTHER MOTORISED VESSEL OF STEEL CONSTRUCTION				
	DECK OFFRS	ENGRS	DK/GP CREW	ER/GP CREW	TOTAL	DECK OFFRS	ENGRS	DK/GP CREW	ER/GP CREW	TOTAL
<500	2	1	2	1	6	1	1	1	1	4
500 TO 3000	2	1	3	1	7	1	1	2	1	5
3000 TO 6000	2	2	3	1	8	2	1	2	1	6
6000 TO 10000	2	2	4	1	9	2	1	3	1	7
10000 TO 20000	2	2	4	2	10	2	1	3	2	8
20000 TO 35000	2	2	5	2	11	2	1	4	2	9
35000 TO 60000	2	2	5	3	12	2	2	4	2	10
60000 TO 100000	2	2	6	3	13	2	2	5	2	11
100000 & ABOVE	2	2	6	4	14	2	2	5	3	12

EXTRACT FROM THE SEAFARERS' TRAINING, CERTIFICATION AND WATCH KEEPING (STCW) CODE, CHAPTER VIII SECTION A –VIII/2 PART 4-1 S/NO.51

While at anchor, the officer in charge of the navigational watch shall:-

- (a) determine and plot the ship's position on the appropriate chart as soon as practicable;
- (b) when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
- (c) ensure that proper look-out is maintained;
- (d) ensure that inspection rounds of the ship are made periodically;
- (e) observe meteorological and tidal conditions and the state of the sea;
- (f) notify the master and undertake all necessary measures if the ship drags anchor;
- (g) ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
- (h) if visibility deteriorates, notify the master;
- (i) ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and
- (j) take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

-- o0000o --