

ANCHORING

SOC Quick Reference

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A. GENERAL INFORMATION

1. Vessels at anchor shall observe all Port Tariffs and Coast Guard regulations and procedures for anchoring in U.S. waters. Coast Guard regulations, 33 CFR Part 110.230, address identification of anchorage areas and authorized activities such as explosive loading and are not repeated here. This Standard of Care is not intended to replace existing company and vessel procedures, it simply institutionalizes sound marine operating practices that responsible vessel operators follow voluntarily.
2. Applicability: All vessel owners and operators are subject to lawful directions of the Captain of the Port (COTP) under 33 CFR 160 and VTS Measures if so directed under 33 Code of Federal Regulations (CFR) part 161.11. All waterborne craft shall practice safe navigation and prudent seamanship, including all necessary precautions to prepare for heavy weather. In addition, the standards of care below apply specifically to the following commercial vessels:
 - Power-driven vessels of 20 meters (approximately 66 feet) or more in length.
 - Towing vessel of 8 meters (approximately 26 feet) or more in length.
3. General Anchorages are intended for the use of commercial deep draft vessels over 200 feet in length. This includes Articulated and Integrated Tug Barge combinations, and Government vessels.

4. Heavy weather conditions in the Puget Sound region mandate that all maritime stakeholders exercise increased vigilance and implement additional and appropriate measures to ensure the safety of ships and to protect the environment. The Standards of Training, Certification and Watchkeeping (STCW) Convention and the International Safety Management (ISM) Code direct a ship's complement to effectively coordinate their activities in an emergency situation and in performing functions vital to safety or to prevent pollution.

5. **LIGHTING AND NOISE**

- a. Discussion: Many of the anchorage grounds in the Puget Sound region are in areas not far from residential neighborhoods ashore. The Coast Guard frequently receives complaints from the residents in these neighborhoods concerning bright lights and noise coming from ships anchored off their properties. Residents have been advised that lighting and noise cannot be eliminated, however, excessive lighting and unnecessary noise (closing of hatches, grinding, etc.) have been observed. Some lighting is to be expected, and in fact is required by the COLREGS (Rule 30), for crew safety. Ships at anchor will need to run their generators for power and during adverse winds are required to have engines on immediate standby.
 - b. Guidelines: All vessels anchoring with the Puget Sound region are asked to be good neighbors and follow some simple guidelines to promote harmony:
 - (1) Reduce bright lights, particularly high intensity mast mounted lighting (such as halogen and mercury vapor lights) to a minimum consistent with crew security and safety and compliance with Rule 30.
 - (2) Minimize noise at all times, but particularly between 2000 and 0800 local time.
 - (3) Limit industrial, noise-making work at all times and cease all industrial, noise-making work between 2000 and 0800 local time. If such work is going to be necessary when at anchor, then so inform the VTS when requesting anchorage.
6. At all times, monitor either VHF Channel 5A or 14 (as applicable) for U.S. Coast Guard Vessel Traffic Service Puget Sound ("Seattle Traffic") and Channel 13 for vessel-bridge-to-bridge navigation safety communications.

VHF Channels for local contacts:

Foss	Channel 7A
Crowley	Channel 10
Marine Exchange	Channel 20
	(For Pilot and Agent information)
Arrow Launch	Channel 10

7. For additional information or to report emergencies, contact the Coast Guard Joint Harbor Operations Center on VHF Radio Channel 16 or at (206) 217-6002.

8. Specific Standards of Care: The following is a description of what the COTP expects vessel owners and operators to do with respect to anchored vessels during various weather conditions. Vessels covered by 33 CFR 164.19 are reminded that these regulations are in effect at all times. The COTP, through the Vessel Traffic Service (VTS), may notify relevant industry members via fax, email, telephone, and or VHF Marine radio if and when any of the following preventive measures should be implemented. These measures may be advisory in nature, or may consist of a COTP Order directing certain actions to be taken. Any lack of prompt notification in no way lessens the responsibility of owners, operators, and masters to take appropriate action.

B. ALL PUGET SOUND REGIONS (OTHER THAN SMITH COVE EAST AND WEST IN ELLIOTT BAY AND ALL OF COMMENCEMENT BAY)

1. All Weather/visibility:

Action Items:

- Maintain a 24-hour bridge watch by an English speaking individual.
- Confirm vessel's position and under keel clearance at a minimum of once per hour.
- Provide proper VTS notifications as required by the VTS User Manual (see <http://www.uscg.mil/d13/psvts/>).
- Ensure a second anchor is made ready for letting go.
- During the months of October through March, a VHF-FM radio weather channel shall be monitored.

Amplifying Information:

If equipped, set ECDIS (Electronic Chart Display and Information System) and GPS anchorage alarms to alert if the vessel begins to drag anchor.

2. Gale Warnings (sustained winds or frequent gusts between exceed 34 – 47 knots):

Action Items:

- All of the actions in B.1. above plus:
- The bridge watch must be maintained by a licensed English speaking deck officer.
- Maintain a listening watch on the VTS working frequency (channel 05A or 14 as applicable).
- Put the propulsion plant on standby and be ready to provide immediate propulsion and maneuver.

Amplifying Information:

Vessels getting underway should exercise caution.

VTS will contact each anchored vessel to ensure that they are maintaining a live radio watch on the VTS working frequency: **"Gale Warnings are in effect in your area. You are directed to maintain a listening watch on the appropriate VTS working frequency, either CH 5A or CH 14. VTS will contact you on this channel every two**

hours and will notify you when this requirement is no longer in effect." Vessel should be prepared to respond with on-scene winds / heavy weather conditions and any trouble with maintaining station.

3. **Storm Warnings (sustained winds or frequent gusts exceed 48 knots):**

Action Items:

- All of the actions in B.1. and B.2. above plus:
- Consider increasing the scope of anchor chain as appropriate (use caution due to depth of water).
- Determine the availability and locations of potential stand by tugs (with appropriate size and horsepower), which could assist the vessel in holding position.
- Assess the need for a pilot, and get one onboard if necessary.

Amplifying Information:

Evaluate weather forecast and consider getting underway.

All reasonable efforts should be made to bring a pilot on board if vessel must get underway, or must reposition after dragging anchor. **However, in an emergency, safety of personnel is paramount and lack of a pilot on board does not release the master from his obligation to take all necessary and prudent actions to protect the vessel.**

4. **Restricted Visibility:**

Action Items:

- The bridge watch must be maintained by a licensed English speaking deck officer.
- Increased assessment of radar contacts.

Amplifying Information:

Ensure all actions required in the COLREGS are complied with.

C. **SMITH COVE EAST AND WEST IN ELLIOTT BAY AND ALL OF COMMENCEMENT BAY**

1. **All Weather/visibility:**

Action Items:

- Maintain a 24-hour bridge watch by an English speaking individual.
- Confirm vessel's position and under keel clearance at a minimum of once per hour.
- Provide proper notifications as required by the VTS Users Manual (see <http://www.uscg.mil/d13/psvts/>).
- Ensure a second anchor is made ready for letting go.

- During the months of October through March, a VHF-FM radio weather channel shall be monitored.

Amplifying Information:

If equipped, set ECDIS (Electronic Chart Display and Information System) and GPS anchorage alarms to alert if the vessel begins to drag anchor.

2. **Small Craft Advisories (sustained winds or frequent gusts between 21 – 33 knots):**

Action Items:

- All of the actions in C.1. above plus:
- The bridge watch must be maintained by a licensed English speaking deck officer.
- Maintain a listening watch on the VTS working frequency channel 14.
- Put the propulsion plant on standby and be ready to provide immediate propulsion and maneuver.

Amplifying Information:

Vessels getting underway should exercise caution.

VTS will contact each anchored vessel to ensure that they are maintaining a live radio watch on the VTS working frequency: **"A Small Craft Advisory is in effect in your area. You are directed to maintain a listening watch on the VTS working frequency CH 14. VTS will contact you on this channel every two hours and will notify you when this requirement is no longer in effect."** Vessel should be prepared to respond with on-scene winds / heavy weather conditions and any trouble with maintaining station.

3. **Gale Warnings (sustained winds or frequent gusts between exceed 34 – 47 knots):**

Action Items:

- All of the actions in C.1. and C.2. above plus:
- Consider increasing the scope of anchor chain as appropriate (use caution due to depth of water).
- Determine the availability and locations of potential stand by tugs (with appropriate size and horsepower), which could assist the vessel in holding position.
- Assess the need for a pilot, and get one onboard if necessary.

Amplifying Information:

Evaluate weather forecast and consider getting underway.

All reasonable efforts should be made to bring a pilot on board if vessel must get underway, or must reposition after dragging anchor. **However, in an emergency, safety of the vessel and its personnel are paramount and lack of a pilot on board does not release the master from his obligation to take all necessary and prudent actions to protect the vessel.**

4. Storm Warnings (sustained winds or frequent gusts exceed 48 knots):

Action Items:

- All of the actions in C.1., C.2. and C.3. above plus:
- Tug(s) of sufficient size and horsepower to control the vessel must be in the anchorage area. One tug may be assigned to more than one vessel in the same anchorage area (*costs should be split among the supported vessels*).
- A Pilot shall be dispatched. One pilot may be assigned to more than one vessel in the same anchorage area (*costs should be split among the supported vessels*).
- When actual Storm Force Winds are occurring, Master to be in the wheelhouse and vessel ready to get underway.

5. Restricted Visibility:

Action Items:

- The bridge watch must be maintained by a licensed English speaking deck officer.
- Increased assessment of radar contacts.

Amplifying Information:

Ensure all actions required in the COLREGS are complied with.

D. WEATHER CONDITIONS FOR PETROLEUM TRANSFERS & BUNKERING ACTIVITIES AT ANCHOR

Action Items:

- All transfer operations at anchor will be conducted in accordance with the Puget Sound Harbor Safety Committee Lightering Standard of Care (applicable to bunkering activities as well).

Amplifying Information:

All transfer operations, whether lightering or bunkering, will be conducted under the same weather condition criteria as outlined in the Puget Sound Harbor Safety Committee Lightering Standards of Care. The wind and sea conditions criteria have been developed with industry input and are used by operating companies in the area. These standards are based on historical observations and experience in handling these vessels under prevalent conditions.

E. BARGES, DREDGES, AND FLOATING PLANTS

A barge, dredge or floating plant should only anchor in or near a navigable waterway while engaged in operations. If not so engaged, they should be anchored or moored in a manner that will permit safe passage of other vessels through the waterway, and all COLREGS requirements should be adhered to, especially proper lighting and sound signals.

F. INDUSTRY AWARENESS AND NOTIFICATION

For vessels at anchor, report any significant changes in on-scene weather, or any problems experienced with maintaining station to the VTS. Everyone can take ownership in making the waterways safe during heavy weather, just as anyone located on the water can be affected by weather induced problems. If anything appears out of place, or if any vessels or barges in the port are tied up in a less than safe or prudent manner, a timely report to the Coast Guard could prevent such events. If the Coast Guard identifies unsafe situations, they will, if time permits, bring the situation to the attention of the party responsible for it. If the responsible party is not taking timely action, then the CG will assist them in doing so, by helping to identify and organize other resources. If the responsible party is not taking action, and does not look capable or willing to do so, then the COTP may issue directions to compel action, or take independent actions to mitigate unsafe situations for which the responsible party may be liable.

G. COAST GUARD ACTIONS

Action Items:

- Vessels may be subject to U. S. Coast Guard orders affecting vessel movements and cargo operations.
- These may include, but are not limited to, the termination of vessel operations (lightering, bunkering and cargo operations), vessel movement controls (anchoring and getting underway) and requiring a stand-by tug.

Amplifying Information:

VTS Actions: The VTS will monitor each vessel at anchor, in case CG intervention is necessary to ensure safety. VTS actions may include directing vessels to anchor or raise anchor, seek sheltered areas, increase position reporting requirements, require stand-by tugs and/or control vessel movements to mitigate the threats posed by heavy weather.

Potential COTP Actions: In addition to the specific standards of care for all vessels listed above, the COTP may take the following actions with respect to individual vessels on a case by case basis:

- a. Direct bunkering and lightering operations to cease.
- b. Direct hazardous materials and explosives loading to cease.
- c. Increasing scope of anchor chain.
- d. Issue COTP orders to vessels, including but not limited to:
 - (1) Denial of permission to anchor or get underway from anchorage.
 - (2) Vessel movement controls.
 - (3) Requiring a stand-by tug, or placing a tug in attendance.
 - (4) Any other appropriate measures necessary to mitigate threats.

For more detailed guidance, refer to the following:

- Coast Guard Vessel Traffic Service Puget Sound User's Manual:
<http://www.uscg.mil/d13/psvts/docs/userman032503.pdf>.
- PS Pilots Criteria for vessels entering and departing Port Angeles Harbor which can be found at <http://www.pspilots.org/pdf/PSPGuidelines.pdf>.

H. PUGET SOUND ANCHORAGES - Quick Reference Sheet

On behalf of the Captain of the Port, Puget Sound Vessel Traffic Service manages anchor reservations for all anchorages listed below. The Captain of the Port may grant anchorage extensions upon request provided space is available and the vessel operations necessitate the continued use of the anchorage.

GENERAL ANCHORAGES	ABBREVIATIONS	NUMBER OF VESSELS	MAX STAY
Elliott Bay East	EBE	1	3 days
Elliott Bay West	EBW	1	10 days
Smith Cove East	SCE	1	10 days
Smith Cove West (Apr through Sep)	SCW	3	30 days
Smith Cove West (Oct through Mar) ¹	SCW	3	10 days
Yukon Harbor	YH	5	30 days
Commencement Bay ²	CB	4	10 days
Port Gardner ³	PG	1	30 days
Holmes Harbor	HH	4	30 days
Bellingham Bay	BB	4	30 days
Cherry Point	CP	1	30 days
Anacortes West	ANW	1	6 days
Anacortes Central	ANC	1	10 days
Anacortes East	ANE	1	10 days
SPECIAL ANCHORAGES			
Port Townsend Foul Weather Explosives ⁴	PTX1	1	3 days
Port Townsend Fair Weather Explosives ⁴	PTX2	1	10 days
Bellingham Bay Explosives	BBX	1	10 days
Thorndike Bay Emergency Explosives	TBX	1	3 days
Freshwater Bay Emergency	FBX	2	1 day
NON-DESIGNATED ANCHORAGES			
Port Angeles Harbor ⁴	PA	5	10 days
Port Townsend Harbor ⁵	PT	4	30 days
Vendovi Island East	VIE	4	10 days
Vendovi Island South	VIS	1	10 days
Quartermaster Harbor	QM	1	10 days
Ruston	RU	1	10 days
Budd Inlet	BI	4	30 days
Budd Inlet North	BIN	2	10 days
William Point (ATB's Only)	WP	2	10 days

Notes:

¹ The Smith Cove West anchorage grounds will only be allowed during the months of October to March if other suitable anchorages in the Elliott Bay Area (including Yukon Harbor) are not available.

² Commencement Bay anchorage grounds other than the southwesternmost anchorage should be used only if Ruston and Quartermaster Harbor are not available.

Additionally, Commencement Bay anchorages are limited to vessels less than 750 ft.

³ The Port Gardner anchorage grounds are fouled by a wreck buoy in the center of the anchorage grounds limiting the number of vessels allowed. Only one vessel more than 600 ft or two vessels 600 ft and less will be allowed.

⁴ Puget Sound VTS will generally keep one anchorage available for COTP directed movements (COTP orders, detentions, vessel deficiencies, etc.). A 6th vessel is allowed in Port Angeles' easternmost anchorage only for 1 day when approved by COTP for inspection or other emergent need during good weather.

⁵ Agents and masters should review the Port Townsend Harbor / Indian Island section of the Puget Sound Pilot's General Guidelines for Vessels Transiting Restricted Waterways or Ports before making reservations for Port Townsend anchorage grounds. These guidelines can be found at <http://pspilots.org/wp-content/uploads/2013/01/Guidelines-Jan-27-2015.pdf>.