



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

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SAFETY ADVISORY BULLETIN 06-1

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Due to the amount of vessel anchor equipment lost and damaged in deep-water anchoring in the Puget Sound Pilotage District, the Board would like Washington State licensed pilots to share the following **Recommendation for Deep-water anchoring** with the masters of vessels calling in the District. (Deep-water anchoring is considered to be anchoring in a water depth of more than 30 fathoms/55 meters.)

The most common causes of lost or damaged anchor gear relate to **equipment failure, communications difficulties, and an anchor detail inexperienced with deep-water anchoring.**

Since each anchoring operation is unique with regard to the type of vessel and its anchor equipment, the anchoring location, water depth, and numerous variable conditions, this recommendation is general in nature. The judgment of the pilot and/or master at the time of anchoring may mean departing from this recommendation if needed to safely anchor the vessel.

The following recommendation is intended to improve anchoring safety and minimize equipment failure:

Pilot and vessel master should confer in order to ascertain any vessel specific procedures and/or policies relating to anchoring.

The following topics may be discussed:

- **The depth of water and desired anchoring location,**
- **The desired anchor and final scope of chain to be used,**
- **Any limitations of the anchor windlass, and the general condition of the anchor windlass brake,**
- **Walking out sufficient chain so that the anchor is within 7 fathoms/13 meters of the bottom before letting-go,**
- **Walking out all of the intended final scope of chain,**
- **The timing of walking out the anchor chain in consideration of vessel speed, water depths and submerged cable/pipeline areas in the approach,**
- **If a multi-national crew is involved and a language barrier is thought to exist, it may be beneficial to discuss anchoring intentions in a pre-anchoring conference held with the pilot, vessel master, and the anchor detail in the vessel's wheelhouse prior to the anchor detail going forward, and**
- **If the agreed upon anchoring procedure is to walk out under power all of the desired scope of chain, tug assistance may be required based on expected wind/current conditions and vessel congestion at the time of anchoring.**