
**ADVISORY TO SHIP MASTERS AND AGENTS:
ANCHORAGE GUIDELINES**

Masters and Agents of ships intending to use British Columbia's Coastal Anchorages are cautioned that the weather can deteriorate very quickly on the passage of a frontal system.

The Master or person-in-charge of a vessel at anchor 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 3 S/No. 51 (Appendix 1)* and other applicable regulations.

In addition, the following guidelines should also be observed:

1. A continuous anchor watch and look out must be maintained at all times.
2. The ship's position must be frequently checked using all means available and marked on the chart in use. The largest scale chart of the area must be available for use.
3. Display appropriate day & night anchor signals and ensure the vessel is well lit during darkness. Make use of sound signals during severely restricted visibility.
4. Ensure safety and security inspection rounds are made hourly.
5. Maintain ship's main engines on maximum 1 hour notice for use.
6. Record prevailing weather conditions in the vessel's deck log book hourly.
7. Maintain close attention to Marine VHF channels 12 and 16 (or otherwise as directed) and advise the ship's master immediately should a warning be received of deteriorating weather conditions.
8. Should winds freshen above 16 knots bring main engines to 15 minutes notice for use.
9. In the event of sustained winds of 25 knots and above, the vessel's main engines should be brought to immediate notice and if necessary used to relieve weight on the anchor chain. A second anchor should also be readied for use. Notice should be given to Marine Communications & Traffic Services (MCTS) that a pilot may be required.

10. Adequate ballast should be retained to minimize windage and optimize propeller immersion and rudder effect.
11. Nothing in these guidelines shall supersede the requirements of Transport Canada, the Canadian Coast Guard or an individual port authority.

Please also see attached Appendices 1, 2 & 3

- 1) Extract from the Seafarers' Training Certification and Watch Keeping (STCW) Code, Chapter V11 Section A –VII/2 Part 3 S/No. 51
- 2) Waiver of Compulsory Pilotage
- 3) Noise and Light Guidelines



Appendix 1

EXTRACT FROM THE SEAFARERS' TRAINING, CERTIFICATION AND WATCH KEEPING (STCW) CODE, CHAPTER VIII SECTION A –VIII/2 PART 3 S/NO.51

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

- (a) Maintain AIS in transmission mode;
- (b) Determine and plot the ship's position on the appropriate chart as soon as practicable;
- (c) 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 and maintain AIS in transmission mode;
- (d) Ensure that proper look-out is maintained;
- (e) Ensure that inspection rounds of the ship are made periodically;
- (f) Observe meteorological and tidal conditions and the state of the sea;
- (g) Notify the Master and undertake all necessary measures if the ship drags anchor;
- (h) Ensure that the state of readiness of the main engines and other machinery is in accordance with the Master's instructions;
- (i) If visibility deteriorates, notify the Master;
- (j) Ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and
- (k) Take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

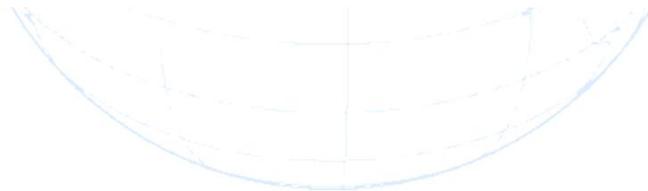
Appendix 2

Note the following extract from the Pacific Pilotage Regulations which allows the master of a vessel the ability to take the action required to remove his vessel from danger:

WAIVER OF COMPULSORY PILOTAGE

The Authority may waive compulsory pilotage in respect of a ship if

- (a) **the ship is in distress;**
- (b) a person on board the ship requires medical evacuation;
- (c) the ship is engaged in rescue or salvage operations;
- (d) the ship is seeking refuge;
- (e) a licensed pilot is not available to perform the functions of a pilot and the following conditions have been met:
 - (i) the owner, master or agent of the ship has complied with sections 12 and 13, and
 - (ii) all persons in charge of the deck watch are familiar with the route and the marine traffic control system in the compulsory pilotage area that the ship is entering; or
- (f) the ship is warping and is not utilizing its engines or a tug except as a line boat for the handling of the ship's lines.



Appendix 3

NOISE AND LIGHT GUIDELINES

NOISE: Minimize all forms of noise by:

- Limiting the use of the ships whistle, except as required under the Collision Regulations.
- Limiting the use of deck side loud hailers.
- Keeping the use of power tools and chipping hammers to a minimum and never during the hours of darkness.
- Keeping the number of generators running to a necessary minimum.

LIGHT POLLUTION

- Ensure the deck-lights be kept at a minimum consistent with the safety and security of your vessel.
- Ensure that the deck lights are projected down onto the deck and not at the surrounding area and into the residents' homes.

