

MARINE SAFETY INFORMATION BULLETIN

Volume XV Issue: 013

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Vessel Anchoring Capabilities

Over 100 deep draft vessels experienced steering casualties, power losses, or irregularities while navigating the Captain of the Port New Orleans zone in CY2014.

The standard safe navigation practice followed by most vessels is to set an anchor detail while the vessel is navigating in pilotage waters. The purpose of this notice is to remind mariners of federal safety requirements regarding vessel anchoring capabilities.

The Navigation Safety Regulations, Code of Federal Regulations Title 33, Subpart 164.11(o), require anchor(s) to be "ready for letting go" when operating in the navigable waters of the United States and is applicable to self-propelled vessels (foreign or domestic) 1600 or more gross tons.

The following operational requirements are considered prudent when complying with 33 CFR 164.11(o):

1. The vessel's foredeck manned with sufficient, qualified personnel to quickly release and control the bower anchor(s), on command;
2. Effective communications provided between the bridge and the foredeck;
3. All bower anchors, associated ground tackle and capstans maintained to facilitate quick release;
4. The bower anchor(s) walked out with the anchor shaft free of the hawsepipe and maintained in a ready position for quick release if there is any concern they will not freefall from the stowed position in the hawsepipe;
5. Appropriate personnel reliefs as needed based on the duration of the transit and prevailing weather conditions.

An owner, operator, or person in charge of a vessel that is required to comply with 33 CFR 164.11(o) but fails to ensure that anchors are "ready for letting go" is subject to a civil penalty of up to \$40,000. Compliance with this requirement will be a factor and consideration during all post casualty investigations where potential non-compliance with 33 CFR 164.11(o) is identified as a possible contributing factor. Vessels with unique design features (i.e. remote anchor control from the bridge) may employ these unique features as deemed appropriate so long as the intent of 33 CFR 164.11(o) is effectively met.

Questions concerning this Marine Safety Information Bulletin may be referred to the Sector New Orleans Port State Control Branch at (504) 365-2361 between 0700 and 1800 daily or after hours via the Sector Command Center at (504) 365-2533 or 2545. If any of the above conditions cannot be met, the vessel's master or agent shall immediately notify the Captain of the Port at numbers listed above.

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For further information, contact:

Coast Guard Sector New Orleans Port State Control Branch: (504) 365-2533 or 2545

Coast Guard Sector New Orleans Command Center: (504) 365-2200

Vessel Traffic Center Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM ch 05A, 11, or 12


CAPTAIN P.C. SCHIFFLIN
Captain of the Port New Orleans

For a current list of MSIB's within the COTP New Orleans Zone click: <https://homeport.uscg.mil/nola> under "Safety and Security"