

IV. ANCHORAGES

A. OVERVIEW: The Anchorage Management Guidelines in this chapter are the operating procedures and Standards of Care which the LA/LB ports expect mariners to follow in anchoring vessels. In addition to these Committee guidelines, 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 110.214) address identification of specific anchorage regulations, watchstanding, propulsion/anchor readiness, anchorage areas, and authorized activities such as lightering, bunkering, and explosive loading not repeated here.**

B. GENERAL ANCHORING GUIDELINES OUTSIDE THE FEDERAL BREAKWATER

1. VTS manages and monitors the anchorages outside the federal breakwater (6 in the “Golf” area, 16 in the “Foxtrot” area, and 3 in the "South Foxtrot" area).
2. Any vessel wanting to use one of these anchorages shall advise VTS on VHF–FM Channel 14 and be assigned an anchorage by the VTS.
3. VTS will not provide shoreside radar direction during anchoring. However, VTS will offer, on request, latitude and longitude, or ranges and bearings, from either the Los Angeles Light or Long Beach Light, to the center of a particular anchorage site.
4. Vessels do not require tug assistance to anchor outside the federal breakwater.
5. Vessels do not require a pilot to anchor outside the federal breakwater.
6. The HSC has established anchorage assignment policies and use guidelines for the federal anchorages at Avalon Harbor, Catalina Island (Appendix G).

C. GENERAL ANCHORING GUIDELINES INSIDE THE FEDERAL BREAKWATER

1. Currently, the POLB has the following anchorages available inside the breakwater: 12 in the “Bravo” area; 2 in the “Charlie” area; 9 in the “Delta” area; and 5 in the “Echo” area. Jacobsen Pilot Service (JPS) (Long Beach Pilot Station) manages and monitors these anchorages for the POLB in partnership with the USCG.
2. The Long Beach Pilot station provides shoreside radar assistance to commercial vessels anchoring inside the breakwater. This assistance is particularly important when the anchorage areas have restricted visibility or are congested.

3. Laden tankers and all vessels with a draft of 15.2 meters (50 feet) or greater anchoring within the federal breakwater will use at least one tug to ensure proper placement of the anchor and chain, as well as to assist in turning the vessel at the anchorage site. All other commercial vessels will use tug assistance as determined by the master and pilot.
4. Vessels requiring a pilot by port tariff will utilize a POLB or POLA pilot when anchoring. Foreign and U.S. vessels sailing on articles shall seek authorization from the COTP before opting not to use a pilot.

D. **STANDARDS OF CARE:** Vessel bridge management teams should follow these Standards of Care and Good Marine Practices while at anchor in POLA/POLB (whether inside or outside the breakwater).

1. Check frequently to ensure the vessel is not dragging anchor.
2. When winds are forecasted and/or observed at 35 knots or greater in the AOR (including wind gusts), vessels shall ensure their propulsion plant is placed in immediate standby and a 2nd anchor, if installed, is made ready to let go.
3. VTS will not assign an anchorage in the first row of the Golf and Foxtrot anchorages (G-1 through G-3 and F-1 through F-4) to tankers or vessels 200 meters length overall or greater.
4. VTS will not assign anchorage G-6 to vessels 300 meters length overall or greater.
5. Golf-1 and Foxtrot-1 anchorages are established as “bail out” anchorages and only used for emergency purposes (including tankers and vessels 200 meters length overall or greater, dependent on vessels’ draft).
6. Sierra Foxtrot anchorages are designated for deep draft vessels and vessels engaged in hull cleaning operations.
7. Deep draft vessels 15.2 meters (50 feet) or greater that do not require a Sierra Foxtrot anchorage due to their draft will be assigned to anchorages F-11 through F-16. Anchorage assignments will be assigned from South to North dependent on the vessels’ draft and anchorage availability.
8. VTS may reduce anchorage capacity due to storms, during winter weather months, and/or other significant reasons to space the ships out for safety.

Los Angeles-Long Beach Anchorage Quick Reference Sheet

Anchorage	Description / Primary Usage	Bunkering	Lightering	Comments
B	Commercial Vessels	Yes	Yes	Permit required for 10+ day stay. Exception: Anchorages 7, 9, 11 have 2-day stay limit.
C	Commercial Vessels	w/ COTP Permission	Yes	Permit required for 10+ day stay.
D	Commercial and Naval Vessels	Yes	Yes	Permit required for 10+ day stay. Exception: Anchorages 5, 6, 7 have 2-day stay limit. U.S. Navy retains priority for eastern half of Anchorage D.
E	Commercial Vessels	w/ COTP Permission	No	Permit required for 10+ day stay.
F	Commercial Vessels	No	No	Outside Anchorage; no tank vessels or other vessels over 200 meters LOA in F-1 to F-4.
G	Commercial Vessels	No	No	Outside Anchorage; no tank vessels or other vessels over 200 meters in G-1 to G-3. No vessels over 300 meters in G-6.
N	Recreational Vessels	No	No	City of Long Beach Regulated
P	Recreational Vessels	No	No	City of Long Beach Regulated
Q	Recreational Vessels	No	No	City of Long Beach Regulated
Explosives	Explosives Anchorage	No	No	Upon Activation, no other vessels are permitted with parts of Anchorages C, D, F, and Q. Notify COTP of desire to use this anchorage.

Catalina Anchorages

Anchorage	Description / Primary Usage	Bunkering	Lightering	Comments
A	Commercial Vessel Anchorage	No	No	Anchorage established in 2005. VTS assigns anchorage based on established prioritization.
B	Commercial Vessel Anchorage	No	No	Anchorage established in 2005. VTS assigns anchorage based on established prioritization.
C	Commercial Vessel Anchorage	No	No	Anchorage established in 2005. VTS assigns anchorage based on established prioritization.