Lower Columbia Region Harbor Safety Committee

Harbor Safety Plan | Chapter 3

COLUMBIA RIVER ANCHORAGE GUIDELINES

CHANGE LOG:

Changes Made	Sub-Committee	Date Approved
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A. Columbia River Anchorage Guidelines

1. Purpose

The Columbia River Anchorage Guidelines are intended to raise awareness of and mitigate hazards common to anchoring in the Columbia River System. Common anchorage considerations and hazards include (but are not limited to):

- Traffic,
- Local Weather Patterns,
- Changing River Levels,
- Tides,
- Currents,
- Fishing Activities,
- Residential communities/residents in proximity to the river,
- Recreational River Usage, and
- Lack of immediate availability of Tug and Launch Services.

River conditions constantly change. Masters, Pilots and Agents must take all current and impending circumstances into account a) when anchoring vessels and b) while vessels are at anchor, in order to avoid swinging into the channel, collisions, allisions and groundings.

The Columbia River Anchorage Guidelines:

- Were cooperatively drafted by regulatORS and industry representatives and provide information unique to the river system and its anchorages that may be required in order to anchor safely.
- Are to be implemented in accordance with all International, Federal, State and Local regulations, and the normal practices of good seamanship.
- Constitute the Minimum Standards of Care to be used in all anchoring operations on the Columbia River System.

2. Scope

The Columbia River Anchorage Guidelines apply to the use of all **Designated** and **Non-Designated** Anchorages in the Columbia River System.

3. Authority

The U. S. Coast Guard is authorized under the Ports and Waterways Safety Act (33 CFR § 109.07) to direct the anchoring of vessels, in both **Designated** and **Non-Designated** Anchorages. Individual Masters and Pilots will anchor vessels in a safe position for their size, draft and duration at anchor. Pilots are available on short notice to reposition ships that may have worked out of position. Vessel

Masters shall immediately contact a Pilot for repositioning their vessel when required.

4. Deviations from Guidelines

The Master or Pilot (in consultation with the Captain of the Port) may deviate from these guidelines when an alternate approach will provide an equivalent or higher level of safety. Vessel Masters shall inform the **U.S. Coast Guard Sector Columbia River, 503-861-6211** and the appropriate Pilot organization (**Columbia River Pilots, 503-289-9922** or the **Columbia River Bar Pilots, 503-325-2641**), when such deviations are anticipated or have occurred.

5. Length of Vessel Stay

In accordance with 33 CFR 110.228(b) (4) no vessel may occupy a designated anchorage for more than 30 consecutive days without a permit from the Captain of the Port. Some designated anchorages have special considerations limiting intended length of stay, see additional guidelines for designated anchorages.

6. Definitions

- **Bunkering** is the transfer of fuel.
- **Bankfull Stage** is a given stage determined by the U.S. Army Corps of Engineers and used to schedule releases from reservoirs. Normally, Bankfull Stage is below Flood Stage.
- **Columbia River Datum (CRD)** is the plane of reference from which river stage is measured on the Columbia River from the lower Columbia River up to Bonneville Dam, and on the Willamette River up to Willamette Falls. Equals 1.82 feet above Mean Sea Level (equivalent to NGVD) at Vancouver, Washington.
- **Common Names** are names in common use locally that do not coincide with the names listed in 33 CFR 110.228.
- **Designated Anchorages** are those anchorages listed in 33 CFR 110.228.
- **Lightering** is the transfer of cargo in bulk from one vessel to another vessel while at anchor.
- **Non-Designated Anchorages** are other viable anchorages that are not designated in 33 CFR 110.228. These areas are available for anchoring any vessel.
- **River Mile** is the distance in statute miles beginning at the mouth of the Columbia River. Tables for converting statute miles to nautical miles are contained in Coast Pilot 7.
- **Mean Lower Low Water (MLLW)** tidal datum is the average of the lower low water height of each tidal day observed over the National Tidal Datum Epoch. For stations with shorter series, simultaneous observational

comparisons are made with a control tide station in order to derive the equivalent datum of the National Tidal Datum Epoch.

7. Anchorage Names

The following table lists the CFR Designated Name and Common Name for each

Designated Anchorage:

Designated Anchorage (As listed in the CFR)	**Common Names of anchorages adjacent to or included in other anchorages**
Astoria North Anchorage	• Between Buoys 37 and 39 • Between Buoys 39 and 43
Astoria South Anchorage	• Below Buoy 40 • Between Buoys 40 and 42 • Above Buoy 42
Longview Anchorage	• Longview Anchorage • Longview Deep Anchorage
Cottonwood Island Anchorage	• Rainier Anchorage • Rainier Anchor Buoy • Cottonwood Island Anchorage • Below Light 33 • Residential area between Light 33 and Buoy 36 • Above Buoy 36
Prescott Anchorage	• Prescott Anchor • Prescott Anchor Buoy
Kalama Anchorage	• Kalama Anchorage • Kalama Deep Anchor (Hole) • Sandy Island
Woodland Anchorage	• Columbia City Anchorage
Henrici Bar Anchorage	• Fish Trap • Willow Point
Lower Vancouver Anchorage	• Vancouver Lower Anchor Buoy • Hewlett Point (Below Pipeline) • Caterpillar Island • Reeders

Designated Anchorage (As listed in the CFR)	Common Names of anchorages adjacent to or included in other anchorages
Kelley Point Anchorage	• Kelley Point Deep Anchorage (Hole)
Upper Vancouver Anchorage	• Lower Buoy • Below Upper Buoy • Upper Buoy • Below Power Line • Power Line • Above Power Line

8. References

USCG Authority 33 Code of Federal Regulation (CFR), Part 109, Ports and Waterways Safety Act, 33 CFR 110.228; 33 USC 1221 et seq; 33 USC 471; 49 USC 1655 (g)(1);

49 CFR 1.46 ((c)(1)); Inland Rules of the Road, ORS 776.405(1)(a); 776.880(2).

B. General Guidelines for All Anchorages

1. Anchoring Procedures

The vessel Master and crew shall:

Prior to Anchoring:

a. Review the General and Additional Guidelines in this document and the Coast Pilot concerning your anchorage.

b. Confer with your Pilot to ascertain expected condition changes while at anchor.

c. Establish a Point of Contact to order tug assistance.

d. Establish and document the lead time for tug arrival with the Point of Contact.

e. Have a gangway rigged and ready for use.

f. Clear anchORS for letting go. All classed foreign and domestic vessels subject to Title 33 Code of Federal Regulation (CFR), Part 164 transiting the Columbia River, shall have the required number of operational anchORS as designated for that class of vessel.

Master's Orders to include orders to keep engines on standby:

a. During conditions of forecast high winds,

b. In crowded anchorages during tidal changes,

c. In anchorages with poor holding ground, and

d. Call the Master and Duty Engineer immediately should the anchor start to drag.

While at anchor:

Maintain a proper Deck Watch at all times. Deck Watch personnel shall:

a. Check the condition of the anchORS and anchor gear while making periodic rounds of the vessel.

b. Continuously monitor the vessels position as well as other vessels, paying particular attention to potential of dragging anchor or swinging toward a hazard.

c. Monitor VHF Channels 16 and 13 at all times.

d. Any vessel required to be fitted with AIS shall use this equipment at all times while anchored.

e. Confirm vessel's position and under keel clearance at a minimum of once per hour, more frequently if weather conditions deteriorate.

f. Monitor weather forecasts on a regular basis.

g. Call the Master and Duty Engineer immediately if the anchor is dragging or the vessel is blocking the channel.

Maintain a proper Engine Room Watch at all times. Engine Watch personnel shall remain ready to answer all bells in the event of dragging or losing an anchor.

2. Response to Changing Conditions

During Periods of Restricted Visibility

All of the above plus:

a. Maintain Bridge Watch with Licensed Deck Officer.

b. Maintain Position and Traffic Watch on Radar.

When Gale Warnings are in Effect (Sustained Winds of 28 – 47 Knots)

All of the above plus:

a. Engines on Standby, ready to provide immediate propulsion.

When Storm Warnings are in Effect (Sustained Winds exceed 48 knots)

All of the above plus:

a. Consider increasing the scope of anchor chain.

b. Determine the availability and locations of potential stand by tugs (with appropriate size and horsepower), which could assist the vessel in holding position.

c. Assess the need to have tugs alongside.

d. Assess the need for a Pilot and, if necessary, order immediately.

3. General Anchorage Hazards

Low Water

Low Water occurs when the River Stage is about 5 feet above the Columbia River Datum (CRD) and can be expected to occur between the months of September and November.

During periods of Low Water adequate consideration shall be given to:

- Under keel clearance to avoid the increased possibility of grounding.
- Tidal currents may begin to flow upriver during on flood tides.
- Vessels are more likely to swing at anchor.
- If vessels drag anchor, they may ground, block the channel, or alide with other objects.

When anchoring during periods of Low Water, Pilots and Masters should evaluate the following factors:

- The size of the vessel compared to the characteristics of the anchorage.
- Reduction of the scope of the anchor to the minimum necessary to safely hold the vessel.
- The anticipated length of stay in anchorage with regard to tide cycles.
- Anticipated operations while at anchor and their impact on the ability of the vessel to get underway.
- The amount of anchor chain that the vessel carries.
- The size of other vessels in the anchorage (and in particular, large vessels).
- Proximity of other vessels within the anchorage.
- Anticipated under keel clearance.
- Potential for grounding or dragging anchor.

High Water

High Water occurs when the River Stage is about 10 feet above CRD and can be expected to occur between the months of January and June.

- During periods of High Water adequate consideration shall be given to:
- The higher potential of dragging anchor because of high water flows.
- Anchor chains may be fouled by floating debris.
- The current in the anchorage may exceed 5 knots or more.

- When high water conditions approach the Bankfull Stage (maximum safe water level which will not overflow the river banks) moorage may become submerged resulting in more demand for anchorages.

4. Emergency Situations

In case of emergency, pilots must be notified before moving the vessel. However, this does not preclude the master taking any and all action necessary to protect their vessel. Under Oregon law (ORS 776.405(1)(a); 776.880(2)) any person who pilots a vessel on a pilotage grounds without being a pilot licensee is subject to a civil penalty of up to a maximum of $50,000.

C. Additional Guidelines for Designated Anchorages

33 CFR 110.228 (b) (3) states that pilot organizations manage all Designated Anchorages. The Columbia River Bar Pilots manage Astoria North Anchorage and Astoria South Anchorage. The Columbia River Pilots manage all designated anchorages upriver from Astoria.

The Additional Guidelines provide locally generated information (in addition to that provided in 33 CFR 110.228 (a) (1) and other published authorities). The prudent mariner should study all generally available information and then supplement that information with the information contained in this guideline. When selecting an anchorage, the Master should consider length of stay and anticipated work; i.e., bunkering, cleaning, repairs, etc.

1. Astoria North Anchorage

Common Local Alternative Name

Anchorage positions are referred to according to their proximity to the closest buoy.

Location

Between River Miles 14.0 and 17.8

- US Chart 18521
- BA Chart 2839
- 33 CFR 110.228 (a)(1)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 24’ (7.32M) to over 45’ (13.72M) MLLW. Deeper anchorages are to the east. All vessels are encouraged to arrive with drafts of 23’ (7M) or less to facilitate maximum use of anchorage grounds.

Buoys

There are no anchor buoys.

Vessel Sizes

Normally the length of vessels in this anchorage range from 623’ (190M) to 760’ (231M) and up to 120’ (36.5M) breadth.

Anchorage Capacity

This anchorage approximately 2.5 miles long and is divided into anchoring locations approximately every ½ mile. Under normal conditions, there is room for six vessels to be anchored within this anchorage area.

Vessel Orientation at Anchor

Vessels normally stem the prevailing Columbia River current. On slack currents or when winds oppose the prevailing current vessels can swing in any direction.

Grounding Potential

Normally the risk of grounding in this anchorage is low. As the length of stay increases, a vessel’s anchor may walk out of position increasing the risk of grounding or blocking the channel.

Bunkering and Lightering

Bunkering may occur in the Astoria North Anchorage. Lightering operations are limited to the transfer of the fish cargo of processing vessels.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may not occupy this anchorage.

Length of Vessel Stay

Vessels normally remain at this anchorage from one to fourteen days. They may be required to reposition their anchor at any time the anchor drags or walks out of position.

Special Considerations

Additional considerations specific to the Astoria North Anchorage include:

- Limited space is available in this anchorage for the size of the vessels that typically anchor here.
- Vessels over 760’ (231.6M) LOA or 120’ (36.5M) breadth may be anchored under special circumstances and may require a tug standing-by.
- When the anchorage is crowded ebb current may be required for anchoring.
- Anchoring in fog is not recommended in a crowded anchorage.
- Vessels over 28’ (8.53M) draft should not be anchored in Astoria North Anchorage due to the probability of dragging anchor. A vessel with over 28’ (8.53M) of draft may require tug(s) and/or a pilot to standby.

- This anchorage should be vacated in anticipation of prolonged Storm Force or Hurricane Force winds.
- Ships can swing into the channel at the change of the tide. With ships in both Astoria North and South Anchorages they can swing towards each other and block the channel.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels.
- During the winter (usually between November and March), winds change direction and force at short notice with the passing of fronts. Anchored vessels must maintain a close watch on their position and be prepared to use their engines to prevent dragging into other ships or going aground and to clear the channel when they swing on tidal changes.
- This anchorage should not be used for extended stays during the winter season.

Emergency Situations

Tugs are not normally available on short notice but can be arranged with approximately six hours' notice by contacting the vessel's agent or the Columbia River Bar Pilots on VHF Channel 13. Pilots are normally available within an hour, but may arrive earlier in an emergency.

2. Astoria South Anchorage

Common Local Alternative Name

Anchorage positions are referred to according to their proximity to the closest buoy.

Location

Between River Miles 15.0 and 18.2

- US Chart 18521
- BA Chart 2839
- 33CFR 110.228(a)(2)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths in this anchorage range from 20’ (6.10M) to over 45’ (13.73M) MLLW. Deeper anchorages are on either end. All vessels are encouraged to arrive with drafts of 19’ 08” (6M) or less to facilitate maximum use of anchorage grounds.

Buoys

There are no anchor buoys.

Vessel Sizes

Normally the length of vessels in this anchorage ranges from 600’ (183M) to 660’ (201M).

Anchorage Capacity

This anchorage approximately 2.75 miles long and is divided into anchoring locations approximately every ½ mile. Under normal conditions, there is room for four vessels to be anchored within this anchorage area, however the location downstream of Buoy 42 is normally kept vacant for deep draft vessels in unusual situations or emergencies.

Vessel Orientation at Anchor

Vessels normally stem the prevailing Columbia River current. On slack currents or when winds oppose the prevailing current vessels can tend in any direction.

Grounding Potential

Normally the risk of grounding in this anchorage is low. As the length of stay increases, a vessel’s anchor may walk out of position increasing the risk of grounding or blocking the channel.

Bunkering and Lightering

Bunkering may occur in the Astoria South Anchorage. Lightering operations are limited to the transfer of the fish cargo of processing vessels.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may not occupy this anchorage.

Length of Vessel Stay

Vessels normally remain at this anchorage from one to fourteen days. They may be required to reposition their anchor at any time the anchor drags or walks out of position.

Special Considerations

Additional considerations specific to the Astoria South Anchorage include:

- Limited space is available in this anchorage for the size of the vessels that typically anchor here.
- Vessels over 660’ (201M) may be anchored under special circumstances and may require a tug standing-by.
- When the anchorage is crowded ebb current may be required for anchoring.
- Anchoring in fog is not recommended.
- Vessels over 26’ (7.93M) draft should not be anchored in Astoria South Anchorage due to the probability of dragging anchor. A vessel with over 26’ (7.93M) of draft may require tug(s) and/or a pilot to standby.
- This anchorage should be vacated in anticipation of prolonged Storm Force or Hurricane Force winds.
- Ships can swing into the channel at the change of the tide. With ships in both Astoria North and South Anchorages they can swing towards each other and block the channel.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels.
- During the winter (usually between November and March), winds change direction and force at short notice with the passing of fronts. Anchored vessels must maintain a close watch on their position and be prepared to use their engines to prevent dragging into other ships or going aground and to clear the channel when they swing during tidal changes.
- This anchorage should not be used for extended stays during the winter season.

Emergency Situations

Tugs are not normally available on short notice but can be arranged with approximately six hours’ notice by contacting the vessel’s agent or Columbia River Bar Pilots on VHF Channel 13. Pilots are normally available within an hour, but may arrive earlier in an emergency.

3. Longview Anchorage

Location

Between River Miles 64.0 and 66.0

- US Chart 18524
- BA Chart 2849
- 33 CFR 110.228 (a) (3)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 29’ to 40’ CRD.

Buoys

There are no stern anchor buoys.

Vessel Sizes

Normally this anchorage is limited to vessels under 650’ (198.17M) LOA.

Anchorage Capacity

This anchorage runs from Buoy 23 to the Longview Bridge (approximately 1.5 miles long) and can accommodate five vessels.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream; in lower water conditions vessels will stem the tide. Vessels will stem the prevailing wind in slack water conditions.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Longview Anchorage. Lightering operations are not allowed in this anchorage.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Longview Anchorage include:

- Vessels over 600’ (182.93M) in length are better situated just above Buoy 23 because of more room to swing.
- Loaded ships should use caution as they tend to move toward channel while at anchor.
- Vessels greater than 660' (201m) in length may use the anchorage with a tug standing by.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels, and barges.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes.

Emergency Situations

Tugs are normally not available on short notice and can require a three hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent.

4. Cottonwood Island Anchorage

Common Local Alternative Name

Cottonwood Island Anchorage is a long anchorage and can be described as Above Buoy 36, Residential Area between Light 33 and Buoy 36, Below Light 33, and Rainier Anchorage.

Location

Between River Miles 66.7 and 71.2

- US Chart 18524
- BA Chart 2849
- 33 CFR 110.228 (a) (10)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 19’ to over 40’ CRD.

Buoys

There is one stern anchor buoy in the Rainier Anchorage.

Vessel Sizes

Normally this anchorage is limited to vessels under 650’ (198.17M) LOA except for vessels secured to a stern anchor buoy or standby tug.

Anchorage Capacity

This anchorage is 4.5 miles long. Under normal conditions this anchorage accommodates eight vessels including the anchor buoy.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream; in lower water conditions vessels will stem the tide. Vessels will stem the prevailing wind in slack water conditions.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Cottonwood Island Anchorage with the following restrictions: No bunkering may occur off the Residential Area between 2000 and 0800. Lightering operations are allowed when a stern buoy is utilized.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days. The Residential Area between Light 33 and Buoy 36 is a last resort anchorage and should be short term only.

Special Considerations

Additional considerations specific to the Cottonwood Island Anchorage include:

- Loaded ships should use caution as they tend to move toward the channel while at anchor.
- Vessels greater than 660' (201m) in length may use the anchorage with a tug standby or secured to a stern anchor buoy.
- Depths to over 40’ CRD exist within the lower 1.5 miles of the anchorage off Rainier.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels, and barges.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes.

The Following Special Considerations are specific to the Residential Area between Light 33 and Buoy 36

- Vessels at anchor will reduce their use of high intensity deck lights to the minimum consistent with the safety of the vessel and crew, and in accordance with the Rules of the Road.
- Vessels at anchor shall not perform on-deck vessel repair, maintenance, or hold/tank cleaning between the hours of 2000 and 0800. Nor shall any other activities that create excessive noise or odORS be performed during this period.
- This anchorage should be considered a last resort anchorage and should not be used unless absolutely necessary.

Emergency Situations

Tugs are normally not available on short notice and can require a three hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent.

5. Prescott Anchorage

Common Local Alternative Name

This location is between the upstream end of the Prescott Beach area and the downstream bound of the inactive Trojan Nuclear power plant site near Coffin Rock. It can also be referred to as Prescott Anchor or Prescott Anchor Buoy.

Location

Between Columbia River Miles 72.1 and 72.5

- US Chart 18524
- BA Chart 2849
- 33 CFR 110.228 (a) (11)
- US Coast Pilot 7, Chapter 10

Anchorage Depth(s)

Depths range from 52’ to over 65’ CRD.

Buoys

One stern buoy is located in the anchorage.

Vessel Sizes

It is expected that this anchorage will generally be reserved for large or deeply laden vessels, as determined by Columbia River Pilots. Vessels using the Prescott Anchorage are expected to use the stern buoy or a standby tug.

Anchorage Capacity

This anchorage is 0.4 miles long. It is intended to accommodate one vessel.

Vessel Orientation at Anchor

Vessels will anchor facing upstream, positioned an appropriate distance upstream of the stern buoy, and will be secured to the stern buoy while at anchor.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in Prescott Anchorage; ship-to-ship and ship-to-barge lightering operations are only allowed when a stern buoy is utilized.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port. These vessels are required to use a stern buoy.

Length of Vessel Stay

Vessels normally stay at this anchorage for no more than seven days. No vessel loaded in excess of fifty percent capacity shall remain at anchor in the Prescott Anchorage for longer than 72 hours without the permission of the Captain of the Port.

Special Considerations

In order to manage possible impacts to adjacent residences, additional considerations specific to the Prescott Anchorage include:

- Vessels at anchor in the Prescott Anchorage will reduce their use of high intensity deck lights to the minimum consistent with the safety of the vessel and crew, and with the Rules of the Road.
- Vessels at anchor in the Prescott Anchorage will reduce their use of onboard generatORS to the minimum necessary for safe vessel operations.
- Vessels at anchor shall not perform on-deck vessel repair, maintenance, or hold/tank cleaning between the hours of 2000 and 0800. Nor shall any other activities that create excessive noise or odORS be performed during this period.

Emergency Situations

Tugs are normally not available on short notice and can require a three hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent

6. Kalama Anchorage

Common Local Alternative Name

Kalama Anchor is the common name for the Kalama Turning Basin area (just above Coffin Rock). Sandy Island describes the upper portion of the anchorage.

Location

Between River Miles 73.2 and 76.2

- US Chart 18524
- BA Chart 2849
- 33 CFR 110.228 (a) (4)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths in the anchorage range from 26’ (7.93M) to over 40’ (12.19 M) CRD.

Buoys

There are no stern anchor buoys.

Vessel Sizes

No length restrictions in the Turning Basin area. Normally, the area off Sandy Island will accommodate vessels under 650' (198.17m).

Anchorage Capacity

It is permissible to anchor one vessel in the Turning Basin area. A standby tug is required to be secured to the vessel because of the close proximity of the channel.

The area off Sandy Island is approximately 1.25 miles long and will accommodate four vessels.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream. In lower water conditions vessels will stem the tide. Vessels will stem the prevailing wind in slack water conditions.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Kalama Anchorage. Lightering operations are not allowed in this anchorage.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Kalama Anchorage include:

- Vessels greater than 660’ (200M) in length may use the anchorage with a standby tug.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels, and barges.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes

Emergency Situations

Tugs are normally not available on short notice and can require a three hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent.

7. Woodland Anchorage

Common Local Alternative Name

Columbia City Anchorage

Location

Between River Miles 83.6 and 84.3

- US Chart 18524
- BA Chart 2849
- 33 CFR 110.228 (a) (5)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 8’ (2.44 M) to over 40’ (12.19 M) Columbia River Datum (CRD).

Buoys

There are no stern anchor buoys.

Vessel Sizes

Normally this anchorage is limited to vessels under 650' (198.17m) in length.

Anchorage Capacity

This is a small anchorage approximately 0.75 miles long and is rarely used.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream. In lower water conditions vessels will stem the tide. Vessels will stem the prevailing wind in slack water conditions.

Grounding Potential

Normally, the risk of grounding at this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Woodland Anchorage. Lightering operations are not allowed in this anchorage.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Woodland Anchorage include:

- This is a remote anchorage and not routinely utilized.
- Vessels greater than 660’ (200M) in length may use the anchorage with a standby tug.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes.

Emergency Situations

Tugs are normally not available on short notice and can require a three hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent.

8. Henrici Bar Anchorage

Common Local Alternative Name

Fish Trap, Willow Point (not Willow Bar)

Location

Between River Miles 91.6 and 93.9

- US Chart 18525
- BA Chart 2849
- 33 CFR 110.228 (a) (6)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Useable depths range from 22’ (6.71 M) to over 33’ (10.06 M) CRD.

Buoys

There are no stern anchor buoys.

Vessel Sizes

Normally this anchorage is limited to vessels under 600’ (182.93 M) in length.

Anchorage Capacity

Henrici Bar Anchorage is a narrow anchorage about 2 miles long and is rarely used.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream. In lower water conditions vessels will stem the tide. Vessels will stem the prevailing wind in slack water conditions.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Henrici Bar Anchorage. Lightering operations are not allowed in this anchorage.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Henrici Bar Anchorage include:

- This is a remote anchorage and not routinely utilized.
- Vessels greater than 660' (201m) in length may use the anchorage with a tug standby.
- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes.

Emergency Situations

Tugs are normally not available on short notice and can require a two hour notice. They can be notified on VHF Channels 16 and 13 or by contacting the vessel’s agent.

9. Vancouver Lower Anchorage

Common Local Alternative Name

Willow Bar Lower Anchorage

Location

Between River Miles 96.2 and 101.0

- US Chart 18525
- BA Chart 2849
- 33 CFR 110.228 (a) (7)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 25’ (7.62 M) to over 40’ (12.19 M) CRD.

Buoys

There is one stern anchor buoy at this location.

Vessel Sizes

Normally this anchorage is limited to vessels under 600’ (182.93M) LOA except for vessels secured to a stern anchor buoy or standby tug.

Anchorage Capacity

This anchorage is approximately 4 miles long. Under normal conditions, up to eleven vessels may be anchored within this anchorage area and are arrayed from upstream to downstream.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream, stemming the prevailing Columbia River current.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur in the Willow Bar anchorage; barge to barge petroleum lightering operations are allowed in this anchorage. Ship-to-ship and ship-to-barge lightering operations are only allowed when a stern buoy is utilized.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Willow Bar Anchorage include:

- Due to limited space in this anchorage, care must be taken to avoid crowding.
- Vessels greater than 650' (198.12M) in length may use the anchorage when secured to a standby tug.
- Pipeline is located between River Mile 100.16 and 100.45. Vessels shall not anchor in this area.
- A Rock Pile is located on Morgan Bar and lies in position Lat. 45o 41' 49.8823" N, Long. 122o 46' 06.0792" W (outside the designated anchorage boundaries). Minimum depth in this area is 13' (3.96M) below CRD.
- Anchoring vessels and vessels in the anchorage should anticipate the effects of changes in wind, current, and water level, in order to avoid potential swinging into the channel or other vessels.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes.
- The preferred location for barge-to-barge lightering operations is in the anchorage area abeam of Reeder Point Light 28 at the lower end of Caterpillar Island. A WDFW boat launch is located at the lower end of the slough behind Caterpillar Island.

Emergency Situations

Tugs are normally available on short notice and can be notified on Channels 16 or 13 or by contacting the vessels agent.

10. Kelley Point Anchorage

Common Local Alternative Name

Kelley Point Hole

Locations

Kelley Point Anchorage: Between River Miles 101.6 and 102.0

Vancouver Upper Anchorage: Between River Miles 102.6 and 105.0

- US Chart 18526
- BA Chart 2849
- 33 CFR 110.228 (a) (8)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depth is a minimum of 50’ (15.24M) CRD.

Buoy

No stern anchor buoys are available.

Tugs

Vessels must be attended by a standby tug at all times.

Vessel Sizes

The anchorage is open to vessels of any size.

Anchorage Capacity

One vessel may be anchored within this anchorage.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream, stemming the prevailing Columbia River current.

Grounding Potential

Normally the risk of grounding in this anchorage is low.

Bunkering and Lightering

Bunkering may occur. Lightering operations are not allowed.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port.

Length of Vessel Stay

This is a short-stay anchorage.

Special Considerations

Additional considerations specific to the Kelley Point Anchorage include:

- In this anchorage it is important to anticipate, to the degree possible, the effects of changes in wind, current, and water level, both upon the anchoring vessel and other nearby vessels, and barges.
- This is a high traffic area.

Emergency Situations

Additional tugs are normally available on short notice and can be notified on VHF Channels 16 and 13 or by contacting the vessel's agent.

11. Vancouver Upper Anchorage

Common Local Alternative Name

Hayden Island Upper Anchorage

Location

Between River Miles 102.57 and 105.20

- US Chart 18526
- BA Chart 2849
- 33 CFR 110.228 (a) (9)
- US Coast Pilot 7, Chapter 2

Anchorage Depth(s)

Depths range from 35’ (10.67M) to over 50’ (15.24M) CRD.

Buoys

Two stern anchor buoys are located in the anchorage.

Buoy Usage

Vessels over 660' (201m) LOA will use one of the two stern buoys if available. Under normal conditions, vessels 650’ (198.12M) LOA or less may elect to anchor without using a stern buoy.

Vessel Sizes

The anchorage is open to vessels of any size.

Anchorage Capacity

Under normal conditions, up to five vessels may be anchored within this anchorage area and is arrayed from west to east.

Vessel Orientation at Anchor

Vessels normally anchor facing upstream, stemming the prevailing Columbia River current.

Grounding Potential

Normally the risk of grounding in this anchorage is low. Deep draft anchorages are generally to the West. Vessels not using a stern buoy need to pay close attention to swinging while at anchor.

Bunkering and Lightering

Bunkering may occur in any Hayden Island anchorage. Lightering operations are allowed when a stern buoy is utilized. Barge-to-barge lightering operations are allowed above the power line crossing only and do not require a stern buoy.

Cargoes of Particular Hazard

Vessels carrying a Cargo of Particular Hazard as listed in 33 CFR 126.10 may occupy this anchorage with permission from the Captain of the Port. These vessels may be required to use a stern buoy.

Length of Vessel Stay

Vessels normally remain at this anchorage for no more than seven days.

Special Considerations

Additional considerations specific to the Hayden Island Anchorage include:

- There are four Water Leases along the north shore of Hayden Island (numbered 1 through 4 on the enclosed Chart). The Water Leases are privately controlled tug and barge marshalling areas. Each marshalling area covers approximately five- acres. Frequently, rafted barges are moored in these areas and tug and barge activity can be heavy, especially late at night or in the early morning hours and shall be considered while anchoring and during the vessels stay at the anchorage.
- Limited space available in this anchorage and the size of the vessels that typically anchor here, care must be taken to avoid crowding.
- The effects of changes in wind, current, and water level, both upon the anchoring vessel and upon other nearby vessels, and barges.
- During seasonal periods of low water levels (usually between September and November) anchored vessels must remain aware of their under keel clearance while at anchor. The possibility of grounding exists when swinging on tidal changes
- Vessel anchoring at the Lower Anchor Buoy must attach to the stern buoy due to the proximity of barges moored at Water Lease 1.
- Vessels anchored at the Power Lines are in proximity to barges moored at Water Lease 2 and 3.

Emergency Situations

Tugs are normally available on short notice and can be notified on channels 16, 13 or by contacting the vessel agent.

D. Offshore Anchoring

1. Caution

The practice of anchoring offshore should only be considered in a dire emergency. Should such emergency arise, vessel Masters are cautioned to carefully consider:

- The inherent dangers of anchoring on a lee shore.
- Relevant anchoring exclusion zones.
- Prevailing and forecast weather.
- Currents and tides.
- Traffic.
- The anchor holding characteristics of the anticipated anchor location and their ground tackle.
- The requirements of their vessel for adequate maneuvering (sea) room, considering the time it takes to provide propulsion, heave anchor, their vessel's handling characteristics and the area, wind, currents, tides, sea state, weather and visibility.

2. Emergency Offshore Anchoring Requirements

Vessel Masters should always consider standing offshore at least 25 NM as preferable to the worst-case option of anchoring offshore.

- Any vessels requiring an offshore anchorage must immediately notify Coast Guard Sector Columbia River, the Bar Pilots and their agent.
- The vessel Master shall be prepared to give the nature of the vessels' distress, desired anchor position, depth of water, bottom type, and number of anchORS and shots of chain to be used.
- The vessel will be required to maintain a full Bridge Navigation Watch and Engines on Standby, ready for immediate maneuvering.
- The vessel will be placed on a communications schedule with the Coast Guard and will be required to get underway as soon as safely possible.