



# MANAGEMENT SYSTEM MANUAL

## ATL 7.2.3 R/V ATLANTIS ANCHORING

Originator:	Approved By:
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### 1. PURPOSE

The purpose of this section is to describe the procedure for anchoring the R/V Atlantis.

### 2. Preparation

Keep all key personnel (both Deck and Engine Departments) informed of the expected time of maneuvering and anchoring.

Call the Mate and Bosun early enough to have the anchor cleared and the windlass hydraulics warmed up.

Have the bow thruster ready for use and the Fathometer set on the appropriate scale for the chart soundings.

Test communications; bow-bridge and ensure protective eyewear is donned.

### 3. Anchoring

Keep the mate informed of distances to go and which anchor will be used. The anchor should be "walked out" to the water's edge, disengaged and the brake set.

Constantly monitor the approach and adjust speed as necessary to arrive at the anchorage site.

Back to check any headway. When dead in the water or with slight sternway, tell the mate to let go the anchor.

The mate must ensure the person releasing the brake has control of the brake and can check the chain from paying out too fast or "jumping the wildcat". One can usually sense when the anchor hits bottom, as there is a noticeable slackening in the speed of the chain paying out.

The mate should report direction and strain as well as scope of chain paid out. Direction is the clock method with 12 o'clock being dead ahead. Strain is reported as none, slight, moderate or heavy. Scope is a visual sighting of a detachable link marking (Example: One at the water, no strain 11 o'clock.) Usually the amount of chain paid out is four to seven times the depth of water. However, this could vary depending on weather conditions, proximity to other anchored vessels and bottom characteristics.

Verify that the vessel is properly positioned in the anchorage and will swing clear of other vessels or navigational aids etc. in the vicinity. (Verify by a round or visual bearings and radar ranges.)



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Hoist the anchor ball by day; anchor lights at night.

Set the brake and drop the anchor pawls

Length of stay at anchorage and/or weather conditions will determine status of engine(s) and bow thruster.

#### 4. **Anchor Watch**

In accordance with 33CFR 164.19, the Master shall ensure that all requirements for vessels at anchor are complied. In addition, the Mate on Watch must check anchor bearings and ranges frequently to determine if the anchor is dragging. In periods of reduced visibility when it is not possible to take visual bearings, radar bearings and ranges must be used. In addition, proper sound signals must be sounded.

Keep alert for any newly arriving vessels or vessels getting underway in the anchorage and communicate with them on VHF radio if they are approaching too closely.

Check tide and current tables to anticipate when the vessel will swing.

The Able Seaman on watch should make deck rounds, checking chain and strain and keep alert for any approaching launches, boats.

#### 5. **Heaving Up**

Ensure all personnel are informed of intentions to get underway.

Ensure all necessary personnel are informed of time of heaving up. (Engines on line, radios checked, hydraulics on, hose rigged for rinse down.)

Engage windlass (brake on, pawls down.) When all stations are ready, inform mate to start heaving up. The mate must keep the bridge informed of direction of strain on and scope of chain out. If the chain is coming up muddy, water on deck will be necessary to rinse off. When the chain is straight up and down with a little strain, it is usually a signal that the anchor is aweigh. When the mate indicates that the anchor is aweigh, the anchor ball is dropped and/or anchor lights switched for running lights.

Exercise care in housing the anchor. It should snug up against the hull. Once the anchor is home, set the brake and disengage the wildcat. If going to sea, secure the devil's claws. If proceeding to the dock, ensure the anchors are ready to let go.