

## **Best practice for large seagoing commercial vessels seeking anchorage within Region 2.**

There are only three anchorages which provide adequate protection and holding ground to be considered.

**Prince William Sound.** The Knowles Head Anchorage offers a mud bottom in between thirteen and thirty-six fathoms of water. This location provides for the temporary anchoring of vessels due to, but not limited to, adverse weather or tidal conditions, equipment failure, or delays at Port Valdez. No vessel may anchor in or depart this anchorage without notifying the vessel traffic center (VTS) in Valdez. Pilotage is compulsory for vessels sailing under registry<sup>1</sup> when proceeding to or from this anchorage. Pilots may be boarded and disembarked at the Bligh Reef pilot station located at approximately 60° 49' north latitude, 147° 01' west longitude.

**Cook Inlet.** US Coast Guard approved anchor position designated for vessels transiting Cook Inlet is located in Kachemak Bay east of the Homer Spit. This anchorage offers a soft mud bottom in approximately twenty fathoms of water. Pilotage is compulsory for vessels sailing under registry<sup>1</sup> when proceeding to or from this anchorage as well. Pilots may be boarded and disembarked at the Homer pilot station located at approximately 59° 35' north latitude, 151° 25' west longitude. Please refer to USCG Captain of the Port Special Operating Guidelines for anchoring in this location and see SWAPA Cook Inlet Guidelines on SWAPA website at [www.swapilots.com](http://www.swapilots.com).

**Kodiak Island Group.** Located in the vicinity of Chiniak Bay and Saint Paul Harbor. Pilotage is compulsory for vessels sailing under registry<sup>1</sup> in order to approach or depart these anchorage positions. It is recommended that any large seagoing commercial vessels seeking to anchor within the vicinity of the Kodiak Island group contact the Southwest Alaska Pilots well in advance. Pilots may be boarded and disembarked at the Kodiak pilot station located at approximately 57° 44' north latitude, 152° 22' west longitude.

In SWAPA's opinion, there is no safe anchorage to be had in the Gulf of Alaska within our pilotage area for large seagoing commercial vessels other than those listed above. This includes the adjacent waters offshore. Anchoring in open waters in the Gulf of Alaska is at best imprudent, and at worst negligent, given the unpredictable environmental conditions which may be encountered at any time of year.

Infrequently, SWAPA pilots may make temporary anchorage in other locations, however, this is undertaken on a case-by-case basis by the pilot assigned to the vessel while also taking into consideration the actual environmental conditions which are dynamic and ever-changing. In these cases, the assigned pilot will usually remain on board.

It should further be pointed out that vessels approaching the Alaska coast with the purpose of embarking a pilot should neither anchor, nor loiter, when proceeding to their assigned pilot station as per Alaska Regulation 12 AAC 56.110.

---

<sup>1</sup> Also refer to Alaska Statutes and Regulations for Marine Pilots Sec 08.62.185.