

IMO/STCW.7/Circ.14  
24 May 2004

## **GUIDANCE FOR MASTERS ON KEEPING A SAFE ANCHOR WATCH**

- 1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-fifth session (26 to 30 January 2004), considered the requirements in section A-VIII of the STCW Code relating to watchkeeping requirements at anchor after seeking the advice of the NAV Sub-Committee as this was an operational matter.
- 2 The Sub-Committee, noting the advice issued by the NAV Sub-Committee, developed additional guidance for masters on keeping a safe anchor watch, set out at annex.
- 3 The Maritime Safety Committee, at its seventy-eighth session (12 to 21 May 2004), approved the circulation of this guidance for masters on keeping a safe anchor watch.
- 4 Member Governments are invited to bring the guidance to the attention of those concerned.

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## ANNEX

### GUIDANCE FOR MASTERS ON KEEPING A SAFE ANCHOR WATCH

1 The master of every ship at an unsheltered anchorage, at an open roadstead or any other virtually "at sea" conditions in accordance with chapter VIII, section A-VIII/2, part 3-1, paragraph 51 of the STCW Code, is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe watch at all times. A deck officer shall at all times maintain responsibility for a safe anchor watch.

2 In determining the watchkeeping arrangements, and commensurate with maintaining the ship's safety and security and the protection of the marine environment, the master shall take into account all pertinent circumstances and conditions such as:

- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means;
- .2 ship-to-ship and ship-to-shore communication requirements;
- .3 the prevailing weather, sea, ice and current conditions;
- .4 the need to continuously monitor the ship's position;
- .5 the nature, size and characteristics of anchorage;
- .6 traffic conditions;
- .7 situations which might affect the security of the ship;
- .8 loading and discharging operations;
- .9 the designation of stand-by crew members; and
- .10 the procedure to alert the master and maintain engine readiness.