



# Waterways Management (WWM): Anchorage Management Tactics, Techniques, and Procedures (TTP)



Force Readiness Command  
(FORCECOM)

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## COAST GUARD TACTICS, TECHNIQUES, AND PROCEDURES 3-71.2

Subj: WATERWAYS MANAGEMENT (WWM): ANCHORAGE MANAGEMENT

- Ref:
- (a) Establishment by Secretary of Homeland Security of Anchorage Grounds and Regulations Generally, 33 U.S.C. 471
  - (b) Stewardship of the Ocean, Our Coasts, and the Great Lakes, Executive Order 13547
  - (c) Navigation and Navigable Waters, 33 CFR
  - (d) United States Constitution
  - (e) Administrative Procedure, 5 U.S.C. Chapter 5
  - (f) CGTTP 3-71.3, Captain of the Port Orders TTP
  - (g) Preparation of Field Regulations, COMDTINST M16704.3 (series)
  - (h) Guidance for Coast Guard Coordination of Marine Transportation System (MTS) Improvement Efforts at the Regional and Local Level, COMDTINST 16010.9 (series)
  - (i) Aids to Navigation Manual - Administration, COMDTINST M16500.7 (series)

1. PURPOSE. To provide district, sector and marine safety units (MSU) with Coast Guard tactics, techniques, and procedures (CGTTP) on the safe, effective, and efficient management of anchorages within their Captain of the Port (COTP) zone, to include fundamental principles, considerations, processes, and documentation.
2. ACTION. This CGTTP publication applies to sector waterways management and MSU staff responsible for managing anchorage use within their COTP zone, as well as assisting cognizant districts with formally establishing, amending, or removing an anchorage. This CGTTP may also be leveraged by district waterways management staff. Internet release is authorized.
3. DIRECTIVES/TTP AFFECTED. None.
4. DISCUSSION. Successful management of anchorage use is vital to facilitating commerce while balancing safety, security, and environmental protection within a port. Sector commanders and commanding officers of MSUs are responsible for effective anchorage management and enforcing anchorage regulations within their COTP zone. Sectors and MSUs also assist districts with amending anchorage regulations based on the needs of federal, state and local agencies, industry and the public. This CGTTP provides novice users with the foundational and practical knowledge necessary to understand anchorages, how to manage them, execute waiver or enforcement actions, and amend, establish, or

remove regulations. It also provides experienced personnel with a means of referencing current best practices, and standardizes common anchorage management principles across the Coast Guard.

5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is itself a rule. It provides guidance for Coast Guard personnel and does not impose legally-binding requirements on any party outside the Coast Guard.
6. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. While developing this publication, integrated process team (IPT) members examined environmental considerations under the National Environmental Policy Act (NEPA) and determined they are not applicable.
7. DISTRIBUTION. FORCECOM TTP Division posts an electronic version of this TTP publication to the CGTTP Library on CGPortal. In CGPortal, navigate to the CGTTP Library by selecting **References > Tactics, Techniques, and Procedures (TTP)**. FORCECOM TTP Division does not provide paper distribution of this publication.
8. RECORDS MANAGEMENT CONSIDERATIONS. Integrated Process Team (IPT) members thoroughly reviewed this publication during the TTP coordinated approval process and determined there are no further records scheduling requirements per Federal Records Act, 44 U.S.C. Chapter 31 § 3101 et seq., NARA requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12 (series). This publication does not have any significant or substantial change to existing records management requirements.
9. FORMS/REPORTS. None.
10. REQUEST FOR CHANGES. Submit recommendations for TTP improvements or corrections via email to FORCECOM-PI@uscg.mil or through the TTP Request form on CGPortal. In CGPortal, navigate to the TTP Request form by selecting **References > Tactics, Techniques, and Procedures (TTP) > TTP Request**.

Send lessons learned applicable to this TTP publication via command email to FORCECOM TTP Division at CMD-SMB-CG-FORCECOM.

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By Direction of Commander,  
Force Readiness Command

## Table of Contents

<b>CHAPTER 1: INTRODUCTION .....</b>	<b>1-1</b>
Section A: Introduction .....	1-2
Section B: Notes, Cautions, and Warnings.....	1-3
<b>CHAPTER 2: FUNDAMENTAL PRINCIPLES .....</b>	<b>2-1</b>
Section A: Anchorage Management/General Principles.....	2-2
Section B: Authorities and Jurisdiction.....	2-5
Section C: Roles and Relationships.....	2-6
Section D: Relevant Regulations .....	2-7
<b>CHAPTER 3: ANCHORAGE MANAGEMENT AND RULEMAKING .....</b>	<b>3-1</b>
Section A: Waiver Requests from Anchorage Regulations.....	3-2
Section B: Enforcing Anchorage Regulations .....	3-6
Section C: Establishing, Amending, or Removing an Anchorage .....	3-7
Section D: Anchorage Markings .....	3-12
Section E: Examples of Anchorage Regulations .....	3-14
<b>APPENDIX A: GLOSSARY AND ACRONYMS.....</b>	<b>A-1</b>
<b>APPENDIX B: FORM CG-3213 FEDERAL AID TO NAVIGATION OPERATION REQUEST B-1</b>	
<b>APPENDIX C: FORM CG-3213A FEDERAL FIXED AID TO NAVIGATION OPERATION REQUEST SUPPLEMENT .....</b>	<b>C-1</b>
<b>APPENDIX D: FORM CG-3213B FEDERAL FLOATING AID TO NAVIGATION OPERATION REQUEST SUPPLEMENT .....</b>	<b>D-1</b>

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# Chapter 1: Introduction

## **Introduction**

This chapter overviews the content of this tactics, techniques, and procedures (TTP) publication. It also defines the use of notes, cautions, and warnings in this publication.

## **In This Chapter**

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This chapter contains the following sections:

<b>Section</b>	<b>Title</b>	<b>Page</b>
A	Introduction	1-2
B	Notes, Cautions, and Warnings	1-3

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## Section A: Introduction

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### **A.1. Introduction**

The purpose of this TTP is to guide users on how to manage anchorage grounds safely, effectively, and efficiently within their Captain of the Port (COTP) zone, including managing usage, enforcing existing regulations, and formally amending, establishing, and removing anchorages.

In accordance with reference (a), the United States Coast Guard (USCG) has the authority to establish, administer, and enforce anchorage grounds and regulations for vessels in navigable waters of the United States (U.S.). Establishing, amending or removing an anchorage area often originates at the local level, with key waterway users expressing a need for such an area. The USCG, or other government agencies, might also determine a need for an anchorage area.

The USCG also considers other uses of the waterway in order to ensure that creation or modification of anchorage grounds minimize waterway use conflicts based on the concepts of reference (b).

Federal and state governments have concurrent jurisdiction over navigable waters and the lands beneath. Federal law also recognizes state and local authority to regulate anchorages. The regulatory power of the state is subject to the paramount authority of the Federal government for the regulation of interstate and foreign commerce. States exercise control if it is consistent with Federal actions or functions, and does not interrupt commerce.

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### **A.2. Audience and Scope**

This TTP primarily serves sector Waterways Management (WWM) staff. Other sector or district personnel with a responsibility for managing anchorage grounds in their area of responsibility (AOR) may also leverage this publication.

The process to create and manage an anchorage regulation begins with a request or determination that provides sufficient information to amend, establish, or remove an anchorage regulation. The process ends following publication of the anchorage regulation. In addition, sector WWM staff might receive a waiver request for an existing anchorage regulation or information for an enforcement action. Document actions in the Marine Information for Safety and Law Enforcement (MISLE) system and follow appropriate administrative record procedures.

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## Section B: Notes, Cautions, and Warnings

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**B.1. Overview**      The following definitions apply to notes, cautions, and warnings found in this publication.

**NOTE:**      **An emphasized statement, procedure, or technique.**

**CAUTION:**      **A procedure, technique, or action that, if not followed, results in risk to the safety or security of the port, marine environment, or facilitation of commerce.**

**WARNING:**      *A procedure, technique, or action that, if not followed, carries significant risk to the safety or security of the port, marine environment, or facilitation of commerce, as well as damage to potential or actual prosecutions, defenses, or other litigation involving the USCG.*

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## Chapter 2: Fundamental Principles

Introduction This chapter describes fundamental principles of managing anchorages and enforcing related regulations.

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In This Chapter This chapter contains the following sections:

Section	Title	Page
A	Anchorage Management/General Principles	2-2
B	Authorities and Jurisdiction	2-5
C	Roles and Relationships	2-6
D	Relevant Regulations	2-7

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## Section A: Anchorage Management/General Principles

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### A.1. Purpose of Anchorage Management

WWM personnel need to have a keen understanding of applicable anchorage regulations in order to make decisions that balance facilitation of commerce and freedom of navigation with safety, security, and environmental stewardship. Federal, state, and local regulations for a particular port can be abundant and complex. Collaboration with port partners and key stakeholders is critical to understanding those regulations and how they are applied.

Risk exists when managing anchorages. To manage risk, it is important to identify the level of risk, whether it is acceptable, and measures that might mitigate it. Doing this ensures you strike the right balance. Managing risk is done on a case-by-case basis.

Examples of risk and mitigation factors include:

- Heavy weather means a potential to drag anchor, which may result in the need to require tug or pilot assistance.
- Discrepancies with shipboard systems per regulations may result in the need to position a vessel in a certain location within an anchorage.
- Time interval violations/delays due to labor/cargo/berth availability results in increased vessel traffic at anchorages, which might result in a need to delay vessels from entering port to avoid overcrowding an anchorage.

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### A.2. Anchorage Types

There are four types of anchorages common throughout ports of the U.S.; each serves a specific purpose for specific types of vessels:

- Special anchorage areas.
- Anchorage grounds.
- Barge fleeting facilities/areas.
- Managed anchorage mooring fields.

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#### A.2.a. Special Anchorage Areas

Special anchorage areas are defined in reference (c), § 109.10, *Special anchorage areas*. Special anchorage areas allow *vessels of less than 65 feet in length (20 meters)* to anchor without anchor lights. They also allow *vessels of less than 65 feet in length, and barges, canal boats, scows, or other nondescript craft* to anchor without required sound signals.

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A.2.b.  
Anchorage  
Grounds

Anchorage grounds are defined in reference (c), § 109.05, *Anchorage grounds*. Specific regulations applicable to each anchorage ground are in reference (c), § 110, subpart B, *Anchorage Grounds*. The USCG uses this type of anchorage to manage most vessel activity throughout the U.S.

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A.2.c.  
Barge Fleeting  
Facilities/Areas

A barge fleeting facility is a regulated area normally served by a barge mooring service comprised of one or more tiers of barges, where a tier is more than one barge moored interdependently in rows or groups. Used as lay-berths, these facilities are commonly established along or near a river bank.

A barge fleeting facility is a commercial area, subject to permitting by the U.S. Army Corps of Engineers (USACE), or pursuant to a regional general permit, for making-up, breaking-down, or staging barge tows.

Barge fleeting facilities service many maritime operations. Primarily, they serve barges holding cargo for hire, barges awaiting transfer to another tow, or barges pending discharge or loading. They are also for tripping, which is when a marine structure, like a lock, is too restrictive in size for an entire tow to pass, a tripping fleet breaks down the tow and carries it through the lock in multiple trips.

Barge fleeting facilities pose some risk to safe navigation for transiting vessels due to barge breakaways. The location of a fleeting facility can also cause restrictions/obstructions to navigation. Additionally, barge fleets are susceptible to vessel interaction such as wake, and bank suction created by large displacement vessels passing too close aboard or too fast. For a detailed example of risks and regulations refer to reference (c), § 165.803, Lower Mississippi River Barge Fleeting Regulations. Sector New Orleans created a standard of care with the local industry that provides detailed explanation of the regulations and illustrations.

USCG facilities branches inspect barge-fleeting facilities annually. A major concern is ensuring moorings are adequate to sustain anticipated weather, tide, and current conditions.

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A.2.d. Managed  
Anchorage  
Mooring Fields

Managed anchorage mooring fields are unregulated, often temporary mooring areas. They are not anchorages by definition. While not formally established in anchorage regulations, state or local governments, or even private parties, define mooring fields for specific types of vessels, projects, or events. Refer to local area knowledge and port partners on awareness of mooring fields in your COTP zone.

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**A.3.  
Anchorage Uses**

As a best practice, anchorage uses are considered either routine or non-routine. The COTP has the authority to determine which type of anchorage a vessel can anchor in, and for how long, based on the intended use. COTP discretion varies from one port to the next based on a myriad of factors, including:

- Vessel size, draft, type, and cargo.
- Anchorage locations and sizes within the port.
- Proximity to critical infrastructures, military installations, waterways, and environmentally sensitive areas.
- Port safety and security.
- Economic needs of the port and industry.

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**A.3.a. Routine  
Anchorage Uses**

Most vessels use anchorage grounds to engage in commerce in the port or conduct maintenance. Example uses include:

- Awaiting berthing space, sailing orders, cargo, or labor.
- Awaiting a security boarding.
- Awaiting a vessel exam.
- Hot work.

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**A.3.b.  
Non-Routine  
Anchorage Uses**

The following are unique or special situations that might require the use of an anchorage:

- Explosives loading/unloading.
  - Quarantine.
  - Cargo transfer: lightering, fuel or oil transfer.
  - Bunkering (fuel/oil transfer for ship use).
  - Exceeding high/low water regulations.
  - Emergency (manning, maneuvering, equipment, security).
  - Hazardous material-related.
  - Weather.
  - Port state control detention.
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## Section B: Authorities and Jurisdiction

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### B.1. Federal Authority

Federal authority derives from the commerce clause of reference (d), *The United States Constitution*.

- Powers to regulate activities affecting navigable waters (to facilitate interstate commerce).
- Federal navigational servitude – power to regulate navigation, permit or remove obstructions to navigation, and improve or impede the navigable capacity.

The USCG has authority to approve or deny, in whole or in part, anchorage waiver requests that deviate from existing regulations. The Commandant delegated this authority to COTPs, with appeals to such decisions considered and determined by cognizant district commanders.

The USCG also has authority to establish, amend, or remove anchorages within navigable waterways of the U.S. via the rulemaking process. The governing law for Federal rulemaking is reference (e), *Administrative Procedure*, 5 U.S.C., Part 1, Chapter 5 (APA). The APA governs how administrative agencies of the Federal government conduct rulemaking that proposes or establishes regulations. The Commandant delegated this authority to district commanders.

NOTE:

**33 CFR 109.05 and 109.20 discusses specific rulemaking requirements for anchorage regulations. In some cases, the anchorage ground and the special anchorage area overlap; cross-reference both areas in the CFR.**

### B.2. State Authority

When a state establishes an anchorage area, it is often termed a managed anchorage mooring field (MAMF). Authority to establish MAMFs comes from each state's Public Trust Doctrine, which preserves these areas for public use.

Before a state establishes or regulates a MAMF, it first must follow the USACE permitting process, which includes a USCG review, to verify that the anchorage is not an obstruction or hazard to navigation.

NOTE:

**If local units have concerns over state/local actions, notify your chain of command, and contact your servicing legal office.**

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## Section C: Roles and Relationships

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<b>C.1. Captain of the Port</b>	COTPs manage established anchorages within their COTP zone.
C.1.a. Vessel Traffic Services	Vessel Traffic Services (VTS) exercise control over anchorages within their VTS area.
<b>C.2. District</b>	District commanders retain signature authority to establish, amend, and remove anchorages.
C.2.a. District Legal	District legal reviews all anchorage rules for legal sufficiency prior to signature by the district commander.
<b>C.3. DOD and other Federal Agencies</b>	<p>The Department of Defense (DOD) and other Federal agencies exercise control over anchorages where Federal regulations allow. Examples include:</p> <ul style="list-style-type: none"><li>• Commanders of naval installations (command-managed anchorages).</li><li>• The Superintendent of the U.S. Naval Academy (command-managed anchorage).</li><li>• U.S. Maritime Administration (national defense reserve fleet or ghost fleet anchorages).</li><li>• USACE (Cape Cod Canal).</li><li>• Surgeon General (quarantine anchorages).</li></ul>
<b>C.4. State and Local Governments</b>	<p>State and local harbormasters manage non-Federal anchorages. Harbormasters oversee anchorages for recreation and tourism, manufacturing, agricultural industries, shipbuilding, energy, and fishing.</p>

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## Section D: Relevant Regulations

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### D.1. U.S. Code and Code of Federal Regulations

The following Federal regulations govern anchorages throughout the U.S., and are not all-inclusive. Understand how these regulations apply in order to manage anchorages effectively.

- 33 CFR 109 – General.
- 33 CFR 110 – Anchorage Regulations.
- 33 CFR 1.05-1(e)(1)(i), Re-delegation of Authority to District Commander.
- 33 CFR 160.5(d), Delegations (authority to Vessel Traffic Services).
- 33 USC 471-476, Anchorage Grounds and Harbor Regulations (generally).
- 33 USC 1221-1236, Ports and Waterways Safety Program.
- 33 USC 2071, Inland navigation rules.
- 43 USC 1301, *et seq.*, Submerged Lands Act.
- Pub. L. 109-241, 120 Stat. 516, Coast Guard and Maritime Transportation Act of 2006, section 902(j).

### D.2. Port Specific Regulations

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Review reference (c), Part 110, and work with the local harbor safety committee (HSC) for guidance specific to the port.

Information contained in unit standard operating procedures (SOP) and other port guidance include:

- Number of anchorages.
- Designated locations – be able to identify on a chart.
- Allowable uses.
- Size restrictions.
- Duration – time restrictions.
- Check in/out regulations for VTS and regulated navigation areas.
- Whether USACE maintained.

For ports with a U.S. Navy (USN) presence, sectors can review Fleet Guides. Fleet Guides are maritime publications; one each for the Atlantic and Pacific areas, each chapter covers a specific U.S. naval port. These guides are similar to those found in Coast Pilots and Sailing Directions, and provide information of major interest to naval vessels. The guides are available to DOD customers of the National Geospatial-Intelligence Agency via e-mail at [MCDPubs@nga.mil](mailto:MCDPubs@nga.mil) and are not available to non-naval vessels.

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## Chapter 3: Anchorage Management and Rulemaking

**Introduction** This chapter explains the processes for addressing anchorage waiver requests, and establishing, amending, or removing anchorages.

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**In This Chapter** This chapter contains the following sections:

<b>Section</b>	<b>Title</b>	<b>Page</b>
A	Waiver Requests from Anchorage Regulations	3-2
B	Enforcing Anchorage Regulations	3-6
C	Establishing, Amending, or Removing an Anchorage	3-7
D	Anchorage Markings	3-12
E	Examples	3-14

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## Section A: Waiver Requests from Anchorage Regulations

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**A.1. General**      Waivers from anchorage regulations are authorized per reference (c), *Navigation and Navigable Waters*, 33 CFR, § 160.214, upon request, and are approved on a case-by-case basis. Types of anchorage waiver requests vary from one port to the next, and the COTP makes a determination that best accommodates the request while balancing safety and security of the port, marine environment, and facilitation of commerce.

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**A.2. Awareness**      The waiver process begins with the receipt of a waiver request from a vessel master, agent, or owner. Types of requests involve, but are not limited to:

- Time allowed – duration a vessel is permitted to occupy a specific anchorage. (e.g., 24 hours, 7 days)
- Vessel type allowed – vessels, by virtue of type and/or cargo, normally prohibited to anchor within a specific anchorage.
- Anchorage usage allowed – activities normally prohibited from being conducted within a specific anchorage.

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**A.2.a. Data Verification**      Obtain information concerning the vessel, its owner, and agents, to aid in conducting a sound assessment. Most likely, the vessel or agent has already submitted an advanced notice of arrival, from which you can obtain most of this information. Vessel information includes:

- Name.
- International Maritime Organization number.
- Flag state.
- International call sign.
- Length.
- Draft.
- Cargo.
- Crew information.
- Current location.
- Arrival date/time.
- Destination.
- Plans/intentions.
- Reason for waiver from anchorage regulations.

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**A.3. Initial Assessment**

Determine who exercises control over the anchorage area in question. Refer to the following to find out who has responsibility:

- Applicable anchorage regulation under reference (c).
- Navigation charts for the anchorage in question.
- Coast Pilot to determine who exercises authority over the anchorage.

If the anchorage falls under USCG jurisdiction, proceed with the waiver process. If it is not, forward the request to the responsible agency or local government. Follow up to ensure receipt of the request, and monitor its progress to ensure situational awareness of operations in the AOR.

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**A.4. Considerations and Determination**

If the COTP exercises authority over the anchorage area, contact stakeholders to determine what, if any, effects the waiver request presents. Determine the following:

- Was a COTP Order already issued to the vessel? If so, what were the details of the order?
- What external factors, if any, influence the COTP decision? These factors include, but are not limited to:
  - Forecasted adverse weather or tidal conditions.
  - Unrelated activities such as dredging or marine events.
  - Proximity to critical infrastructures and key resources.
  - Proximity to other marine traffic (current or future).
  - Potential or actual effects that granting the waiver request might have on the environment.

In ports and waterways where no VTS exists, port authorities or pilots associations might manage anchorage assignments. Solicit input from these stakeholders to determine what, if any, effects the waiver request presents if approval or denied. Contact the following where applicable:

- Port authorities.
- Pilots associations.
- Marine exchanges.

Once you have identified all information on the vessel, and possible risk factors, brief the chain of command and make a recommendation to the COTP for consideration. Base your recommendation on an analysis of risks and benefits associated with the request. Ensure the recommendation does not involve unacceptable risks to safety or security of the port, the environment, or commerce.

The COTP makes a determination and approves or denies the request based on a totality of the circumstances, balancing safety, security, and facilitation of commerce in the port.

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**A.5. Replying to a Waiver Request**

Reply to a waiver request through official correspondence. Choose the most appropriate based on the circumstances (refer to unit SOP for specific guidance). The following are acceptable means of replying to a waiver request:

- Verbal – phone, radio, or VTS.
- E-mail.
- USCG business letter – for responding to a written request that is an advanced notice of an activity. This is appropriate when no violations have yet been committed and the vessel intends to comply with applicable law.
- COTP Order – to gain compliance in the event of a violation. This is preferred when a COTP Order relating to the waiver request already exists on the vessel, or when a COTP action might result in a movement restriction on the vessel, regardless of the approval status. See reference (f), CG TTP 3-71-3, COTP Orders TTP.

If denying the waiver request, or if the COTP Order has an adverse impact on the affected party, the COTP's response should explain factors that influenced the decision to avoid confusion that results in unnecessary appeals. In the written reply, inform the applicant of the right to appeal the decision.

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**A.6. Appeals**

In the event of a COTP Order or denied waiver request, the affected party might file an appeal. Upon receipt of the appeal, identify information or factors that are new to the case or changed since the last determination. Go through the considerations and determination process again.

Once you have identified all new information and relevant factors, brief the chain of command with a recommendation on whether to uphold the current decision or recommend a different course of action.

- If the COTP grants the appeal in whole, take no further action. Document the decision in a written response and close the action.
- If the COTP grants the appeal in part, and the requesting party is satisfied with the decision, take no further action. Document the decision in a written response and close the action.
- If the COTP grants the appeal in part, and the requesting party is not satisfied with the decision, forward the appeal with applicable documentation to the district commander for final consideration, and notify the requesting party on the situation.

- If the COTP does not grant the appeal, forward the appeal with applicable documentation to the district commander for final consideration, and notify the requesting party on the situation.

When forwarding an appeal to the district commander:

- Provide a copy of applicable documentation and evidence to the appellant, who has up to five working days from the date of receipt to submit rebuttal materials.
- The district commander generally directs a representative to gather and submit documentation or evidence necessary to resolve the appeal, and might allow oral presentation on the issues.
- Following submission of materials, the district commander makes a determination and issues a ruling through formal written correspondence.
- Execute the final determination by the district commander and close the action.

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#### **A.7. Closing the Action**

Close the action upon finalization of the determination. Include the date and time of the decision in the correspondence to ensure complete record keeping. Complete the action by informing all interested internal and external stakeholders, document actions in MISLE and follow appropriate administrative record procedures.

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## Section B: Enforcing Anchorage Regulations

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**B.1. Introduction** This section discusses enforcement of anchorage regulations. Reference (c), *Navigation and Navigable Waters*, 33 CFR § 109.15 provides guidance on actions to take against a vessel violating such regulations.

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**B.2. Types of Violations** Remain alert and monitor for violations of anchorage regulations. Typical violations include, but are not limited to:

- Exceeding anchorage time limits.
- Displaying improper lights and sound signals.
- Failing to meet heavy weather requirements.
- Failing to have English-speaking persons embarked.
- Violating equipment compliance requirements.

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**B.3. Compliance and Enforcement Options** Possible actions for violations of anchorage regulations include, but are not limited to:

- Standard letter of concern from the COTP addressing non-compliance.
- COTP Order.
- Letter of Warning (LOW).
- Notice of Violation (NOV).
- Suspension and Revocation (S&R).

Consult with other departments when considering options for gaining compliance. The investigations staff can provide assistance to WWM staff when processing violations of regulations. Ensure proper documentation in MISLE.

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**B.4. Unit Coordination** Coordinate with other divisions at the Sector, such as the enforcement division for a security boarding. Coordination ensures all equities and specialty areas are covered.

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## Section C: Establishing, Amending, or Removing an Anchorage

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### C.1. Roles

Establish, amend, or remove an anchorage via the Federal rulemaking process. District (dpw) typically assigns a project manager to oversee completion of the rulemaking process.

Due to the strong relationships and collaboration that sectors have with key port stakeholders, as well as local knowledge of the port and waterways, sectors are frequently well suited to collect information and assist the District (dpw) staff in completing the rulemaking process. In these situations, districts seek support from the sectors. Sectors assign a project manager to assist districts as needed. The level of support provided varies across sectors/districts based on the complexity of the project, available staff, and operational/administrative tempo. If the district tasks the sector to draft and provide a proposed rule, do so per reference (g) and this TTP, and submit the rule directly to the District (dpw) staff.

The servicing legal office provides a review to determine legal sufficiency. Contact the District (dpw) project manager to determine whether sector WWM staff or District (dpw) staff works with District (dl) for this purpose.

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### C.2. Awareness

The rulemaking process begins with receipt of a request to establish, amend, or remove an anchorage in a specific area, or by determination from a competent authority (USCG, USACE, etc.).

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### C.3. Coordinate with Port Partners and Other Maritime Stakeholders

Coordinate closely with port partners who have a stake in the safe and efficient operation of their port and waterways. Examples of stakeholders include, but are not limited to:

- Port authorities, marine exchanges and pilots associations.
- Commercial vessel owners/operators and recreational boating clubs.
- Environmental groups.
- Shipping agents, terminal operators, labor organizations, and shipyards.
- Local landholders, residents, and citizen groups.
- State and local government agencies.
- Federal agencies (USACE, USN, USCG).

Coordination is important in order to capture as many details as possible, minimizing potential stakeholder concerns and adverse feedback. The goal is to receive constructive input and address adverse feedback, which results in the ability to create a more complete Advance Notice of Proposed Rulemaking (ANPRM) or Notice of Proposed Rulemaking (NPRM).

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C.3.a. Create Awareness of the Project

Create awareness of the proposed project, encourage participation, and solicit responses from boaters, mariners, and maritime professionals using local stakeholder communication tools, including local notices to mariners, HSC, [Homeport](#), auxiliary outreach, and other forums to inform both the maritime user community and appropriate government agencies.

NOTE:

**Once a proposed rule is published, avoid ex parte communication, or private communication between agency employees and individuals outside the agency concerning the substance of a rulemaking.**

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**C.4. Consider a Public Meeting**

Consider holding a public meeting if there is anticipation of controversy. Always consult your servicing legal office when determining whether to hold a public meeting.

If you are holding a public meeting:

- Make the announcement through the rulemaking process.
- Begin the meeting with an explanation of the proposed rule.
- Invite members of the public to make oral presentations.
- Prepare a record of the meeting and post a summary of the meeting in the docket.

NOTE:

**Stakeholder and port partner outreach can be done before publishing an ANPRM or NPRM. However, after publishing, all interactions are considered public meetings and are required to be documented in the Federal Register.**

### **C.5. Design Anchorage Parameters**

Use the feedback from the public meeting to consider changes you want to make to the anchorage proposal.

When determining the anchorage area parameters, use appropriate risk management tools to identify and mitigate risks, or vulnerabilities, associated with the proposal. Such risks include safety and security of mariners, vessels, the port, waterway, and the environment. Reference (h) provides guidance on how to apply available risk management tools to make good risk-based decisions.

The two main design dimensions for an anchorage area are size and depth. Allow for the maximum ship size from the projected user fleet when determining proper area dimensions. Considered the following when designing an anchorage area:

- Location (relative to the port or harbor).
  - Size (the overall area of the anchorage in terms of length and width).
  - Depth (naturally deep, adjacent access channel depth, under-keel clearance).
  - Capacity (number of vessels, size/type of vessels, cargo present).
  - Usage (primary purpose, types of activities allowed or restricted).
  - Duration (time limit required for its use, yes or no).
  - Environment (subject to waves, winds, tides, currents, reduced visibility, ice conditions, etc.).
  - Potential hazards (dams/locks, obstructions/hazards to navigation, etc.).
  - Traffic density (customary presence of other vessels, both commercial and recreational, their speeds, and movement patterns).
  - Assistance availability (is a fleet of ship-assist tugs, pilots available).
  - Permitting (will permits be required to create).
  - Maintenance (will initial and/or periodic dredging be required).
  - Other traffic conditions (is one-way traffic, a traffic separation scheme is required).
  - Marking (is marking required; are aids to navigation sufficient to mitigate risks).
-

C.5.a. Conduct a Focused Waterways Analysis and Management System Study

For anchorage proposals, conduct a focused Waterways Analysis and Management System (WAMS) study to obtain critical information about potential effects of the proposal. Consider using the most recent WAMS study if completed within the last two years. Otherwise, do the following to complete the focused WAMS study:

- Contact District (dpw) to obtain the latest WAMS study report for the waterway in question.
- Review the latest WAMS study report for the proposed anchorage area.
- Conduct a focused WAMS study, specifically targeting only that part of the waterway that involves the proposed anchorage area.
- Request and coordinate assistance from District (dpw) staff to obtain all the critical information necessary to complete the WAMS study.
- Obtain waterway user input by:
  - Conducting rides on vessels.
  - Reviewing current navigational literature for the waterway, noting geological and other physical changes in the characteristics of the waterway (either manmade or natural).
  - Identifying changing political or economic trends.
  - Obtaining marine incident (pollution/vessel) reoccurrence rates in the waterway.
  - Recognizing sensitive military or environmental issues.
- Assess waterway user input and determine study results.
- Complete the report using the new information gained from the study.

NOTE:

**Sectors conduct a Waterways Analysis and Management Systems (WAMS) study of critical waterways in their area of responsibility every five years to ensure waterway attributes and services meet the needs of mariners; the process normally takes more than a year to complete. For anchorage proposals, conduct a WAMS that focuses only on the area in question to provide the information you need in a timelier manner.**

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C.5.b. Review  
Past Ports and  
Waterways Safety  
Assessment  
Reports

A Ports and Waterways Safety Assessment (PAWSA) report details key waterway users and stakeholders, and identifies agencies and/or entities responsible for implementing risk mitigation measures to meet port objectives.

- Access the USCG Navigation Center’s PAWSA webpage at <http://www.navcen.uscg.gov/?pageName=pawsaMain>.
- Click on the “PAWSA Final Report” link in the top left hand menu.
- Select the appropriate workshop report for the port/waterway listed.

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**C.6. Create the  
Anchorage Rule**

Create the anchorage rule by following the process outlined in reference (g), *Preparation of Field Regulations*, COMDTINST M16704.3 (Series), Enclosure 1, *Basic Process Checklist*.

The Office of Regulations and Administrative Law (CG-LRA): <https://cgportal2.uscg.mil/units/cg0943/SitePages/Home.aspx> maintains a series of templates that are available to field units to assist them in drafting rules. Access these by following directions in reference (g), Enclosure 2, *Directions to Electronic Templates*. Save the proposed rule template onto your computer as a Word document.

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C.6.a.  
Documentation  
During  
Rulemaking  
Process

Once the rulemaking process has begun, document all types of discussions, including ex-parte communications (phone, email, in-person, etc.). For ex-parte communications where a comment is being provided, advise the stakeholder to post the comment in the docket folder in accordance with the instructions provided in the proposed rule.

Post all records of communications on the docket, and discuss in the Federal Register any communications that affect the substance of the final rule once published.

Promptly provide your servicing legal office and CG-LRA with copies of written comments received from a member of Congress that criticizes or opposes a proposed rule, and coordinate preparation of any written response with District (de).

See reference (g), Chapter 7, Section D, for instructions on recording and docketing notice of ex parte contacts.

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## Section D: Anchorage Markings

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### D.1. Establish, Relocate or Discontinue Aids to Navigation

When the final rule becomes effective, to facilitate the safe flow of vessel traffic near the anchorage, it might be necessary to address marking. Depending upon the nature of the project, marking might involve changes in the aid to navigation system by establishing, discontinuing, or relocating aids to navigation.

Reviewing completed WAMS reports for the affected waterway might reveal information relevant to the decision-making process. The following local contacts could offer additional insight:

- Harbor pilots and pilots associations.
- Other prominent waterway user groups.
- USCG field units servicing aids to navigation near the anchorage area.

The policy on submitting Aid to Navigation Operation Request ([Form CG-3213](#)) and Aids to Navigation Operation Request Supplement ([Form CG-3213A](#)) is contained within reference (i), *Aids to Navigation Manual Administration*, COMDTINST M16500.7A.

**NOTE:**

**The district commander or designated representative approves Form CG-3213, unless otherwise permitted by the Commandant.**

### D.2. Prepare and Submit a Completed Form CG-3213

[Form CG-3213](#) might include more than one aid to navigation and more than one action when all are part of the same project and are in the same geographic area. Include the following information in the form:

- Adequate justification;
- Accurate charting data (assigned position in latitude/longitude);
- A section of the largest scale chart;
- Reasons for rejecting other, more cost-effective measures;
- Required operational range of light and sound signal;
- Light color and phase characteristic; and
- All solar calculations

Complete [Form CG-3213](#) as per instructions on the reverse side.

NOTE:

**Special marks indicate special areas or features referred to in charts or other nautical publications, such as marking anchorages, cable or pipeline areas, traffic separation schemes, military exercise zones, etc. They are solid yellow, and show yellow lights with a slow-flashing rhythm preferred (may not show a quick-flashing rhythm).**

**D.3.  
Update NOAA  
or USACE  
Nautical Charts**

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The National Oceanic and Atmospheric Administration (NOAA) produces nautical charts of U.S. waters, other than those of the Mississippi River and tributaries, which USACE produces. District (dpw) may use any of the following actions to add, modify, or delete a charted aid to navigation:

- Publish a chart correction advertising the addition, change, or deletion of the aids to navigation marking the anchorage area;
  - Ensure receipt of the chart correction advertisement and that the next chart edition is to show the marking update.
-

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## Section E: Examples of Anchorage Regulations

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### **E.1. Amending an Existing Regulation**

Refer to the following for an example of an amendment to an existing anchorage regulation to increase capacity in Newport Harbor, RI:

- [Federal Register, Vol. 76, No. 187, Tuesday, September 27, 2011, Proposed Rules.](#)
- [Federal Register, Vol. 77, No. 25, Tuesday, February 7, 2012, Rules and Regulations.](#)

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### **E.2. Issuing a Temporary Regulation**

Refer to the following for an example of a temporary regulation to extend the effective period of an existing anchorage regulation in Delaware Bay:

- [Federal Register, Vol. 79, No. 9, Tuesday, January 14, 2014, Rules and Regulations.](#)

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### **E.3. Establishing a New Regulation**

Refer to the following for an example of a new anchorage regulation to accommodate an increase in port activity in the Lower Mississippi River:

- [Federal Register, Vol. 77, No. 217, Thursday, November 8, 2012, Proposed Rules.](#)
- [Federal Register, Vol. 78, No. 34, Wednesday, February 20, 2013, Rules and Regulations.](#)

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### **E.4. Removing an Existing Anchorage**

Refer to the following for an example of a removal of an existing commercial anchorage that is no longer usable in Los Angeles/Long Beach, CA:

- [Federal Register, Vol. 79, No. 37, Tuesday, February 25, 2014, Proposed Rules.](#)
  - [Federal Register, Vol. 79, No. 232, Wednesday, December 3, 2014, Rules and Regulations.](#)
-

## Appendix A: Glossary and Acronyms

§	Section or sub-section.
<b>ANPRM</b>	Advance notice of proposed rule-making.
<b>AOR</b>	Area of responsibility.
<b>APA</b>	Administrative Procedure Act.
<b>CFR</b>	Code of Federal Regulations.
<b>COTP</b>	Captain of the port.
<b>DOD</b>	Department of Defense.
<b>Ex Parte Communication</b>	An oral or written communication not on the public record with respect to which reasonable prior notice to all interested parties is not given.
<b>HSC</b>	Harbor safety committee.
<b>LOW</b>	Letter of warning.
<b>MAMF</b>	Managed anchorage mooring field.
<b>MISLE</b>	Marine Information for Safety and Law Enforcement.
<b>NOAA</b>	National Oceanic and Atmospheric Administration.
<b>NOV</b>	Notice of violation.
<b>NPRM</b>	Notice of proposed rule-making.
<b>S&amp;R</b>	Suspension and revocation
<b>PAWSA</b>	Ports and waterways safety assessment.

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**SOP** Standard operating procedures.

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**TTP** Tactics, techniques, and procedures.

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**U.S.** United States.

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**USACE** United States Army Corps of Engineers.

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**USC** United States Code.

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**USCG** United States Coast Guard.

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**USN** United States Navy.

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**VTS** Vessel traffic services.

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**WAMS** Waterways Analysis and Management Systems.

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**WWM** Waterways management.

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# Appendix B: Form CG-3213 Federal Aid to Navigation Operation Request

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-3213 (Rev. 11-08)		<b>FEDERAL AID TO NAVIGATION OPERATION REQUEST</b> <small>(See Side B for Instructions)</small>			Page ____ of ____
1. PROJECT NUMBER	2. APPROVAL AUTHORITY: <input type="checkbox"/> Commander, District ____ (dpw) <input type="checkbox"/> Commandant (CG-54131)		3. DATE SUBMITTED		
4. GEOGRAPHIC LOCATION				5. STATE	
6. CHARTS AFFECTED		7. REASON FOR REQUEST: <input type="checkbox"/> MILITARY NEED <input type="checkbox"/> USACE PROJECT <input type="checkbox"/> WAMS <input type="checkbox"/> REBUILD/REPAIR <input type="checkbox"/> AID IMPROVEMENT <input type="checkbox"/> OTHER			
8. NUMBER OF CG-3213A/Bs ATTACHED	9. OTHER DOCUMENTS ATTACHED (FIDs, APRs, Solar Cals, Allard's Law, Range Design, Buoy Mooring Selection Worksheet, Chartlets, Photos, etc.)				
10. SUMMARY OF ACTION PROPOSED					
11. JUSTIFICATION <i>(Continue on a separate page if necessary)</i>					
12. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA					
13. ESTIMATED COSTS			14. BUOY ALLOWANCE ADJUSTMENTS		
a. Commercial Contract Costs (1) Survey and Design			a. Buoy Type	b. On Station	c. New OS Total
(2) Construction					d. Relief Hulls
b. CG Supplied Material (1) Structure Materials/ Buoys					e. New Total
(2) Optics					
c. Contingencies					
d. Travel					
e. Other					
f. Total Funds Required \$0.00			15. DISTRICT (dpw) ENDORSEMENT <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		
g. Fund Type <input type="checkbox"/> OE Funds <input type="checkbox"/> AC&I WW Funds			b. SIGNATURE		c. DATE
16 HQ ROUTING			17. ENDORSEMENT		
a. Received at CG-54131			From: COMMANDANT (CG-54131) <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		
b. Add info required from dpw			a. REMARKS		
c. Add info received from dpw					
d. Fwd CG-432 for Tech Eval					
e. Add info required from dpw					
f. Add info received from dpw			b. SIGNATURE		
g. Tech Eval fwd to CG-54131					
h. Fwd to District (dpw)					
PREVIOUS EDITION IS OBSOLETE					

ifications.

Other supporting documents that are included with these documents include but are not limited to APRs, Solar Calculations, Allard's Law, Range Sheets, etc.

Precisely state the proposed action.

Statements must support the applicable section of the Light List Manual, Administration Regulations. Provide the amount and type of benefit. In addition state the reasons for rejecting or more economical solutions.

Provide complete information necessary to correct Light List and other publications. State official names of aids (as proposed) and their corresponding Light List abbreviations to describe operating characteristics.

Enter in blocks 13a to 13e and total in 13f the funds allocated for accomplishing the project. Include a list of "other" costs in additional remarks or on a separate sheet. These other costs may include CG industrial costs, the appropriate funding source (OE or AC&I), and applicable Resource Management Manual (FRMM) and applicable directives.

Indicate any applicable buoy allowance changes resulting from this project.

**ITEM 15** – Applicable District (dpw) endorsement, signature, and date

**ITEM 16 & 17** – CGHQ action items.

Reset

a section of the largest scale chart and, if appropriate, the USACE prints with the proposed changes annotated therein.

**ITEM 7** – Check the most appropriate block that applies.

**ITEM 8** – Enter the number of CG-3213As (Federal Fixed Aid to Navigation Operation Request Supplement) and/or CG-3213Bs (Federal Floating Aid to Navigation Operation Request Supplement) associated with the project.

**Note:** One of these forms is included for each aid included in the project.

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**B.1. Form Purpose**

Use Federal Aid to Navigation Operation Request ([Form CG-3213](#)) to justify and authorize proposed changes in the USCG aids to navigation system, and to record those changes. All permanent changes to the U.S. aids to navigation system necessitating a Light List or chart correction must be authorized by approval of a [Form CG-3213](#).

As described in the *Aids to Navigation Manual – Administration*, COMDTINST M16500.7A, [Form CG-3213](#):

- Ensures compliance with U.S. aids to navigation system regulations.
- Provides justification for proposed changes.
- Obtains approval for operating characteristics of the aid.
- Provides technical details of the aid.
- Obtains authority to expend funds for specific projects.
- Provides an official record of data published by the USCG.
- Ensures buoy hull type inventories are accurate.

**NOTE:**

**Temporary establishment, relocation, change, or discontinuance of any short-range aid to navigation does not require submission of Form CG-3213.**

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**B.2. Initiation**

The sector WWM staff or aids to navigation servicing unit prepare the [Form CG-3213](#).

Include more than one aid and more than one action on a single [Form CG-3213](#) when all are part of the same current project and are in the same geographic area. Complete the form as per the instruction on the reverse side.

Include the following on each [Form CG-3213](#) and [Form CG-3213A](#):

- Adequate justification (type of vessels, number of transits, etc.).
  - Accurate charting data (aid position in latitude and longitude).
  - A section of the largest scale chart (when submitted to Commandant).
  - Reasons for rejecting other obvious or more economical solutions.
  - Required operational range of lights and sound signals.
  - Light color and phase characteristics ([Form CG-3213A](#)).
  - All range design, range analyses, and solar calculations.
-

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### B.3. Routing

An individual authorized by the aids to navigation branch chief approves or disapproves the form, signs item 15, and forwards the form to the aids to navigation branch chief, who approves or disapproves the form and signs item 17.

The sector WWM staff or aids to navigation servicing unit submits the completed form to District (dpw) for review and approval.

A [Form CG-3213](#) prepared for approval at the district level should contain the same background information required for those projects submitted to Commandant for approval. This is the minimum amount of administrative action necessary to ensure proper control within the district.

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### B.4. Approval

District commanders or their designated representatives are authorized to approve [Form CG-3213](#), except for the following instances, which require submission to the Commandant (CG-NAV) for approval:

- Requires acquisition, construction, and improvement waterways funds.
- Requires operating expense funds in excess of \$25,000.
- Involves changes in the staffing level of a manned aid to navigation.
- Requires submission of a project development submittal.
- Proposes use of unauthorized/non-standard equipment or characteristics.
- Proposes establishment of aids in waters not already marked by the USCG.
- Involves cooperation and/or coordination with state, Federal, foreign, or international agencies.
- Proposes to eliminate, or decrease the range of, the primary light or sound signal of a major aid.
- Establishes daytime ranges.
- Is unusual in nature (e.g., has significant public interest).

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### B.5. Distribution

Distribution of [Form CG-3213](#) is determined by District (dpw). The district commander issues instructions as necessary to ensure efficient operation of the aids to navigation systems. Such instructions are normally incorporated in the district SOP, but might be issued as district commander's instructions or in another appropriate format. These supplementary instructions may include the forms listed in this section.

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### E.5. Link

A fillable PDF form is available at [https://cgportal2.uscg.mil/sites/externaldata/Forms/CG\\_3213.PDF](https://cgportal2.uscg.mil/sites/externaldata/Forms/CG_3213.PDF).

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**B.1. Completed  
Form CG-3213**

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-3213 (Rev. 11-08)		FEDERAL AID TO NAVIGATION OPERATION REQUEST <small>(See Side B for Instructions)</small>			Page <u>1</u> of <u>2</u>
1. PROJECT NUMBER 01-14-034	2. APPROVAL AUTHORITY: <input checked="" type="checkbox"/> Commander, District <u>1</u> (dpw) <input type="checkbox"/> Commandant (CG-54131)	3. DATE SUBMITTED 16 APR 2014			
4. GEOGRAPHIC LOCATION Narragansett Bay-East Passage				5. STATE RI	
6. CHARTS AFFECTED 13221, 13223		7. REASON FOR REQUEST: <input type="checkbox"/> MILITARY NEED <input type="checkbox"/> USACE PROJECT <input type="checkbox"/> WAMS <input type="checkbox"/> REBUILD/REPAIR <input checked="" type="checkbox"/> AID IMPROVEMENT <input type="checkbox"/> OTHER			
8. NUMBER OF CG-3213A/Bs ATTACHED <u>1</u>	9. OTHER DOCUMENTS ATTACHED (FIDs, APRs, Solar Cals, Allard's Law, Range Design, Buoy Mooring Selection Worksheet, Chartlets, Photos, etc.) FID, APR, Solar Calc, Allard's Law, LNM Proposal				
10. SUMMARY OF ACTION PROPOSED EAST PASSAGE LIGHTED BUOY 25 (LLNR 18100): CHANGE conventional lighting equipment to Self-Contained LED (Carmanah 704-5); nominal range will change from 5NM to 3NM. Remove all legacy lighting equipment.  Advertised in LNM 13/14 through 15/14.					
11. JUSTIFICATION (Continue on a separate page if necessary) Change conventional lighting equipment to LED. Change supports the objectives of the Coast Guard's Maritime Aids to Navigation Strategic Plan to reduce costs and improve aid reliability.  No mariner feedback received.					
12. NOTICE TO MARINERS, LIGHT LIST AND CHARTING DATA None					
13. ESTIMATED COSTS			14. BUOY ALLOWANCE ADJUSTMENTS		
a. Commercial Contract Costs			a. Buoy Type	b. On Station	c. New OS Total
(1) Survey and Design					
(2) Construction					
b. CG Supplied Material					
(1) Structure Materials/ Buoys					
(2) Optics					\$964.00
c. Contingencies					
d. Travel					
e. Other					
f. Total Funds Required					\$964.00
g. Fund Type <input type="checkbox"/> OE Funds <input type="checkbox"/> AC& WW Funds			15. DISTRICT (dpw) ENDORSEMENT <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		
16 HQ ROUTING			b. SIGNATURE <u>STUCK, MATTHEW.B.</u> 1011790069		
a. Received at CG-54131			c. DATE <u>11/20/2014</u>		
b. Add info required from dpw			17. ENDORSEMENT		
c. Add info received from dpw			From: COMMANDANT (CG-54131) <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		
d. Fwd CG-432 for Tech Eval			a. REMARKS		
e. Add info required from dpw					
f. Add info received from dpw					
g. Tech Eval fwd to CG-54131			b. SIGNATURE		
h. Fwd to District (dpw)			c. DATE		

**ITEM 4** – Enter the geographic location in the style of the Light List.

**ITEM 5** – Enter the State.

**ITEM 6** – Enter the numbers of all the charts on which the aid will appear. List the largest scale chart first and include a section of the largest scale chart and, if appropriate, the USACE prints with the proposed changes annotated therein.

**ITEM 7** – Check the most appropriate block that applies.

**ITEM 8** – Enter the number of CG-3213As (Federal Fixed Aid to Navigation Operation Request Supplement) and/or CG-3213Bs (Federal Floating Aid to Navigation Operation Request Supplement) associated with the project.

**Note:** One of these forms is included for each aid included in the project.

Supporting documents that are included with the project include but are not limited to Solar Calculations, Allard's Law, Range Design, Buoy Mooring Selection Worksheet, Chartlets, Photos, etc.

Justification for the proposed action.

The project must support the applicable section of the Coast Guard Administration Regulations. Provide justification, particularly the amount and type of funding requested, in addition state the reasons for rejecting alternative economical solutions.

Provide the information necessary to correct Light List publications. State official names of aids and their corresponding Light List abbreviations to describe operating procedures.

Items 13a to 13e and total in 13f the funds actually required to complete the project. Include a breakdown of "other" costs in additional remarks or on a separate sheet, these other costs may include CG industrial costs, etc. Indicate the appropriate funding source (OE or AC&I) IAW the Financial Resource Management Manual (FRMM) and current applicable directives.

**ITEM 14** – Indicate any applicable buoy allowance changes resulting from this project.

**ITEM 15** – Applicable District (dpw) endorsement, signature, and date

**ITEM 16 & 17** – CGHQ action items.

# Appendix C: Form CG-3213A Federal Fixed Aid to Navigation Operation Request Supplement

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-3213A (Rev. 11-08)		<b>FEDERAL FIXED AID TO NAVIGATION OPERATION REQUEST SUPPLEMENT</b> <i>(See Side B for Instructions)</i>		Page ____ of ____
1. PROJECT NUMBER	2. AID NAME	3. LIGHT LIST NUMBER	4. DATE	
5. AID DESCRIPTION TYPE	6. AID POSITION a. LAT _____ b. LON _____		7. REQUEST TYPE <i>(Provide details in the Remarks block)</i> <input type="checkbox"/> Establish <input type="checkbox"/> Relocate <input type="checkbox"/> AC& Rebuild <input type="checkbox"/> Other	
<b>8. LIGHT SIGNAL REQUIREMENTS</b>				
a. OPERATIONAL RANGE REQUIREMENT <i>(In Nautical Miles)</i>	b. PERCENT VISIBILITY REQUIREMENT <input type="checkbox"/> 90% (RANGE LIGHT/MAJOR AID) <input type="checkbox"/> 80% (MINOR AID)	c. METROLOGICAL VISIBILITY <i>(In Nautical Miles)</i>	d. REQUIRED EFFECTIVE INTENSITY <i>(In Candela)</i>	
<b>9. LIGHT SIGNAL EQUIPMENT</b>				
	a. <input type="checkbox"/> Primary <input type="checkbox"/> Secondary <input type="checkbox"/> Emergency			
	EXISTING	NEW	EXISTING	NEW
b. LANTERN/OPTIC (1) Type and Color			f. LIGHT CHARACTERISTIC <i>Include Flash Duration (CCT)</i>	
(2) RPM <i>(if a rotating lantern)</i>			g. LAMPS <i>(Incandescent Only)</i> <i>(Amps, Watts, and Voltage)</i>	
(3) Spread Lens Size or Condensing Panel			h. EFFECTIVE INTENSITY <i>(In Candela)</i>	
c. NUMBER OF LED TIERS			i. NOMINAL RANGE	
d. LED INTENSITY SETTING			j. FLASHER TYPE/MODEL	
e. HOURS OF OPERATION <i>(Day, Night, or 24-hours/day)</i>			k. SPECIAL EQUIPMENT <i>(Continue in block 14 if necessary)</i>	
<b>10. SOUND SIGNAL EQUIPMENT</b>				
a. OPERATIONAL RANGE REQUIREMENT	b. SIGNAL EQUIPMENT TYPE			
<b>11. RACON</b>				
a. MORSE CODE	a. MANUFACTURER		12. AIS	
b. SYSTEM (MODEL NUMBER)	b. DUTY CYCLE			
<b>13. POWER SUPPLY</b>				
a. BATTERY(S) (1) TYPE & NUMBER	b. SOLAR PANEL(S) SIZE AND NUMBER		c. COMMERCIAL POWER/GENERATOR INFORMATION	
(2) DESIGN PURPOSE & TOTAL AMP HOUR CAPACITY				
(3) MANUFACTURER & MODEL				
<b>14. STRUCTURE</b>				
	EXISTING	NEW	EXISTING	NEW
a. SITE	<input type="checkbox"/> Marine <input type="checkbox"/> Terrestrial	<input type="checkbox"/> Marine <input type="checkbox"/> Terrestrial	e. FOCAL PLANE HEIGHT	
b. FOUNDATION TYPE <i>(Include number of piles)</i>			f. GROUND ELEVATION/WATER DEPTH – <i>(Include Datum)</i>	
c. STRUCTURE TYPE <i>(Include Structure Height)</i>			g. DAY MARK <i>(Type, Size, &amp; Number)</i>	
d. TOWER DIMENSIONS <i>(Height And Type)</i>			h. SPECIAL EQUIPMENT	
i. STRUCTURE REMARKS:				
15. REMARKS <i>(Continued on side B if necessary)</i>				

PREVIOUS EDITION IS OBSOLETE

Reset

**Floating Aids to Navigation.**

Whether this form is for the primary, agency light of the AtoN by checking the Consult the most current edition of the – Technical Manual (COMDTINST M16500.7) to accurately complete this section. Light characteristic and include the flash duration Time (CCT). Example: FL 4 (0.4) for LED optic.

Applicable current and new sound signal ton.

Applicable RACON Morse Code and obtained from the CG Engineering after 2005 are System VI or newer.

Applicable AIS manufacturer and duty the Frequency Request Authorization as been completed and approved.

Applicable current and new Power Supply consult the most current edition of the Aids to Navigation Technical Manual (COMDTINST M16500.3)

and Range Lights and 80% for minor Aids.  
**8c** – Metrological Visibility is a measure of the atmosphere's clarity in a particular location  
**8d** – Required Effective Intensity is the minimum intensity requirements to meet the Operational Range Requirement. (Values entered in blocks 8c & 8d are found in the Visual Design Manual (COMDTINST M16510 (series)) and blocks D14 and D22 respectively in the Allard's Law Worksheet).  
**Note:** Refer to the Range Design Manual for calculating these values for range lights (COMDTINST M16500.4 (series)).

(series)) to accurately complete this section.  
**13.a.(1)** – Enter the type and number battery(ies) system. For example; Large Lead-Acid, 01  
**13.a.(2)** – Enter battery system purpose and total system Amp Hours. For example; Primary or Backup, 1200ah  
**13.a.(3)** – Enter the battery manufacturer and model.  
**ITEM 14** – Enter the applicable structure information consistent with I-ATONIS nomenclature. Consult the Aids to Navigation, Administration Manual (COMDTINST M16500.7 (series)) for guidance to calculate Structure Height and Focal Plane Height.

Reset

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**C.1. Purpose** The Aids to Navigation Operation Request Supplement ([Form CG-3213A](#)) provides technical information on aids to navigation projects.

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**C.2. Link** A fillable PDF form is available at [https://cgportal2.uscg.mil/sites/externaldata/Forms/CG\\_3213A.PDF](https://cgportal2.uscg.mil/sites/externaldata/Forms/CG_3213A.PDF).

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**D.1. Purpose** The Aids to Navigation Operation Request Supplement ([Form CG-3213B](#)) provides technical information on aids to navigation projects.

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**D.2. Link** A fillable PDF form is available at [https://cgportal2.uscg.mil/sites/externaldata/Forms/CG\\_3213B.PDF](https://cgportal2.uscg.mil/sites/externaldata/Forms/CG_3213B.PDF).

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