

Issues Associated with Vessel Anchoring

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This presentation was requested at the September Commission meeting.

4 Types of Anchored Vessels

- Cruising vessels
- Live-aboard
- Derelict (out of navigation)
- Vessels stored at anchor

There are four basic types of vessels at anchor. All types have been seen on state waters for years, the fourth is the fastest growing category due to the conversion of marinas to condominiums resulting in fewer slips available and higher cost to store a vessel at a marina.

The Problems Associated With Unregulated Anchoring

- Sanitation and Pollution
- Damage to Benthic Communities
- Shoreside Damage
- Dangers to Navigational Safety
- Other Safety or Welfare Issues
- Access to
 - Ingress and Egress
 - Goods and Services

Regulated anchoring is found in managed mooring fields and has amenities such as pump-out services, shoreside public restrooms, and dingy docking. Above represents typical problems associated with unregulated anchoring of live-aboards.

The Problems Associated With **Unregulated Anchoring**

Long-Term Anchored Storage of Vessels

- Accumulate in inappropriate locations
- Unattended vessels:
 - No anchor watch (dragging, lights, bilge)
 - Not properly maintained
 - Ignored by owners (out of sight . . .)
- Tend to become derelict

Above represents problems associated with unregulated anchoring of vessels stored at anchor.

The Problems Associated With Unregulated Anchoring

Other Perceived Problems

- Aesthetic nuisances
- Noise from generators/music
- Forced proximity to strangers
- Trespassing for water access
- Fear of crime

The above represents real or perceived issues for people living near anchored vessels.

Who can regulate anchoring?

The federal government:

- Coast Guard - DHS
- US Army Corps of Engineers
- NOAA (sanctuary regulations)
- National Park Service (park regulations)
- USFWS (refuge regulations)

A number of agencies have authority to regulate anchoring but primarily in specific locations or for specific reasons.

Who else can regulate anchoring?

The state government:

- Fish and Wildlife Conservation Commission (for public safety)
- Department of Environmental Protection (recreation areas/ parks, aquatic preserves, residential/business use, etc.)

FWC authority is limited to reasons of public safety such as the rule that was heard this morning.

Who else can regulate anchoring?

Local government (Counties and Municipalities):

- Live-aboard vessels and floating structures
- Within marked boundaries of permitted mooring fields
- Non-live-aboard vessels that are withdrawn from navigation (i.e., those no longer “in navigation”)

Local governments are limited in their authority to regulate anchored boats by the Legislature. Historically some local governments enacted strict regulations on anchoring which resulted in an inability for cruising vessels to overnight in some areas while transiting through Florida. This resulted in an outcry from the yachting community which resulted in legislative action. Many local governments have expressed interest in gaining authority to regulate anchored vessels due to the problems mentioned earlier. DEP has also increased the number of managed mooring field permits.

327.60 Local regulations;
limitations.—

local governmental authorities **are prohibited** from regulating the anchoring outside of [permitted] mooring fields of non-live-aboard **vessels in navigation.**

FWC Seeks Comments

- FWC, in conjunction with the University of Florida, UF Law, and Florida Sea Grant are hosting a conference titled *Stem to Stern* November 1-3, 2006, in Cocoa Beach. More information on the conference agenda can be found at conference.ifas.ufl.edu/boatsummit.

Presentation Update

- This presentation will be updated following input gained at the *Stem to Stern* conference.
- Information is expected to be updated by November 13, 2006.

Questions and Discussion