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to be loaded within the weight limit specified in paragraph (c)(1) of this section, may anchor in any anchorage. Permits will not be issued for Anchorage 2 under any circumstances. Such permit may be revoked at any time. All vessels used in connection with loading, or unloading explosives shall carry written permits from the Captain of the Port, and shall show such permit whenever required by him or his representative.

(2) Vessels handling explosives shall be anchored so as to be at least 2,200 feet from any other vessel, but the number of vessels which may anchor in an anchorage at any one time shall be at the discretion of the Captain of the Port. This provision is not intended to prohibit barges or lighters from tying up alongside the vessels for the transfer of cargo.

(3) Whenever a vessel or barge not mechanically self-propelled anchors while carrying explosives or while awaiting the loading of explosives, the Captain of the Port may require the attendance of a tug upon such vessel or barge when in his judgment such action is necessary.

(4) Fishing and navigation are prohibited within an anchorage whenever occupied by an anchored vessel displaying a red flag.

(5) The District Engineer, U.S. Army Corps of Engineers, may authorize, in writing, a vessel carrying explosives for use on river and harbor works or on other work under Department of the Army permit, to anchor in or near the vicinity of such work. The Captain of the Port will prescribe the conditions under which explosives shall be stored and handled in such cases.

(6) Vessels carrying explosives or on which explosives are to be loaded, within the weight limit specified in paragraph (c)(1) of this section, shall comply with the general regulations in paragraph (b) of this section when applicable.

(7) Nothing in this section shall be construed as relieving any vessel or the owner or person-in-charge of any vessel, and all others concerned, of the duties and responsibilities imposed upon them to comply with the regulations governing the handling, loading or discharging of explosives entitled "Sub-

chapter C—Hazardous Materials Regulations" (49 CFR Parts 171 through 177).

[CGFR 67-46, 32 FR 17728, Dec. 12, 1967, as amended by CGD 77-212A, 47 FR 20579, May 13, 1982; CGD 3-80-3A, 48 FR 13418, Mar. 31, 1983; CCGD 3-82-31, 48 FR 23638, May 26, 1983; 48 FR 30622, July 5, 1983; CGD3-83-72, 49 FR 25444, June 21, 1984; CGD 92-050, 59 FR 39965, Aug. 5, 1994; CGD05-94-088, 60 FR 10020, Feb. 23, 1995]

§ 110.158 Baltimore Harbor, MD.

(a) *The anchorage grounds*—(1) *Anchorage No. 1, general anchorage.* In the Patapsco River at Fort McHenry angle beginning at latitude 39°15'13", longitude 76°34'08.5"; thence southwest to latitude 39°15'10.5", longitude 76°34'12.5"; thence southeast to latitude 39°14'52.5", longitude 76°33'54"; thence east-southeast to latitude 39°14' 48", longitude 76°33'42"; thence northwest to the point of beginning. This anchorage shall be reserved for deep draft vessels and shall be used only by vessels waiting overnight to proceed to pier facilities. No vessel shall remain in this anchorage for more than 12 hours without a written permit from the Captain of the Port. Vessels anchored in this anchorage shall insure that they do not project into Fort McHenry Channel.

(2) *Anchorage No. 2, general anchorage.* In the Patapsco River beginning at latitude 39°15'01.43" N., longitude 76°33'43.39" W.; thence southeast to latitude 39°14'49.09" N., longitude 76°33'30.37" W.; thence northeast to latitude 39°14'58.49" N., longitude 76°33'15.63" W.; thence southeast to latitude 39°14'40.5" N., longitude 76°32'57" W.; thence northeast to latitude 39°14'50" N., longitude 76°32'41.5" W.; thence northwest to latitude 39°15'17.2" N., longitude 76°33'10.0" W.; thence northwest to latitude 39°15'18.95" N., longitude 76°33'15.46" W.; thence west to latitude 39°15'18.90" N., longitude 76°33'25.63" W.; thence southwest to latitude 39°15'08.17" N., longitude 76°33'38.79" W., thence southwest to point of beginning. A vessel with a draft of over 24 feet may not use the anchorage. No vessel may remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(3) *Anchorage No. 3, general anchorage.* In the Patapsco River beginning at latitude 39°14'49.09" N, longitude

76°33'30.37" W; thence southeast to latitude 39°14'14.70" N, 76°32'54.10" W; thence northeast to latitude 39°14'24.10" N, longitude 76°32'39.36" W; thence northwest to latitude 39°14'58.49" N, longitude 76°33'15.63" W; thence southwest to point of beginning. A vessel with a draft of less than 24 feet may not use the anchorage. No vessel may remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(4) *Anchorage No. 4, general anchorage.* In the Patapsco River 1,000 yards southwest of Dundalk Marine Terminal beginning at latitude 39°14'18.5", longitude 76°32'38.5"; thence southeast to latitude 39°14'00", longitude 76°32'19"; thence southwest to latitude 39°13'53", longitude 76°32'31"; thence northwest to latitude 39°14'11", longitude 76°32'50"; thence northeast to the point of beginning. This is a general anchorage for vessels with drafts of less than 30 feet. No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(5) *Anchorage No. 5, general anchorage.* In the Patapsco River in the angle between Fort McHenry Channel and Curtis Bay Channel beginning at latitude 39°14'07", longitude 76°32'58.5"; thence southeast to latitude 39°13'34", longitude 76°32'24"; thence south-southwest to latitude 39°13'22", longitude 76°32'29"; thence west to latitude 39°13'21", longitude 76°33'12"; thence north-northeast to the point of beginning. This is a general anchorage for vessels having drafts of 19 feet or less. No vessel shall remain in this anchorage for more than 72 hours without a written permit from the Captain of the Port.

(6) *Anchorage No. 6, general anchorage.* In the Patapsco River approximately 2,000 yards west of Sollars Point beginning at latitude 39°13'42.58" N, longitude 76°32'20.24" W thence southeast to latitude 39°13'20" N., longitude 76°31'56" W., thence northeast to latitude 39°13'34" N., longitude 76°31'33.5" W., thence northwest to latitude 39°14'02" N., longitude 76°32'02.9" W., thence southwest to latitude 39°13'50.5" N., longitude 76°32'20" W., thence south to point of beginning. A vessel with a draft over 20 feet may not use this general anchorage. No vessel may remain in this an-

chorage for more than 72 hours without a written permit from the Captain of the Port.

(7) [Reserved]

(8) *Dead ship anchorage.* The waters bounded by a line connecting the following points:

<i>Latitude</i>	<i>Longitude</i>
39°13'00.0"N	76°34'11.5"W
39°13'13.0"N	76°34'11.9"W
39°13'13.5"N	76°34'06.8"W
39°13'14.4"N	76°33'30.9"W
39°13'00.0"N	76°33'31.0"W

and thence to the point of beginning.

Datum: NAD 27

The primary use of this anchorage is to lay up dead ships. Such use has priority over other uses. A written permit from the Captain of the Port must be obtained prior to use of this anchorage for more than 72 hours.

(b) *General regulations.* (1) Except in cases where unforeseen circumstances create conditions of imminent peril, or with the permission of the Captain of the Port, no vessel shall be anchored in Baltimore Harbor and Patapsco River outside of the anchorage areas established in this section for more than 24 hours. No vessel shall anchor within a tunnel, cable or pipeline area shown on a Government chart. No vessel shall be moored, anchored, or tied up to any pier, wharf, or other vessel in such manner as to extend into established channel limits. No vessel shall be positioned so as to obstruct or endanger the passage of any other vessel.

(2) No vessel in such condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels, shall occupy an anchorage except in cases where unforeseen circumstances create conditions of imminent peril to personnel and then only for such period as may be authorized by the Captain of the Port.

(3) Whenever, in the opinion of the Captain of the Port, such action may be necessary, he may require any vessel in a designated anchorage area to moor with two or more anchors.

(4) Every vessel that will not have sufficient personnel on board to weigh anchor at any time shall be anchored with two anchors with mooring swivel, unless the Captain of the Port, upon application, waives this requirement.

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(5) Light-draft barges shall be anchored away from the deeper portions of the anchorages, so as not to interfere with the anchoring of deep-draft vessels. Any barges towed in tandem to an anchorage area shall be nested together when anchoring.

(6) No vessel shall be navigated within an anchorage at a speed exceeding 6 knots.

(7) A vessel being notified by the Captain of the Port or his authorized representative to shift its position shall take steps to promptly make the change.

(8) Nothing in this section shall be construed as relieving any vessel, or the owner or person in charge of any vessel, from the penalties of law for obstructing navigation or for obstructing or interfering with range lights, or for not complying with the laws relating to lights, day signals and fog signals or other navigation laws and regulations.

[CGFR 68-132, 33 FR 18439, Dec. 12, 1968; 33 FR 20039, Dec. 31, 1968]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 110.158, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 110.159 Annapolis Harbor, MD.

(a) *The Anchorage Grounds*—(1) *Naval Anchorage for Deep Draft Vessels*. In the Chesapeake Bay, bounded on the north by latitude 38°58'00"; on the east by a line bearing 203° from latitude 38°58'00", longitude 76°24'00"; on the south by latitude 38°56'30"; and on the west by a line bearing 139° from Greenbury Point Shoal Light. This anchorage is reserved for deep draft naval vessels. Berths in the area will be assigned on application to the Superintendent, U.S. Naval Academy.

(2) *Middle Ground Anchorage*. Beginning at a point in the Severn River 139°, 620 yards from Triton Light (located at the intersection of the northeast and southeast seawall of the Naval Academy grounds); thence easterly to a point 112°30', 970 yards from Triton Light; thence southeasterly to a point 274°, 1,045 yards from the radio tower at the tip of Greenbury Point; thence south-southeasterly to a point 233°30', 925 yards from the radio tower at the tip of Greenbury Point; thence west to

a point 295°, 1,015 yards from Greenbury Point Shoal Light; thence northwesterly to the point of beginning.

(3) *South Anchorage*. In the Severn River, beginning at a point on the shoreline at Horn Point, Eastport, 168°, 1,190 yards from Triton Light; thence east to a point 294°, 1,075 yards from Greenbury Point Shoal Light; thence northwest to a point 143°, 595 yards from Triton Light; thence westerly to a point 209°, 700 yards from Triton Light; thence 180° to a point on the shoreline at Eastport. No vessel shall anchor within 100 feet of any wharf, marine railway, or other structure without the permission of the owner thereof.

(4) *Naval Anchorage for Small Craft*. In the Severn River, beginning at a point 80 feet off the southeast seawall of the Naval Academy bearing 132° from Triton Light; thence easterly to a point 072°30', 285 yards from Triton Light; thence southeasterly to a point 109°, 785 yards from Triton Light; thence westerly to a point 211°, 537 yards from Triton Light; thence northwesterly to a point 45 yards off the southeast seawall of the Naval Academy bearing 214°, 535 yards from Triton Light; thence northeasterly to the point of beginning. Except in the case of emergency, no vessel shall be anchored in this area without the permission of the Superintendent, U.S. Naval Academy. Anchorages will be assigned upon request to the Superintendent, U.S. Naval Academy.

(5) *Spa Creek Anchorage*. In Spa Creek, those waters bounded by a line connecting the following points:

Latitude	Longitude
38°58'37.3" N	76°28'48.1" W
38°58'36.1" N	76°28'57.8" W
38°58'31.6" N	76°29'03.3" W
38°58'26.7" N	76°28'59.5" W

Datum: NAD 83

NOTE: The City Council of Annapolis has promulgated local ordinances to the control building of structures, and mooring and anchorage of vessels in anchorages (a)(3), and (a)(5). These local ordinances will be enforced by the local Harbor Master.

(b) *The regulations*. (1) Except in the case of emergency, no vessel shall be anchored in the area to the north and east of the Annapolis Channel bounded on the east by Greenbury Point; on the