

south by a line bearing 270° from the southern tip of Greenbury Point; on the west by the Annapolis Channel; on the north by the southern boundry of the cable area and the shoreline of the Government reservation and Carr Creek.

(2) Except in the case of emergency, no vessel shall be anchored in Annapolis Harbor to the westward of the dredged channel and northward of the southern boundry of the South Anchorage outside of the established anchorage areas, except in Spa Creek and the area to the southwestward of the Naval anchorage for small craft. No vessel shall be so anchored that any part of the vessel extends at any time within this area. Any vessel anchoring, under great emergency, within this area shall be placed as close to an anchorage area as practicable, and shall move away immediately after the emergency ceases.

(3) No vessel shall be anchored in the cable and pipeline area, lying between the Naval Academy and the Naval Ship Research and Development Laboratory and having the following limits: Southeastern limit, from Triton Light 072° to white "Cable Crossing" sign at the Naval Ship Research and Development Laboratory; northwestern limit, a line bearing 054° from the Capitol Dome.

(4) Except in the case of emergency, no vessel shall be anchored, without permission of the Superintendent, U.S. Naval Academy, in the Naval Academy Drill area described as follows:

That portion of the Severn River lying to the northeastward of the Naval Academy, bounded on the north by the State Highway Bridge and on the south by the northern limit of the cable and pipeline area, excluding that area off the eastern shoreline enclosed by a line bearing approximately 131° from the eastern abutment of the State Highway Bridge to the vicinity of Ferry Point. This drill area also includes the lower part of Dorseys Creek below the Naval Academy Drawbridge. Requests to anchor in this drill area shall be made to the Superintendent, U.S. Naval Academy.

(5) The restrictions in this section do not apply to the anchoring or marking by buoys of apparatus used for the purpose of taking seafood, except within

the cable or pipeline area described in paragraph (b)(3) of this section.

(6) The regulations in paragraph (b) of this section shall be enforced by the Superintendent, U.S. Naval Academy, and such agencies as he may designate.

[CGFR 68-97, 34 FR 9677, June 20, 1969, as amended by CGD 05-81-15R, 47 FR 29658, 29659, July 8, 1982; CGD05-93-103, 60 FR 27696, May 25, 1995; 60 FR 45776, Sept. 1, 1995]

§ 110.166 York River, Va., naval anchorage.

(a) *The anchorage grounds.* Between Yorktown and the Naval Mine Depot, beginning at latitude 37°15'34", longitude 76°31'25"; thence to latitude 37°15'25", longitude 76°31'39.5"; thence to latitude 37°16'21.5", longitude 76°32'46"; thence to latitude 37°17'07.5", longitude 76°34'17"; thence to latitude 37°17'55", longitude 76°35'14.5"; thence to latitude 37°18'05", longitude 76°35'01"; thence to latitude 37°17'20", longitude 76°34'07"; thence to latitude 37°16'33.5", longitude 76°32'34", and thence to the point of beginning.

(b) *The regulations.* This anchorage is reserved for the exclusive use of naval vessels and except in cases of emergency, no other vessel shall anchor therein without permission from the local naval authorities, obtained through the Captain of the Port, Norfolk, Virginia. Movement of vessels through the anchorage will not be restricted.

§ 110.168 Hampton Roads, Virginia, and adjacent waters.

(a) *Anchorage Grounds*—(1) *Cape Henry Anchorage.* Anchorage A (Naval Anchorage). The waters bounded by the shoreline and a line connecting the following points:

Latitude	Longitude
36°55'33.0" N.	76°02'47.0" W.
36°57'02.8" N.	76°03'02.6" W.
36°56'45.0" N.	76°01'30.0" W.
36°55'54.0" N.	76°01'37.0" W.

(2) *Chesapeake Bay, Thimble Shoals Channel Anchorages*—(i) *Anchorage B (Naval Anchorage).* The waters bounded by a line connecting the following points:

§ 110.168

33 CFR Ch. I (7-1-01 Edition)

Latitude	Longitude
36°57'58.0" N.	76°06'07.0" W.
36°57'11.0" N.	76°03'02.1" W.
36°55'48.8" N.	76°03'14.0" W.
36°56'31.8" N.	76°06'07.0" W.
36°57'04.0" N.	76°06'07.0" W.
36°57'08.5" N.	76°06'24.5" W.

(ii) *Anchorage C (Naval Anchorage)*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°58'54.8" N.	76°09'41.5" W.
36°58'18.8" N.	76°07'18.0" W.
36°57'27.0" N.	76°07'37.5" W.
36°58'04.0" N.	76°10'00.0" W.

(iii) *Anchorage D (Naval Anchorage)*. The waters bounded by the shoreline and a line connecting the following points:

Latitude	Longitude
36°55'49.0" N.	76°10'32.8" W.
36°58'04.0" N.	76°10'02.1" W.
36°57'31.2" N.	76°07'54.8" W.
36°55'24.1" N.	76°08'28.8" W.

(iv) *Anchorage E (Commercial Explosive Anchorage)*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°59'58.7" N.	76°13'47.0" W.
36°59'08.2" N.	76°10'33.8" W.
36°58'13.0" N.	76°10'51.8" W.
36°59'02.0" N.	76°14'10.2" W.

(A) *Explosive Handling Berth E-1 (Explosives Anchorage Berth)*: The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

Latitude	Longitude
36°59'05.0" N.	76°11'23.0" W.

(3) *Hampton Roads Anchorages*—(i) *Anchorage F, Hampton Bar*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°59'51.6" N.	76°19'12.0" W.
36°59'25.2" N.	76°18'48.5" W.
36°58'49.1" N.	76°19'33.8" W.
36°59'25.0" N.	76°20'07.0" W.

(A) *Anchorage Berth F-1*. The waters bounded by the arc of a circle with a

radius of 400 yards and with the center located at:

Latitude	Longitude
36°59'16.7" N.	76°19'39.0" W.

(B) *Anchorage Berth F-2*. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

Latitude	Longitude
36°59'31.8" N.	76°19'16.0" W.

(ii) *Anchorage G, Hampton Flats (Naval Explosives Anchorage)*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°59'25.0" N.	76°20'07.0" W.
36°58'49.1" N.	76°19'33.8" W.
36°57'41.4" N.	76°21'07.7" W.
36°57'34.6" N.	76°21'26.7" W.
36°57'31.1" N.	76°22'01.9" W.
36°58'07.0" N.	76°22'03.0" W.
36°58'54.8" N.	76°21'42.6" W.

(A) *Explosives Handling Berth G-1*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

Latitude	Longitude
36°57'50.0" N.	76°21'37.0" W.

(B) *Explosives Handling Berth G-2*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

Latitude	Longitude
36°58'14.0" N.	76°21'01.5" W.

(C) *Explosives Handling Berth G-3*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

Latitude	Longitude
36°58'34.5" N.	76°20'31.0" W.

(D) *Explosives Handling Berth G-4*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

Latitude	Longitude
36°58'53.4" N.	76°20'05.0" W.

Coast Guard, DOT

§ 110.168

(iii) *Anchorage H, Newport News Bar.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°58'07.0" N.	76°22'03.0" W.
36°57'31.1" N.	76°22'01.9" W.
36°57'18.0" N.	76°24'11.2" W.
36°57'38.3" N.	76°24'20.0" W.
36°57'51.8" N.	76°22'31.0" W.

(4) *James River Anchorages*—(i) *Anchorage I, Newport News.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°57'06.7" N.	76°24'44.3" W.
36°56'22.6" N.	76°24'28.0" W.
36°56'03.0" N.	76°24'37.0" W.
36°57'53.7" N.	76°26'41.5" W.
36°58'23.0" N.	76°27'11.0" W.
36°58'48.5" N.	76°27'11.0" W.
36°58'35.4" N.	76°26'38.4" W.
36°57'51.7" N.	76°26'02.8" W.
36°57'30.6" N.	76°25'34.5" W.

(A) *Anchorage Berth I-1.* The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

Latitude	Longitude
36°57'08.5" N.	76°25'21.6" W.

(B) *Anchorage Berth I-2.* The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

Latitude	Longitude
36°57'22.4" N.	76°25'47.7" W.

(ii) *Anchorage J, Newport News Middle Ground.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°57'21.0" N.	76°22'22.1" W.
36°56'46.5" N.	76°22'39.3" W.
36°56'25.3" N.	76°23'48.0" W.
36°57'10.2" N.	76°24'09.9" W.

(iii) *Anchorage K, Newport News Middle Ground.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°57'55.8" N.	76°20'31.9" W.
36°57'07.9" N.	76°20'32.2" W.
36°56'48.8" N.	76°20'20.1" W.

Latitude	Longitude
36°55'59.9" N.	76°22'11.7" W.
36°55'59.9" N.	76°24'00.0" W.
36°56'25.3" N.	76°23'48.0" W.
36°56'46.5" N.	76°22'39.3" W.
36°57'21.0" N.	76°22'22.1" W.
36°57'28.1" N.	76°21'11.7" W.

(A) *Anchorage Berth K-1.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°57'56.1" N.	76°20'31.5" W.
36°57'08.0" N.	76°20'32.2" W.
36°57'28.1" N.	76°21'11.7" W.

(B) *Anchorage Berth K-2.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°57'23.4" N.	76°21'58.5" W.
36°57'28.1" N.	76°21'11.7" W.
36°57'15.0" N.	76°20'46.4" W.
36°57'02.1" N.	76°21'09.5" W.

(C) *Anchorage Berth K-3.* The waters bounded by the arc of a circle with a radius of 300 yards and with the center located at:

Latitude	Longitude
36°57'12.9" N.	76°22'14.2" W.

(iv) *Anchorage Berth L, Craney Island Flats.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°56'48.8" N.	76°20'20.1" W.
36°56'04.2" N.	76°20'23.7" W.
36°55'59.9" N.	76°22'11.7" W.

(5) *Norfolk Harbor Channel Anchorages*—(i) *Anchorage M.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°55'37.6" N.	76°19'48.1" W.
36°55'22.1" N.	76°19'48.1" W.
36°55'20.5" N.	76°20'14.9" W.
36°55'36.8" N.	76°20'13.6" W.

(ii) *Anchorage N.* The waters bounded by a line connecting the following points:

Latitude	Longitude
36°54'35.3" N.	76°19'47.5" W.

§ 110.168

33 CFR Ch. I (7-1-01 Edition)

Latitude	Longitude
36°54'03.9" N.	76°19'45.0" W.
36°53'55.0" N.	76°20'09.0" W.
36°54'43.5" N.	76°20'18.0" W.
36°54'47.2" N.	76°20'17.7" W.

(iii) *Anchorage O*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°53'28.0" N.	76°19'16.3" W.
36°53'00.0" N.	76°19'29.9" W.
36°53'04.9" N.	76°20'01.2" W.
36°53'28.0" N.	76°20'05.1" W.

(6) *Elizabeth River Anchorages*—(i) *Anchorage P, Lambert's Point*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°52'41.0" N.	76°20'07" W.
36°52'39.5" N.	76°20'37.8" W.
36°52'18.8" N.	76°20'34.3" W.
36°52'22.2" N.	76°20'03.8" W.

(ii) *Anchorage Q*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°52'17.8" N.	76°19'38.8" W.
36°52'01.1" N.	76°19'15.5" W.
36°51'56.4" N.	76°19'21.7" W.
36°52'12.6" N.	76°19'45.1" W.

(iii) *Anchorage R, Port Norfolk*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°51'45.7" N.	76°19'31.5" W.
36°51'45.8" N.	76°19'20.7" W.
36°51'37.8" N.	76°19'24.3" W.
36°51'32.5" N.	76°19'31.1" W.
36°51'40.7" N.	76°19'37.3" W.
36°51'45.7" N.	76°19'31.5" W.

(iv) *Anchorage S, Port Norfolk*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°51'42.1" N.	76°19'15.5" W.
36°51'33.1" N.	76°19'02.6" W.
36°51'31.9" N.	76°19'17.0" W.

(v) *Anchorage T, Hospital Point*. The waters bounded by a line connecting the following points:

Latitude	Longitude
36°51'05.4" N	76°18'22.4" W.
36°50'54.2" N	76°17'52.2" W.
36°50'36.7" N	76°17'52.8" W.
36°50'33.6" N	76°17'58.8" W.
36°50'49.3" N	76°18'09.0" W.
36°50'50.3" N	76°18'07.8" W.
36°50'56.2" N	76°18'12.5" W.
36°51'01.8" N	76°18'32.3" W.

(7) *Anchorage U, The Hague*. The waters of the basin known as "The Hague", north of the Brambleton Avenue Bridge, except for the area within 100 feet of the bridge span that provides access to and from the Elizabeth River.

(b) *Definitions*. As used in this section:

(1) "Dangerous cargo" means "certain dangerous cargo" as defined in § 160.203 of this title.

(2) *Class 1 (explosive) materials* means Division 1.1, 1.2, 1.3, and 1.4 explosives, as defined in 49 CFR 173.50.

(c) *General regulations*. (1) Except as otherwise provided, this section applies to vessels over 20 meters long and vessels carrying or handling dangerous cargo or Class 1 (explosive) materials while anchored in an anchorage ground described in this section.

(2) Except as otherwise provided, a vessel may not occupy an anchorage for more than 30 days, unless the vessel obtains a permit from the Captain of the Port.

(3) Except in an emergency, a vessel that is likely to sink or otherwise become a menace or obstruction to navigation or the anchoring of other vessels may not occupy an anchorage, unless the vessel obtains a permit from the Captain of the Port.

(4) The Captain of the Port may, upon application, assign a vessel to a specific berth within an anchorage for a specified period of time.

(5) The Captain of the Port may grant a revocable permit to a vessel for a habitual use of a berth. Only the vessel that holds the revocable permit may use the berth during the period that the permit is in effect.

(6) The Commander, Fifth Coast Guard District, may authorize the establishment and placement of temporary mooring buoys within a berth. Placement of a fixed structure within an anchorage may be authorized by the

District Engineer, U.S. Army Corps of Engineers.

(7) If an application is for the long-term lay up of a vessel, the Captain of the Port may establish special conditions in the permit with which the vessel must comply.

(8) Upon notification by the Captain of the Port to shift its position within an anchorage, a vessel at anchor shall get underway at once or signal for a tug. The vessel shall move to its new location in a prompt manner.

(9) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorages described in this section, including, but not limited to, the number and location of anchors, scope of chain, readiness of engineering plant and equipment, usage of tugs, and requirements for maintaining communications guards on selected radio frequencies.

(10) A vessel that does not have a sufficient crew on board to weigh anchor at any time shall have two anchors in place with a mooring swivel, unless the Captain of the Port shall waive this requirement. Members of the crew may not be released until the required anchors have been set.

(11) No vessel at anchor or at a mooring within an anchorage may transfer oil to another vessel unless the vessel has given the Captain of the Port the four hours advance notice required by § 156.118 of this title.

(12) Barges may not anchor in the deeper portions of anchorages or interfere with the anchoring of deep-draft vessels.

(13) Barges towed in tandem to an anchorage shall be nested together when anchored.

(14) Any vessel anchored or moored in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or I-664 Bridge Tunnel shall be capable of getting underway within 30 minutes with sufficient power to keep free of the bridge tunnel complex.

(15) A vessel may not anchor or moor in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or I-664 Bridge Tunnel if its steering or main propulsion equipment is impaired.

(d) *Regulations for vessels handling or carrying dangerous cargoes or Class 1 (explosive) materials.* (1) This paragraph (d)

applies to every vessel, except a naval vessel, handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(2) Unless otherwise directed by the Captain of the Port, each vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials must be anchored or moored within Anchorage Berth E-1.

(3) Each vessel, including each tug and stevedore boat, used for loading or unloading dangerous cargoes or Class 1 (explosive) materials in an anchorage, must carry a written permit issued by the Captain of the Port.

(4) The Captain of the Port may require every person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, to hold either a pass issued by the Captain of the Port or another form of identification prescribed by the Captain of the Port.

(5) Each person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, shall present the pass or other form of identification prescribed by paragraph (d)(4) of this section to any Coast Guard boarding officer who requests it.

(6) The Captain of the Port may revoke at any time a pass issued under the authority of paragraph (d)(4) of this section.

(7) Each non-self-propelled vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials must have a tug in attendance at all times while at anchor.

(8) Each vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while at anchor must display by day a red flag in a prominent location and by night a fixed red light.

(e) *Quarantine Anchorage Regulations.* (1) Anchorage Berth K-3 is the "Quarantine Anchorage".

(2) Any vessel that requires examination by quarantine, customs, or immigration authorities, but whose draft or size prevents it from using Anchorage Berth K-3, may anchor in another anchorage that it is otherwise authorized to use, if the vessel notifies the Captain of the Port and the agency that

ordered the vessel to the "Quarantine Anchorage".

(f) *Regulations for Specific Anchorages.*

(1) *Anchorage A.* Except for a naval vessel, military support vessel, or vessel in an emergency situation, a vessel may not anchor in Anchorage A without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage A.

(2) *Anchorages B and C.* Except for a naval vessel, a vessel may not anchor in Anchorage B or C without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage B or C.

(3) *Anchorage D.* Except for a naval vessel or vessel in an emergency situation, a vessel may not anchor in Anchorage D without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage D.

(4) *Anchorage E.* (i) A vessel may not anchor in Anchorage E without a permit issued by the Captain of the Port.

(ii) The Captain of the Port shall give commercial vessels priority over naval and public vessels.

(iii) The Captain of the Port may at any time revoke a permit to anchor in Anchorage E issued under the authority of paragraph (f)(4)(i) of this section.

(iv) A vessel may not anchor in Anchorage Berth E-1, unless it is handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(v) A vessel may not anchor within 500 yards of Anchorage Berth E-1 without the permission of the Captain of the Port, if the berth is occupied by a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(5) *Anchorage F.* A vessel less than 700 feet long or having a draft less than 40 feet may not anchor in Anchorage F without the permission of the Captain of the Port.

(6) *Anchorage G.* (i) Except for a naval vessel, a vessel may not anchor in An-

chorage G without the permission of the Captain of the Port.

(ii) When handling or transferring Class 1 (explosive) materials in Anchorage G, naval vessels must comply with Department of Defense Ammunition and Explosives Safety Standards, or the standards in this section, whichever are the more stringent.

(iii) When barges and other vessels carrying Class 1 (explosive) materials are berthed at the Ammunition Barge Mooring Facility, located at latitude 36°58'34" N., longitude 76°21'12" W., no other vessel, except a vessel that is receiving or offloading Class 1 (explosive) materials, may anchor within 1,000 yards of the Ammunition Barge Mooring Facility.

(iv) Whenever a vessel is handling or transferring Class 1 (explosive) materials while at anchor in Anchorage G, no other vessel may anchor in Anchorage G without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Base Norfolk, before granting a vessel permission to anchor in Anchorage G.

(v) A vessel located within Anchorage G may not handle or transfer Class 1 (explosive) materials within 400 yards of Norfolk Harbor Entrance Reach.

(vi) A vessel may not handle or transfer Class 1 (explosive) materials within 850 yards of another anchored vessel, unless the other vessel is also handling or transferring Class 1 (explosive) materials.

(vii) A vessel may not handle or transfer Class 1 (explosive) materials within 850 yards of Anchorage F or H.

(7) *Anchorage I—Anchorage Berths I-1 and I-2.* A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth I-1 or I-2 without the permission of the Captain of the Port.

(8) *Anchorage K—(i) Anchorage Berths K-1 and K-2.* A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth K-1 or K-2 without the permission of the Captain of the Port.

(ii) A vessel that is arriving from or departing for sea and that requires an examination by public health, customs, or immigration authorities may anchor in the Anchorage Berth K-3.

(iii) Unless directed by the Captain of the Port, a vessel that does not require an examination by public health, customs, or immigration authorities may not anchor in Anchorage Berth K-3.

(iv) Every vessel using Anchorage Berth K-3 shall be prepared to move promptly under its own power to another location when directed by the Captain of the Port, and shall promptly vacate Anchorage Berth K-3 after being examined and released by authorities.

(v) When any vessel using Anchorage Berth K-3 is under the charge of a pilot, the pilot shall remain on board while the vessel is in Anchorage Berth K-3.

(vi) Any non-self-propelled vessel using Anchorage Berth K-3 shall have a tugboat in attendance while undergoing examination by quarantine, customs, or immigration authorities, except with the permission of the Captain of the Port.

(9) *Anchorage P.* (i) A vessel waiting to be loaded may not remain in Anchorage P longer than 48 hours, except when non-availability of loading facilities, inclement weather, ice conditions, or other circumstances beyond the vessel's control prohibit it from moving.

(ii) A vessel loaded with cargo may not remain in Anchorage P for more than 12 daylight hours without permission from the Captain of the Port.

(10) *Anchorage T.* Portions of this anchorage area are a special anchorage area under §110.72aa of this Title during marine events regulated under §100.501 of this Title.

(11) *Anchorage U.* (i) A vessel may not anchor in Anchorage U unless it is a recreational vessel.

(ii) No float, raft, lighter, houseboat, or other craft may be laid up for any reason in Anchorage U without the permission of the Captain of the Port.

[CGD 05-88-17, 54 FR 605, Jan. 9, 1989; CGD 05-88-17, 54 FR 7190, Feb. 17, 1989, as amended by CGD 05-88-17, 54 FR 32419, Aug. 7, 1989; CGD 92-050, 59 FR 39965, Aug. 5, 1994]

§ 110.170 Lockwoods Folly Inlet, N.C.

(a) *Explosives Anchorage.* Beginning at a point southeast of Shallotte Inlet at latitude 33°52'31", longitude 78°18'49"; thence south to latitude 33°51'31", longitude 78°18'42"; thence east to latitude

33°51'51", longitude 78°14'35"; thence north to latitude 33°52'52", longitude 78°14'40"; thence west to the point of beginning.

(b) *General regulations.* (1) This anchorage is reserved for the exclusive use of vessels carrying explosives.

(2) Vessels in this anchorage shall not anchor closer than 1,500 yards to one another. This provision is not intended to prohibit barges or lighters from lying alongside vessels for transfer of cargo.

(3) The maximum quantity of explosives aboard any vessel that may be in this anchorage is 8,000 tons.

(4) Nothing in this section shall be construed as relieving the owner, master, or person in charge of any vessel from the penalties of the law for obstructing navigation or for not complying with the navigation laws in regard to lights, fog signals, etc.

[CGFR 69-1, 34 FR 839, Jan. 18, 1969]

§ 110.173 Port of Charleston, SC.

(a) *The anchorage grounds.* (1) *Commercial Anchorage A.* This anchorage is located adjacent to the western edge of Folly Island Channel and southwest of Rebellion Reach and is bounded by the following coordinates:

32°45'34" N., 79°52'12" W.; to
32°46'17" N., 79°53'21" W.; to
32°45'51" N., 79°53'23" W.; to
32°45'34" N., 79°52'55" W.; thence back to
32°45'34" N., 79°52'12" W.

(2) *Commercial Anchorage B.* This anchorage is located adjacent to the south side of South Channel and bounded by the following coordinates:

32°45'28" N., 79°53'40" W.; to
32°45'28" N., 79°54'46" W.; to
32°45'19" N., 79°54'46" W.; to
32°45'12" N., 79°54'06" W.; to
32°45'16" N., 79°53'40" W.; thence back to
32°45'28" N., 79°53'40" W.

(3) *Commercial Anchorage C.* This anchorage is located 1800 yards, 118° true from St. Michaels Church Spire and has a diameter of 500 yards. Vessels using this anchorage must anchor in the center.

(4) *Commercial Anchorage D.* This anchorage is located 51°30' true, 1375 yards from St. Michaels Church Spire and has a diameter of 1400 feet. The use of