

Captain of the Port, each vessel in transit, loaded with explosives in excess of 50 tons, may anchor temporarily in this anchorage provided that the hatches to the holds containing explosives are not opened.

h. Each vessel using this anchorage will be assigned a berth by the Captain of the Port on the basis of the maximum quantity of explosives that will be on board the vessel.

i. [Reserved]

j. Each vessel using this anchorage shall promptly notify the Captain of the Port, upon anchoring and upon departure.

k. See §162.270 of this title establishing restricted areas in the vicinity of the Maritime Administration Reserve Fleet.

l. Vessels using this anchorage must exceed 15 feet draft, have engines on standby, and have a pilot on board.

m. Any vessel anchoring in a "dead-ship" status shall have one assist tug of adequate bollard pull on standby and immediately available (maximum of 15 minute response time) to provide emergency maneuvering. When the sustained winds are 20 knots or greater, or when the wind gusts are 25 knots or greater, the tug must be alongside.

(e) * * *

(5) Anchorage No. 8. In San Francisco Bay bounded by the west shore of Alameda Island and the following lines: Beginning at 37°47'52" N, 122°19'58" W; thence west-northwesterly to 37°48'02.5" N 122°21'01.5" W; thence west-southwesterly to 37°47'51.5" N, 122°21'40" W; thence south-southwesterly to 37°47'35.5" N, 122°21'50" W; thence south-southeasterly to 37°46'40" N, 122°21'23" W; thence easterly to 37°46'36.5" N, 122°19'52" W; thence northerly to shore at 37°46'53" N, 122°19'53.5" W (NAD 83).

(6) Anchorage No. 9. In San Francisco Bay bounded on the east by the eastern shore of San Francisco Bay and on the north by the southern shore of Alameda Island and a line beginning at 37°46'21.5" N, 122°19'07" W; thence westerly to 37°46'30" N, 122°21'56" W; thence south-southeasterly to 37°41'45" N, 122°20'22" W (San Bruno Channel Light 1); thence south-southeasterly to 37°38'38.5" N, 122°18'48.5" W (San Bruno Channel Light 5); thence southeasterly to 37°36'05" N, 122°14'18" W; thence northeasterly to shore at 37°37'38.5" N, 122°09'06.5" W (NAD 83).

* * * * *

(17) Anchorage No. 24. Bounded by the north shore of Carquinez Strait and the following points: Beginning on the shore at Dillon Point at 38°03'44" N, 122°11'34" W; thence southeasterly to 38°03'21" N, 122°10'43" W; thence southeasterly to 38°02'36" N, 122°10'03" W (Carquinez Strait Light 23); thence to the shore at the Benicia City Wharf at 38°02'40" N, 122°09'55" W (NAD 83).

* * * * *

§ 110.228 Columbia River, Oregon and Washington.

(a) The anchorage grounds.—(1) Astoria North Anchorage. An area enclosed by a line beginning north of Astoria, Oregon, at latitude 46°11'47" N, longitude 123°49'39" W; thence continuing northerly to latitude 46°12'05" N, longitude 123°49'35" W; thence northeasterly to latitude 46°13'16" N, longitude 123°46'23" W; thence southerly to latitude 46°13'01" N, longitude 123°46'12" W; thence southwesterly to latitude 46°11'52" N, longitude 123°49'13" W; thence westerly to the point of beginning.

(2) Astoria South Anchorage. An area enclosed by a line beginning north of Astoria, Oregon, at latitude 46°11'38" N, longitude 123°48'59" W; thence continuing northerly to latitude 46°11'47" N, longitude 123°49'08" W; thence northeasterly to latitude 46°13'03" N, longitude 123°45'50" W; thence northeasterly to latitude 46°13'07" N, longitude 123°45'37" W; thence southerly to latitude 46°12'56" N, longitude 123°45'30" W; thence southwesterly to latitude 46°12'24" N, longitude 123°46'33" W; thence southwesterly to latitude 46°12'07" N, longitude 123°47'24" W; thence southwesterly to the point of beginning.

(3) Longview Anchorage. An area enclosed by a line beginning southeast of Longview, Washington, at latitude 46°07'15" N, longitude 122°59'08" W; thence continuing northeasterly to latitude 46°07'23" N, longitude 122°58'56" W; thence southeasterly to latitude 46°06'58" N, longitude 122°58'20" W; thence southeasterly to latitude 46°06'42" N, longitude 122°57'56" W; thence southerly to latitude 46°06'33" N, longitude 122°58'04" W; thence westerly to latitude 46°06'35" N, longitude 122°58'10" W; thence northwesterly to latitude 46°06'42" N, longitude 122°58'23" W; thence northwesterly to the point of beginning.

(4) Kalama Anchorage. An area enclosed by a line beginning northeast of Sandy Island at latitude 46°00'59" N, longitude 122°51'31" W; thence continuing southeasterly to latitude 46°00'55" N, longitude 122°51'27" W; thence southeasterly to latitude 46°00'36" N, longitude 122°51'11" W; thence southerly to latitude 45°59'42" N,

§ 110.228

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

longitude 122°50'48" W; thence westerly to latitude 45°59'39" N, longitude 122°50'59" W; thence northerly to latitude 46°00'35" N, longitude 122°51'26" W; thence northwesterly to latitude 46°00'52" N, longitude 122°51'41" W; thence northeasterly to the point of beginning.

(5) *Woodland Anchorage*. An area enclosed by a line beginning east of Columbia City, Oregon, at latitude 45°53'56" N, longitude 122°48'13" W; thence continuing easterly to latitude 45°53'58" N, longitude 122°47'58" W; thence southerly to latitude 45°53'29" N, longitude 122°47'41" W; thence westerly to latitude 45°53'21" N, longitude 122°47'59" W; thence northerly to latitude 45°53'42" N, longitude 122°48'09" W; thence northerly to the point of beginning.

(6) *Henrici Bar Anchorage*. An area enclosed by a line beginning near the mouth of Bachelor Slough at latitude 45°47'25" N, longitude 122°46'45" W; thence continuing southeasterly to latitude 45°46'46" N, longitude 122°46'10" W; thence southeasterly to latitude 45°46'26" N, longitude 122°45'56" W; thence southerly to latitude 45°46'04" N, longitude 122°45'46" W; thence southerly to latitude 45°45'42" N, longitude 122°45'41" W; thence southerly to latitude 45°45'38" N, longitude 122°45'41" W; thence westerly to latitude 45°45'38" N, longitude 122°45'48" W; thence northerly to latitude 45°46'17" N, longitude 122°46'06" W; thence northwesterly to latitude 45°47'21" N, longitude 122°46'55" W; thence northeasterly to the point of beginning.

(7) *Willow Bar Anchorage*. An area enclosed by a line beginning northeast of Reeder Point at latitude 45°43'41" N, longitude 122°45'36" W; thence continuing easterly to latitude 45°43'40" N, longitude 122°45'26" W; thence southerly to latitude 45°41'28" N, longitude 122°46'12" W; thence westerly to latitude 45°41'30" N, longitude 122°46'22" W; thence northerly to the point of beginning.

(8) *Kelley Point Anchorage*. An area enclosed by a line beginning east of Kelley Point at latitude 45°39'07" N, longitude 122°45'36" W; thence continuing northeasterly to latitude 45°39'11" N, longitude 122°45'32" W; thence southerly to latitude 45°39'03" N,

longitude 122°45'17" W; thence westerly to latitude 45°38'58" N, longitude 122°45'22" W; thence northerly to the point of beginning.

(9) *Hayden Island Anchorage*. An area enclosed by a line beginning south of Mathews Point at latitude 45°38'44" N, longitude 122°44'35" W; thence continuing easterly to latitude 45°38'27" N, longitude 122°43'21" W; thence south-easterly to latitude 45°38'12" N, longitude 122°43'03" W; thence westerly to latitude 45°38'19" N, longitude 122°43'40" W; thence northwesterly to latitude 45°38'42" N, longitude 122°44'36" W; thence northeasterly to the point of beginning.

(b) *The regulations*.

(1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

(i) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(3) No vessel may occupy a designated anchorage for more than 30 consecutive days without a permit from the Captain of the Port.

(4) No vessel being layed-up or dismantled or undergoing major alterations or repairs may occupy a designated anchorage without a permit from the Captain of the Port.

(5) No vessel carrying a Cargo of Particular Hazard listed in §126.10 of this chapter may occupy a designated anchorage without permission from the Captain of the Port.

(6) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then only for such periods as may be authorized by the Captain of the Port.

(7) Except as allowed for emergencies, no vessel may occupy either

the Henrici Bar or Willow Bar Anchorages during the commercial drift fishing seasons established by the Oregon Department of Fish and Wildlife (ODFW). Vessels occupying either of these anchorages at the time a drift fishing season is announced must depart prior to commencement of the season. In no case, however, shall a vessel have less than 48 hours to effect the move.

(8) ODFW will normally notify the Captain of the Port four days in advance of any commercial drift fishing season. Once notified, the Captain of the Port will inform the Portland Steamship Operators Association (PSOA) via the Merchant's Exchange and will notify the Columbia River and Bar Pilots.

[CGD13 85-07, 52 FR 46761, Dec. 10, 1987]

§ 110.229 Straits of Juan de Fuca, Wash.

(a) *Anchorage grounds*—(1) *Nonanchorage area (Port Angeles Harbor)*. Beginning at a point on the shore at latitude 48°07'04.5" N., longitude 123°24'15.6" W.; thence to latitude 48°07'39.1" N., longitude 123°24'00" W.; thence to latitude 48°07'36.7" N., longitude 123°23'46" W.; thence to a point on the shoreline at latitude 48°06'57.4" N., longitude 123°24'04" W.

(b) *The regulations*. (1) No vessel may anchor in this nonanchorage area at any time.

(2) Dragging, seining, fishing, or other activities which may foul underwater installations within this nonanchorage area are prohibited.

(3) Vessels may transit this nonanchorage area, but must proceed by the most direct route and without unnecessary delay.

(4) The city of Port Angeles will mark this area with signs on the shoreline visible (during normal daylight) 1 mile to seaward reading, "Do not Anchor in This Area."

[CGD 72-233, 39 FR 41849, Dec. 3, 1974]

§ 110.230 Puget Sound Area, Wash.

(a) *The anchorage grounds*—(1) *Freshwater Bay emergency explosives anchorage, Strait of Juan de Fuca*. All of Freshwater Bay and adjacent waters shoreward of a line beginning at Observatory

Point, latitude 48°09'03", longitude 123°38'12", thence due north approximately 1,150 yards to latitude 48°09'36", longitude 123°38'12"; thence 90°, approximately 6,450 yards, to latitude 48°09'36", longitude 123°33'27"; thence 180° to the shoreline.

(i) This area does not constitute an explosives anchorage for loading or discharging explosives, but is established exclusively for use by explosives laden vessels enroute to the ammunition dumping area which encounter adverse weather and sea conditions and are forced to await more favorable conditions before proceeding to sea.

(1-a) *Bellingham Bay General Anchorage*. The waters of Bellingham Bay within a circular area with a radius of 2,000 yards, having its center at latitude 48°44'15", longitude 122°32'25".

(1-b) *Bellingham Bay Explosives Anchorage*. The waters of Bellingham Bay within a circular area with a radius of 1,000 yards, having its center at latitude 48°42'48", longitude 122°33'37".

(2) *Port Townsend Explosives Anchorages*—(i) *Fair weather anchorage area*. A circular area having a radius of 300 yards, whose center is at latitude 48°06'26", longitude 122°43'46".

(ii) *Foul weather anchorage area*. A circular area having a radius of 300 yards, whose center is at latitude 48°04'05", longitude 122°44'52".

(3) *Holmes Harbor General Anchorage*. All of Holmes Harbor lying southerly of a line ranging 310° through Hackney Island, between the shores of Whidbey Island.

(4) *Port Gardner General Anchorage, Possession Sound*. Beginning at a point bearing 211°, 560 yards, from Snohomish River Light 5; thence 180°, 675 yards; thence 216°, 250 yards; thence 254°, 800 yards; thence 302°, 1,700 yards; thence 49°, 1,280 yards; thence approximately 115°, 1,525 yards, to the point of beginning.

(5) [Reserved]

(6) *Thorndike Bay Emergency Explosives Anchorage, Hood Canal*. Beginning at a point bearing 267°, 3,500 yards, from Hood Canal Light 7; thence 180°, 1,000 yards to a point approximately 251°, 3,725 yards, from Hood Canal Light 7; thence 270°, 1,350 yards to a point approximately 256°, 5,000 yards, from Hood Canal Light 7; thence due north