

Bristol Harbor, outside of the anchorage areas defined in paragraphs (a), (b) and (c) of this section.

(2) Anchors must not be placed outside the anchorage areas, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundaries of the anchorage area.

(3) Any vessel anchoring under the circumstances of great emergency outside the anchorage areas must be placed near the edge of the channel and in such position as not to interfere with the free navigation of the channel, nor obstruct the approach to any pier, nor impede the movement of any boat, and shall move away immediately after the emergency ceases, or upon notification by an officer of the Coast Guard.

(4) A vessel upon being notified to move into the anchorage limits or to shift its position on anchorage grounds must get under way at once or signal for a tug, and must change position as directed with reasonable promptness.

(5) Whenever the maritime or commercial interests of the United States so require, any officer of the Coast Guard is hereby empowered to shift the position of any vessel anchored within the anchorage areas, of any vessel anchored outside the anchorage areas, and of any vessel which is so moored or anchored as to impede or obstruct vessel movements in any channel.

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

[CGFR 67-46, 32 FR 17728, Dec. 12, 1967]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 110.145, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 110.147 New London Harbor, Conn.

(a) *The anchorage grounds*—(1) *Anchorage A*. In the Thames River east of Shaw Cove, bounded by lines connecting points which are the following

bearings and distances from Monument, Groton (latitude 41°21'18" N., longitude 72°04'48" W.): 243°, 1,400 yards; 246°, 925 yards; 217°, 1,380 yards; and 235°, 1,450 yards.

(2) *Anchorage B*. In the Thames River southward of New London, bounded by lines connecting points which are the following bearings and distances from New London Harbor Light (latitude 41°18'59" N., longitude 72°05'25" W.): 002°, 2,460 yards; 009°, 2,480 yards; 026°, 1,175 yards; and 008°, 1,075 yards.

(3) *Anchorage C*. In the Thames River southward of New London Harbor, bounded by lines connecting a point bearing 100°, 450 yards from New London Harbor Light, a point bearing 270°, 575 yards from New London Ledge Light (latitude 41°18'21" N., longitude 72°04'41" W.), and a point bearing 270°, 1,450 yards from New London Ledge Light.

(4) *Anchorage D*. In Long Island Sound approximately two miles west-southwest of New London Ledge Light, bounded by lines connecting points which are the following bearings and distances from New London Ledge Light: 246°, 2.6 miles; 247°, 2.1 miles; 233°, 2.1 miles; and 235°, 2.6 miles.

(5) *Anchorage E*. The waters at the mouth of New London Harbor one mile southeast of New London Ledge Light beginning at latitude 41°17'26" N., longitude 72°04'21" W.; thence northeasterly to latitude 41°17'38" N., longitude 72°03'54" W.; thence southeasterly to latitude 41°16'50" N., longitude 72°03'16" W.; and thence southwesterly to latitude 41°16'38" N., longitude 72°03'43" W.; and thence northwesterly to the point of beginning.

(6) *Anchorage F*. The waters off the mouth of New London Harbor two miles southeast of New London Ledge Light beginning at latitude 41°16'00" N., longitude 72°03'13" W.; thence westerly to latitude 41°16'00" N., longitude 72°03'38" W.; thence northerly to latitude 41°16'35" N., longitude 72°03'38" W.; thence easterly to latitude 41°16'35" N., longitude 72°03'13" W.; and thence southerly to the point of beginning.

(b) *The regulations*—(1) *Anchorage A* is for barges and small vessels drawing less than 12 feet.

(2) *Anchorage F* is reserved for the use of naval vessels and, except in

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cases of emergency, no other vessel may anchor in Anchorage F without permission from the Captain of the Port, New London, CT.

(3) Except in emergencies, vessels shall not anchor in New London Harbor or the approaches thereto outside the anchorages defined in paragraph (a) of this section unless authorized to do so by the Captain of the Port.

[CGD3-80-4A, 46 FR 48193, Oct. 1, 1981, as amended by CGD3 85-56, 51 FR 32318, Sept. 11, 1986]

§ 110.148 Johnsons River at Bridgeport, Conn.

(a) *The anchorage grounds.* In Johnsons River, beginning at a point "A" latitude 41°10'12.3", longitude 73°09'50.2"; thence westerly to a point "B" latitude 41°10'12.3", longitude 73°09'52.1"; thence southwesterly to point "C" latitude 41°10'10", longitude 73°09'54.9"; thence south southwesterly to point "D" latitude 41°10'05", longitude 73°09'56.1"; thence southeasterly to point "E" latitude 41°10'04", longitude 73°09'55.9"; thence northeasterly to point "F" latitude 41°10'05", longitude 73°09'54.5"; thence northerly to point "G" latitude 41°10'05.8", longitude 73°09'54.5"; thence northeasterly to the point of beginning.

(b) *The regulations.* The anchorage is for use by commercial and pleasure craft. Temporary floats or buoys for marking anchors or moorings will be allowed. The anchoring of vessels and placing of temporary anchors or mooring piles are under the jurisdiction of the local harbor master. Fixed mooring piles or stakes will not be allowed.

§ 110.150 Block Island Sound, N.Y.

(a) *The anchorage ground.* A ¾- by 2-mile rectangular area approximately 3 miles east-northeast of Gardiners Island with the following coordinates: latitude 41°06'12" N., longitude 72°00'05" W., latitude 41°07'40" N., longitude 72°01'54" W.; latitude 41°08'12" N., longitude 72°01'10" W.; latitude 41°06'46" N., longitude 71°59'18" W.

(b) *The regulations.* This anchorage ground is for use of U.S. Navy submarines. No vessel or person may approach or remain within 500 yards of a

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U.S. Navy submarine anchored in this anchorage ground.

[CGFR 70-114A, 36 FR 5604, Mar. 25, 1971]

§ 110.155 Port of New York.

(a) *Long Island Sound—(1) Anchorage No. 1.* Southwest of a line between Neptune Island and Glen Island ranging from Aunt Phebe Rock Light and tangent to the north edge of Glen Island; southwest of a line tangent to the northeast edge of Glen Island and Goose Island breakwater; southwest of a line bearing southeasterly from the southwest end of Goose Island breakwater and on range with the south gable of the Casino on the northeast end of Glen Island; west of a line ranging from the east edge of Goose Island breakwater to the west edge of the north end of Hart Island; west of Hart Island; and northwest of a line extending from Hart Island Light to Locust Point; excluding from this area, however, (i) the waters northeast of a line ranging 303° from the southwest end of Hart Island; northwest of a line ranging from the water tank at the north end of Davids Island 207°40' to the northwest end of City Island; and south of latitude 40°52'12"; and (ii) the waters west of Hunter Island; and south of a line ranging from the most southerly end of Glen Island tangent to the most northerly end of Hunter Island.

(i) Boats shall not anchor in this area in buoyed channels.

(ii) Boats shall be so anchored as to leave at all times an open, usable channel, at least 50 feet wide, west and south of Glen Island.

NOTE: Special anchorage areas in this anchorage are described in §110.60.

(2) *Anchorage No. 1-A.* Southwest of a line ranging from Duck Point, Echo Bay, through Bailey Rock Lighted Buoy 3 BR; northwest of a line ranging from Hicks Ledge Buoy 2H to Old Tom Head Rocks Buoy 4; and north of a line ranging from Old Tom Head Rocks Buoy 4 to the southernmost point of Davenport Neck.

NOTE: The special anchorage area in this anchorage is described in §110.60(b-1).

(3) *Anchorage No. 1-B.* West of a line ranging from the point on the southwest side of the entrance to Horseshoe