§ 110.179 Skidaway River, Isle of Hope, Ga.

(a) The anchorage ground. An area in Skidaway River beginning at a point on the mean low water line 400 feet south of Brady Boat Works, thence 76°30', 300 feet to a buoy; thence 152°30', 900 feet to a buoy; thence 251°00', 450 feet to the mean low water line at Wymberly Yacht Club dock.

(b) The regulations. (1) Except in cases of great emergency, no vessels shall anchor in Skidaway River between the north end of Barbee's dock and southward to Day Marker 48 except in the anchorage area hereby defined and established: Provided, however, That vessels may moor to any lawfully constructed wharf.

(2) Except in cases of great emergency, no vessel shall be anchored where it can swing within 50 feet of any lawfully constructed wharf or within 50 feet of the mean low water line, nor shall any vessel be so anchored that any portion of the hull or rigging shall at any time extend outside the boundary of the anchorage area.

(3) Any vessel anchoring under circumstances of great emergency outside the anchorage area should be placed in such a position as not to interfere with the free navigation of the channel nor obstruct the approach to any lawfully constructed wharf nor impede the movement of any boat, and shall move away immediately after the emergency ceases or upon notification of the District Commander.
§ 110.182 Atlantic Ocean off Fort George Inlet, near Mayport, Fla.

(a) The Anchorage areas—(1) Anchorages for aircraft carriers and other deep draft vessels. Four circular areas each with a radius of 600 yards and with their centers located at: “A”—latitude 30°25′35″, longitude 81°21′23″; “B”—latitude 30°26′13″, longitude 81°21′13″; “C”—latitude 30°26′19″, longitude 81°20′27″; “D”—latitude 30°26′55″, longitude 81°20′47″.

(2) Anchorages for destroyers and other ships of similar size. Six circular areas each with a radius of 300 yards and with their centers located at: “1”—latitude 30°24′38″, longitude 81°21′57″; “2”—latitude 30°24′37″, longitude 81°21′58″; “3”—latitude 30°24′36″, longitude 81°21′38″; “4”—latitude 30°25′13″, longitude 81°22′05″; “5”—latitude 30°25′13″, longitude 81°21′43″; “6”—latitude 30°25′07″, longitude 81°21′24″.

(b) Explosive anchorages. The circular area “A” described in paragraph (a)(1) of this section is also designated as an explosive anchorage for use during periods when ammunition must be handled outside the limits of the U.S. Naval Station, Mayport, Fla.

(c) The regulations for all designated areas. (1) Usage of these areas by naval vessels shall predominate only when necessary for military requirements; at such times other vessels shall remain clear of the areas.

(2) Prudent assignment of the anchorage areas shall be made by the Commanding Officer, U.S. Naval Station, Mayport, Fla.

(c) Additional regulations for Explosive Anchorages. “A”.

(1) When occupied by a vessel handling explosives, no other vessel may enter the area unless authorized by the enforcing agency.

(2) Only one vessel handling explosives may anchor in the area at one time. A patrol craft shall be utilized to assure that other vessels remain clear when explosives are exposed or being transferred to and from the anchorage.

(3) No more than 500,000 pounds net high explosives or equivalent may be exposed in the area at any one time.

(d) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Station, Mayport, Fla., or other agencies that he may designate.

§ 110.183 St. Johns River, Florida.

(a) Anchorages. (1) Anchor A. (Upper Anchorage) The Anchorage is established within the following coordinates, the area enclosed by a line starting at the south shore westerly of the entrance to Miller Creek at 30°18′43.8″ N, 081°38′15.0″ W; thence to 30°18′52.8″ N, 081°38′15.0″ W; thence to 30°18′47.6″ N, 081°37′47.6″ W; thence to 30°18′55.0″ N, 081°37′29.0″ W; thence to 30°19′06.0″ N, 081°37′27.0″ W; thence to 30°19′06.0″ N, 081°37′02.0″ W; thence to 30°19′01.2″ N, 081°37′02.0″ W; thence returning to the point of beginning.

(2) Anchor B. (Lower Anchorage) The Anchorage is established within the following coordinates, the area enclosed by a line starting at a point on the eastern shore of the river at “Floral Bluff” at 30°21′30.0″ N, 081°36′41.0″ W; thence to 30°20′00.0″ N, 081°37′03.0″ W; thence to 30°21′00.0″ N, 081°37′06.0″ W; thence to 30°21′50.0″ N, 081°36′56.0″ W; thence to 30°21′34.0″ N, 081°36′48.0″ W; thence returning to the point of beginning.

(b) The regulations. (1) Except in cases of emergency, only vessels meeting the conditions and restrictions of this paragraph will be authorized by the Captain of the Port to anchor in the St. Johns River, as depicted on NOAA chart 11491, between the entrance buoy (STJ) and the Main Street Bridge (in position 30°19′20″ N, 81°39′32″ W). Vessels unable to meet any of the following conditions and restrictions must obtain specific authorization from the Captain of the Port prior to anchoring in Anchorages A or B.

(2) All vessels intending to enter and anchor in Anchorages A or B shall notify the Captain of the Port prior to entering.

(3) Anchorages A and B are temporary anchorages. Additionally, Anchorage B is used as a turning basin. Vessels may not anchor for more than