§ 110.207 Cleveland Harbor, Ohio.

(a) The anchorage grounds—(1) West anchorage. The northwesterly portion of the West Basin between the northwest limits of the West Basin and a line parallel to and 1,050 feet distant from the West Breakwater; and from the southwest limits of the West Basin to a line perpendicular to the West Breakwater, 2,050 feet southwesterly to a line parallel to and 1,050 feet distant west limits of the West Basin and a line joining the northwest corner of the West Basin between the northeast corner of the West Basin and a line parallel to and 1,050 feet distant west limits of the West Basin; and thence along the shoreline to the West Breakwater Light.

(b) The regulations. (1) The west and east anchorages are general anchorages.

§ 110.208 Buffalo Harbor, N.Y.

(a) The anchorage grounds—(1) Explosives Anchorage A. Inside the south section of the main breakwater 700 feet wide starting at a point 500 feet southerly from the south end of the north section and extending approximately 153° true, 3,000 feet parallel to the line of the south section of the main breakwater.

§ 110.210 San Diego Harbor, CA.

(a) The anchorage grounds. (1) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

\[
\begin{align*}
32^\circ 42'13.2" \ N & \ 117^\circ 14'11.0" \ W \\
32^\circ 41'12.0" \ N & \ 117^\circ 14'00.3" \ W
\end{align*}
\]

and thence along the shoreline to the point of beginning.

(2) Special anchorage for U.S. Government vessels (NAD 83). The waters bounded by a line connecting the following points:

\[
\begin{align*}
32^\circ 43'25.6" \ N & \ 117^\circ 12'46.1" \ W \\
32^\circ 43'25.3" \ N & \ 117^\circ 12'52.0" \ W \\
32^\circ 43'08.2" \ N & \ 117^\circ 12'58.0" \ W \\
32^\circ 42'37.9" \ N & \ 117^\circ 12'54.0" \ W
\end{align*}
\]

and thence easterly along the northern boundary of the channel to:

\[
\begin{align*}
32^\circ 43'05.0" \ N & \ 117^\circ 11'30.5" \ W \\
32^\circ 43'27.2" \ N & \ 117^\circ 11'14.0" \ W
\end{align*}
\]

and thence along the shoreline of Harbor Island to the point of beginning.

(3) “B” Street Merchant Vessel Anchorage (NAD 83). The waters bounded by a line connecting the following points:

\[
\begin{align*}
32^\circ 43'00.0" \ N & \ 117^\circ 10'36.3" \ W \\
32^\circ 43'00.0" \ N & \ 117^\circ 11'23.0" \ W \\
32^\circ 43'05.0" \ N & \ 117^\circ 11'30.5" \ W \\
32^\circ 43'27.2" \ N & \ 117^\circ 11'14.0" \ W \\
32^\circ 43'30.2" \ N & \ 117^\circ 10'53.0" \ W
\end{align*}
\]

and thence due east to the shoreline, and thence along the shoreline and pier to the point of beginning.

(b) The regulations. (1) The anchorages described in paragraphs (a)(1) and (a)(2) of this section are reserved exclusively for the anchorage of vessels of the United States Government and of authorized harbor pilot boats. No other vessels shall anchor in this area except by special permission obtained in advance from the Commander, Naval Base, San Diego, CA. The administration of these anchorages is exercised by the Commander, Naval Base, San Diego, CA.

(2) The area described in paragraph (a)(3) of this section is reserved for the use of merchant vessels calling at the Port of San Diego while awaiting a berth. The administration of this anchorage is exercised by the Port Director, San Diego Unified Port District.

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(3) Vessels anchoring in San Diego Harbor shall leave a free passage for other craft and shall not obstruct the approaches to the wharves in the harbor.

§ 110.214 Los Angeles and Long Beach harbors, California.

(a) General Regulations—(1) Anchorage Assignment. (i) Unless otherwise directed by the Captain of the Port Los Angeles-Long Beach, the pilot stations for the Port of Long Beach and the Port of Los Angeles will assign the use of commercial anchorages within their jurisdictions (Long Beach and Los Angeles Harbors respectively). All anchorages outside (seaward) of the federal breakwater will be assigned by the Los Angeles-Long Beach Vessel Traffic Information Service (VTIS). The master, pilot, or person in charge of a vessel must notify the appropriate pilot station (for anchorages inside the federal breakwater) or the VTIS (for anchorages outside the federal breakwater) of their intention to anchor, upon anchoring, and at least fifteen minutes prior to departing an anchorage. All anchorage assignments will be made as described in this part unless modified by the Captain of the Port.

(ii) Radio communications for port entities governing anchorages are as follows: Los Angeles-Long Beach Vessel Traffic Information Service, call sign "LA-Long Beach Traffic," Channel 14 VHF-FM; Los Angeles Port Pilots, Channel 73 VHF-FM; Long Beach Port Pilots, Channel 74 VHF-FM.

(iii) The exact boundary separating the Port of Long Beach from the Port of Los Angeles is published in local Port Tariffs. For purposes of this rule, Long Beach waters are those east, and Los Angeles waters are those west, of the following locations:

(A) Inner Harbor: The Henry Ford (Badger Avenue) Bridge.

(B) Middle Harbor: The Pier 400 Transportation Corridor.

(C) Outer Harbor: The western boundary of Commercial Anchorage B.

(2) Required approvals, permits and notifications. (i) No vessel may anchor anywhere within Los Angeles or Long Beach harbors for more than 10 consecutive days unless an extended anchorage permit is obtained from the Captain of the Port. In determining whether an extended anchorage permit will be granted, consideration will be given, but not necessarily limited to: the current and anticipated demands for anchorage space within the harbor, the duration requested, the condition of the vessel, and the reason for the request.

(ii) No vessel while carrying, loading, or unloading division 1.1 or 1.2 materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.203, may anchor without first obtaining a permit issued by the Captain of the Port.

(iii) Vessels requiring use of an explosives anchorage should contact the Captain of the Port at least 24 hours prior to the anticipated need for the explosives anchorage to allow for proper activation of that anchorage.

(iv) Except with the prior approval of the Captain of the Port, or, in the case of an emergency, with approval of the Captain of the Port immediately subsequent to anchoring, no commercial vessel greater than 1600 gross tons may anchor in Los Angeles-Long Beach Harbor unless it maintains the capability to get underway within 30 minutes. Any vessel unable to meet this requirement must immediately notify the Captain of the Port and make arrangements for an adequate number of tugs to respond to the vessel within 30 minutes notice.

(v) In anchorages where lightering is authorized, the Captain of the Port must be notified at least 4 hours in advance of a vessel conducting lightering operations (see 33 CFR 156.118).

(3) Other General Requirements. (i) When at anchor, all commercial vessels greater than 1600 gross tons shall, at all times, have a licensed or credentialed deck officer on watch and maintain a continuous radio listening watch unless subject to one of the exemptions in this paragraph. The radio watch must be on CH-13 VHF-FM when anchored inside the federal breakwater, and on CH-14 VHF-FM or on CH-16 VHF-FM when anchored outside the