§ 110.231 Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage.

(a) The anchorage grounds. Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage. The waters of Ketchikan Harbor, Ketchikan, Alaska, enclosed by the following boundary lines: A line from Thomas Basin Entrance Light “2” to East Channel Lighted Buoy “4A”, to Pennock Island Reef Lighted Buoy “PR”, to Wreck Buoy “WR6”, then following a line bearing 064 degrees true to shore. This anchorage is effective 24 hours per day from 1 May through 30 September, annually.

(b) The regulations. (1) When transiting through the anchorage, all vessels using propulsion machinery shall proceed across the anchorage by the most direct route and without unnecessary delay. Sudden course changes within the anchorage are prohibited.

(2) No vessels, other than a large passenger vessel of over 1600 gross tons, (including ferries), may anchor within the anchorage without the express consent of the Captain of the Port, Southeast Alaska.

[CGD17–99–002, 64 FR 29558, June 2, 1999]

§ 110.232 Southeast Alaska.

(a) The anchorage grounds—(1) Hassler Harbor—explosives anchorage. The waters of Hassler Harbor within a circular area with a radius of 1,500 yards, having its center at latitude 55°12′52″ N., longitude 131°25′52″ W.

(b) The regulations. (1) Except in an emergency, only a vessel that is transporting, loading or discharging explosives may anchor, moor, or remain within the Hassler Harbor explosives anchorage.

(2) A master or person in charge of a vessel shall obtain a written permit from the Captain of the Port, Southeast, Alaska, to anchor, moor, or remain within the Hassler Harbor explosives anchorage.

(3) The net weight of the explosives laden aboard all vessels anchored, moored, or remaining within the anchorage shall not exceed 800,000 pounds.

(4) The Captain of the Port, Southeast, Alaska, may require a nonself propelled vessel to be attended by a tug

§ 110.235 Pacific Ocean (Mamala Bay), Honolulu Harbor, Hawaii (Datum: NAD 83).

(a) The anchorage grounds—(1) Anchorage A. The waters bounded by the arc of a circle with a radius of 350 yards with the center located at:

<table>
<thead>
<tr>
<th>Latitude</th>
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<tbody>
<tr>
<td>21°16'37&quot; N</td>
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</tr>
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(2) Anchorage B. The waters bounded by a line connecting the following coordinates:

- 21°17'06" N 157°54'30" W; to
- 21°17'22" N 157°54'30" W; to
- 21°17'06" N 157°54'19" W; and thence to
- 21°17'06" N 157°54'40" W

(3) Anchorage C. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at:

21°17'06" N 157°54'15" W

(4) Anchorage D. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at:

21°17'21" N 157°55'20" W

(b) The regulations. (1) Anchors must be placed inside the anchorage areas.

(2) The anchorage areas are for the temporary use of vessels during:

(i) Adverse weather or tidal conditions;

(ii) Vessel equipment failure; or

(iii) Delays at Port Valdez;

(2) No vessel may anchor in this anchorage without notifying the vessel traffic center in Valdez; and

(3) Each vessel anchored shall notify the vessel traffic center in Valdez when it weighs anchor.

[CGD 77-144, 43 FR 21459, May 18, 1978]


(a) The anchorage grounds. In Prince William Sound, Alaska, beginning at a point at latitude 60°40’00” N., longitude 146°30’00” W.; thence south to latitude 60°38’00” N., longitude 146°40’00” W.; thence east to latitude 60°38’00” N., longitude 146°30’00” W.; thence north to latitude 60°39’00” N., longitude 146°30’00” W.; thence northwesterly to the beginning point.

(b) The regulations. (1) This anchorage area is for the temporary use of vessels during:

(i) Adverse weather or tidal conditions;

(ii) Vessel equipment failure; or

(iii) Delays at Port Valdez;

(2) No vessel may anchor in this anchorage without notifying the vessel traffic center in Valdez; and

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- 21°17'06" N 157°54'40" W

(3) Anchorage C. The waters bounded by the arc of a circle with a radius of 450 yards with the center located at:

21°17'06" N 157°54'15" W

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