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41°04′52″ N ........................................ 73°14′04″ W; thence to
41°03′45″ N ........................................ 73°14′04″ W; thence to
41°03′45″ N ........................................ 73°11′39″ W; thence to
41°02′50″ N ........................................ 73°12′08″ W; thence to
41°02′50″ N ........................................ 73°16′18″ W; thence to
41°04′52″ N ........................................ 73°16′18″ W; returning to

(2) New Haven North Anchorage Ground. That portion of Long Island Sound enclosed by a line connecting the following points:

Latitude         Longitude
41°12′18″ N       72°53′36″ W; thence to
41°12′18″ N       72°49′36″ W; thence to
41°10′12″ N       72°48′18″ W; thence to
41°11′06″ N       72°52′12″ W; thence to
41°11′06″ N       72°53′06″ W; returning to

(3) New Haven South Anchorage Ground. That portion of Long Island Sound enclosed by a line connecting the following points:

Latitude         Longitude
41°09′30″ N       72°47′48″ W; thence to
41°08′36″ N       72°47′24″ W; thence to
41°08′36″ N       72°51′24″ W; thence to
41°09′30″ N       72°51′24″ W; returning to

(4) New London Anchorage Ground. That portion of Long Island Sound enclosed by a line connecting the following points:

Latitude         Longitude
41°14′11″ N       072°15′38″ W; thence to
41°15′03″ N       072°15′02″ W; thence to
41°15′39″ N       072°13′31″ W; thence to
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Latitude | Longitude
---|---
41°14′45″ N | 072°12′57″ W; returning to point of origin.

(5) **Northport Anchorage Ground.** That portion of Long Island Sound enclosed by a line connecting the following points:


Latitude | Longitude
---|---
40°56′48″ N | 073°16′30″ W; thence to
40°56′42″ N | 073°11′42″ W; thence to
40°56′36″ N | 073°13′30″ W; thence to
40°57′36″ N | 073°18′12″ W; returning to point of origin.

(6) **Port Jefferson Anchorage Ground.** That portion of Long Island Sound enclosed by a line connecting the following points:


Latitude | Longitude
---|---
41°01′48″ N | 073°04′54″ W; thence to
41°01′48″ N | 073°00′00″ W; thence to
41°00′18″ N | 073°00′00″ W; thence to
41°00′18″ N | 073°04′54″ W; returning to point of origin.

(7) **Riverhead Anchorage Ground.** That portion of Long Island Sound enclosed by a line connecting the following points:


Latitude | Longitude
---|---
41°03′00″ N | 072°42′00″ W; thence to
41°04′00″ N | 072°36′00″ W; thence to
41°02′00″ N | 072°35′24″ W; thence to
41°01′34″ N | 072°41′24″ W; returning to point of origin.

(8) All coordinates referenced use datum: NAD 83.

(b) **General regulations.**

(1) These anchorages are designated for general purposes, but are intended primarily for use by commercial vessels of 300 gross tons and greater and all tank vessels including tank barges. Except in emergencies, commercial vessels of 300 gross tons and greater and all tank vessels, including tank barges, anchoring in the Captain of the Port Long Island Sound Zone inside the line of demarcation shall anchor in the anchorage grounds described above.

(2) Prior to anchoring in the anchorage area, all vessels shall notify the Coast Guard Captain of the Port via VHF–FM Channel 16.

(3) In anchorages where lightering and bunkering operations are authorized, the Captain of the Port must be notified at least four hours in advance of a vessel conducting lightering or bunkering operations, as required by 156.118 of this title. In addition, all lightering and bunkering operations must be done in accordance with 156.120 of this title.

(4) Within an anchorage, navigation is prohibited within 500 yards of an anchored vessel that is conducting bunkering or lightering operations. In accordance with the “Regulated Navigation Area: Long Island Sound Marine Inspection and Captain of the Port Zone,” 33 CFR 165.153(d)(7), navigation also is prohibited within 100 yards of a vessel engaged in commercial service.

(5) Any vessel conducting lightering or bunkering operations shall display by day a red flag at its mast head or at least 10 feet above the upper deck if the vessel has no mast, and by night the flag must be illuminated by spotlight. These signals shall be in addition to day signals, lights, and whistle signals required by rules 30 (33 U.S.C. 2030) and 35 (33 U.S.C. 2035) of the Inland Navigation Rules when at anchor in a general anchorage area.

(6) Except as otherwise provided, a vessel may not occupy an anchorage for more than 30 days, unless the vessel obtains written permission from the Captain of the Port.

(7) If a request is made for the long-term lay up of a vessel, the Captain of the Port may establish special conditions with which the vessel must comply in order for such a request to be approved.

(8) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorage grounds described in this section, pursuant to 33 CFR 105.05. These conditions may include, but are not limited to: The number and location of anchors; scope of chain; readiness of the engineering plant and equipment; use of tugs; and requirements for maintaining communication guards on selected radio frequencies.

(9) No vessel in such condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage, except in cases where unforeseen circumstances create conditions of imminent peril to personnel,

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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 20°, 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′36″ W.; and thence southwesterly to latitude 41°16′36″ 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°15′00″ N., longitude 72°03′38″ W.; thence northerly to latitude 41°15′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 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 § 110.147.