

TITLE 18—CONSERVATION OF POWER

Chapter III—Bonneville Power Administration, Department of the Interior

Chapter IV—Southwestern Power Administration, Department of the Interior

DISCONTINUANCE OF CODIFICATION

In order to conform to the scope and style of the Code of Federal Regulations, 1949 Edition, as prescribed by the Regulations of the Administrative Committee of the Federal Register effective October 12, 1948 (13 F. R. 5929), the codification of Chapters III and IV of Title 18 is discontinued. Amendments to the provisions in these chapters will in the future appear in the Notices section of the FEDERAL REGISTER.

J. A. KRUG,
Secretary of the Interior.

DECEMBER 18, 1948.

[F. R. Doc. 48-11245; Filed, Dec. 23, 1948; 10:21 a. m.]

TITLE 22—FOREIGN RELATIONS

Chapter I—Department of State

PART 51—PASSPORTS

DELETION OF SECTION

EDITORIAL NOTE: Section 51.101. Previous rules and regulations, which is no longer pertinent, is deleted and § 51.102 Passport agents of the Department of State is redesignated § 51.101.

Chapter III—Economic Cooperation Administration

[ECA Reg. 1, Amdt.]

PART 1111—PROCEDURES FOR FURNISHING ASSISTANCE TO PARTICIPATING COUNTRIES

QUALIFICATIONS ON ISSUANCE OF PROCUREMENT AUTHORIZATIONS, CHANGE OF DATE

ECA Regulation 1 is amended in the following respect:

In § 1111.5 (b) the date "April 1, 1949" is substituted in place of "January 1, 1949".

HOWARD BRUCE,
Acting Administrator,
for Economic Cooperation.

[F. R. Doc. 48-11250; Filed, Dec. 23, 1948; 9:05 a. m.]

TITLE 25—INDIANS

Chapter I—Office of Indian Affairs, Department of the Interior

DISCONTINUANCE OF CODIFICATION

In order to conform to the scope and style of the Code of Federal Regulations, 1949 Edition, as prescribed by the Regulations of the Administrative Committee of the Federal Register effective October 12, 1948 (13 F. R. 5929), the codification of Part 01 and Part 02 of

Title 25 is discontinued. Amendments to the provisions in these parts will in the future appear in the Notices section of the FEDERAL REGISTER.

J. A. KRUG,
Secretary of the Interior.

DECEMBER 18, 1948.

[F. R. Doc. 48-11246; Filed, Dec. 23, 1948; 9:04 a. m.]

Subchapter I—Irrigation Projects: Operation and Maintenance

PART 130—OPERATION AND MAINTENANCE CHARGES

CROW INDIAN IRRIGATION PROJECT, MONTANA

Pursuant to section 4 (a) of the Administrative Procedure Act approved June 11, 1946, Public Law 404, 79th Congress; the acts of Congress approved August 1, 1914; June 4, 1920; May 26, 1926; and March 7, 1928 (38 Stat. 583, 25 U. S. C. 385; 41 Stat. 751; 44 Stat. 658; 45 Stat. 210, 25 Stat. U. S. C. 387) and by virtue of the authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs September 11, 1946 (11 F. R. 10279) and by virtue of authority delegated by the Commissioner of Indian Affairs to the Regional Director September 14, 1946, notice is hereby given of intention to modify § 130.12 of Title 25, Code of Federal Regulations, dealing with irrigable lands of the Crow Indian Irrigation Project to read as follows:

§ 130.12 Charges. In compliance with the provisions of the Act of August 1, 1914 (38 Stat. 583; 25 U. S. C. 385) the operation and maintenance charges for irrigable lands under the Crow Irrigation Project for the calendar year 1949 and subsequent years until further notice are hereby fixed as follows:

For the assessable area under constructed works on all Government operated units excepting Coburn Ditch, per acre.....	\$2.00
For the assessable area under constructed works on the Two Leggins Unit, per acre.....	1.25
For the assessable area under the Bozeman Trail Unit, per acre.....	.90
For Indian lands only, under the Lodge Grass Units 1 and 2, Reno and Agency Units, for Willow Creek Storage Works Operation and Maintenance, per acre.....	.10
For certain tracts of Irrigable Trust Patent Indian lands within and benefited by the Two Leggins Drainage District (Contract dated June 29, 1932), per acre.....	.75

Interested persons are hereby given opportunity to participate in preparing the proposed amendment by submitting their views and data or arguments in writing to the Director, U. S. Indian Service, Billings, Montana, within 30 days from the date of the publication of this notice of intention in the daily issue of the FEDERAL REGISTER.

PAUL L. FICKINGER,
Regional Director, Region No. 2,
U. S. Indian Service.

[F. R. Doc. 48-11192; Filed, Dec. 23, 1948; 8:46 a. m.]

TITLE 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice

PART 3—APPOINTMENT OF NOTARIES PUBLIC FOR THE DISTRICT OF COLUMBIA

PART 4—ADMINISTRATION OF ALIEN PROPERTY

PART 5—ADMINISTRATION OF THE FOREIGN AGENTS REGISTRATION ACT

PART 30—TRAVEL AND OTHER CONDUCT OF ALIENS OF ENEMY NATIONALITY

PART 51—ORGANIZATION AND FUNCTIONS

PART 52—PROCEDURES

PART 81—INTERDEPARTMENTAL COMMITTEE ON EMPLOYEE INVESTIGATIONS

CHANGES INCIDENT TO PUBLICATION OF CODE OF FEDERAL REGULATIONS, 1949 EDITION

In order to conform Chapter I of Title 28 of the Code of Federal Regulations to the scope and style of the Code of Federal Regulations, 1949 Edition, as prescribed by the regulations of the Administrative Committee of the Federal Register and approved by the President effective October 12, 1948 (13 F. R. 5929), the following changes are made, effective upon their publication in the FEDERAL REGISTER:

1. Part 3, Appointment of Notaries Public for the District of Columbia, is excluded from the Code of Federal Regulations, 1949 Edition.

2. Part 4, Administration of Alien Property, is transferred to Chapter II of Title 8, and designated as "Part 508, Administration of Alien Property Seized During World War I."

3. In Part 5, Administration of the Foreign Agents Registration Act, §§ 5.100 (a) (8) (viii) and 5.302 (c) (5) are revoked.

4. In Part 30, Travel and Other Conduct of Aliens of Enemy Nationality, §§ 30.71 to 30.75 are renumbered §§ 30.1 to 30.5.

5. Codification of Part 51, Organization and functions, and Part 52, Procedures, is discontinued. Future amendments to the material in these parts will be published in the Notices section of the FEDERAL REGISTER.

6. Part 81, Interdepartmental Committee on Employee Investigations, is deleted because the regulations therein were in effect revoked by the revocation of Executive Order No. 9300, under the authority of which the regulations were issued.

TOM C. CLARK,
Attorney General.

DECEMBER 21, 1948.

[F. R. Doc. 48-11266; Filed, Dec. 23, 1948; 9:05 a. m.]

PART 10—REGISTRATION OF CERTAIN ORGANIZATIONS CARRYING ON ACTIVITIES WITHIN THE UNITED STATES

FILING AND INSPECTION OF REGISTRATION STATEMENTS

Sections 10.6 and 10.10 of Chapter I, Title 28, Code of Federal Regulations, are amended to read as follows:

§ 10.6 Necessity for further registration. The filing of a registration statement with the Attorney General as required by the Act shall not operate to remove the necessity for filing a registration statement with the Attorney General as required by the act of June 8, 1938, as amended, entitled "An act to require the registration of certain persons employed by agencies disseminate propaganda in the United States and for other purposes" (52 Stat. 631, 56 Stat. 248; 22 U. S. C. 611), or for filing a notification statement with the Secretary of State as required by the act of June 15, 1917 (40 Stat. 226).

§ 10.10 Public inspection. Registration statements filed with the Attorney General pursuant to the said act shall be available for public inspection in the Department of Justice, Washington, D. C., from 10:00 a. m. to 4:00 p. m. on each official business day.

This order shall become effective on the date of its publication in the *FEDERAL REGISTER*. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary for the reason that the change made in § 10.6 merely reflects a change in administration effected by statute, and the change made in § 10.10 relates only to agency management.

(54 Stat. 1203; 18 U. S. C. 2386 (C))

TOM C. CLARK,
Attorney General.

DECEMBER 21, 1948.

[F. R. Doc. 48-11267; Filed, Dec. 23, 1948;
9:05 a. m.]

TITLE 30—MINERAL RESOURCES

Chapter IV—Oil and Gas Division, Department of the Interior

PART 400—ORGANIZATION AND PROCEDURE

PART 401—PETROLEUM CONSERVATION ORDERS

PART 403—REPORTS AND INSPECTIONS OF FACILITIES AND AGENCIES FOR PRODUCTION, PROCESSING, STORAGE AND TRANSPORTATION OF PETROLEUM AND PETROLEUM PRODUCTS

DISCONTINUANCE OF CODIFICATION AND FORMAL CHANGES

In order to conform to the scope and style of the Code of Federal Regulations, 1949 Edition, as prescribed by the Regulations of the Administrative Committee of the Federal Register effective October 12, 1948 (13 F. R. 5929):

1. The codification of Part 400 of Title 30 is discontinued. Amendments to the provisions in this part will in the future appear in the Notices section of the *FEDERAL REGISTER*.

2. Section 400.115 is redesignated as § 403.20.

3. Section 400.105 is redesignated as § 403.9a and is amended to read as follows:

§ 403.9a Forms for monthly reports. The following forms, which may be obtained from the Federal Petroleum

Board, Kilgore, Texas, must be used in filing the monthly reports required by § 403.9.

(a) By operators of natural gasoline, cycling, and other similar plants—Form G, requiring information on total intake volume of natural gas, disposition of intake volume, and barrels of petroleum and petroleum products produced, delivered, received, and in stock.

(b) By petroleum producers—Form P, requiring information on lease data, lease operations, allowances, and production and disposition of petroleum.

(c) By refiners of petroleum—Form R, requiring information on stock on hand, runs to stills, re-runs, products manufactured, plant use and losses, receipts, and deliveries.

(d) By transporters and storers—Form T, requiring information on stock on hand, receipts, deliveries, shortages, and overages. (Sec. 11, 49 Stat. 33; 15 U. S. C. 715j; 30 CFR 401.1; 30 CFR, 1945 Supp., 403.9; A. O., June 28, 1945, 10 F. R. 8074)

4. Section 401.4 is revoked.

5. Section 403.9a is redesignated as § 403.9b.

J. A. KRUG,
Secretary of the Interior.

DECEMBER 18, 1948.

[F. R. Doc. 48-11247; Filed, Dec. 23, 1948;
9:04 a. m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

PART 204—DANGER ZONE REGULATIONS

PART 207—NAVIGATION REGULATIONS

MISCELLANEOUS AMENDMENTS

1. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917, chapter XIX of the Army Appropriation Act of July 9, 1918, and section 7 of the River and Harbor Act of March 4, 1915 (33 U. S. C. 1, 3, and 471), the following regulations contained in Part 6, 33 CFR Chapter I (which were adopted and continued in full force and effect by the Secretary of the Army by an order published in the *FEDERAL REGISTER* June 5, 1947, 12 F. R. 3664), are hereby revoked:

SUBPART C—ANCHORAGE AND RESTRICTED AREAS

ELEVENTH NAVAL DISTRICT

§§ 6.11-1 to 6.11-105, inclusive. [Revoked.]

TWELFTH NAVAL DISTRICT

§§ 6.12-5 to 6.12-190, inclusive. [Revoked.]

THIRTEENTH NAVAL DISTRICT

§§ 6.13-5 to 6.13-245, inclusive. [Revoked.]

2. Pursuant to the provisions of section 1 of the act of April 22, 1940 (54 Stat. 150; 33 U. S. C. 180) and section 7 of the River and Harbor Act of March 4,

1915 (38 Stat. 1053; 33 U. S. C. 471), § 202.1 is hereby amended by the addition of special anchorage areas at San Diego Harbor, Newport Bay Harbor, Los Angeles and Long Beach Harbors, Santa Catalina Island, Santa Monica Harbor, Santa Barbara Harbor, and Morro Bay Harbor, California, and §§ 202.80 to 202.96, inclusive, are hereby revoked and superseded by §§ 202.80 to 202.100, inclusive, as follows:

§ 202.1 Special anchorage areas. * * *

(b) The areas hereinafter described are designated as special anchorage areas. (All bearings are referred to true meridian.)

NIAGARA RIVER, YOUNGSTOWN, N. Y.

SAN DIEGO HARBOR, CALIF.

Area A-1. The waters shoreward of a line from U. S. Military Reservation Monument No. 11 on the north boundary of the U. S. Military Reservation to a point on the combined pierhead-bulkhead line 500 feet southeast of U. S. Station 493; and the waters bounded by Shelter Island, a line 300 feet southeast of and parallel to the line first described, and lines through both ends of Shelter Island normal to such line.

NOTE: This area is reserved for yachts and other small recreational craft. Fixed fore and aft moorings will be allowed in the area as permitted by the Harbor Master, Port of San Diego.

Area A-2. Shoreward of a line between Bulkhead Stations 151 and 154.

NOTE: This area is reserved for yachts and other small recreational craft. Fixed moorings will be allowed in this area as permitted by the Harbor Master, Port of San Diego.

Area A-3. Shoreward of a line between U. S. Bulkhead Stations 155 and 161.

NOTE: This area is reserved for yachts and other small recreational craft. Fixed moorings will be allowed in this area as permitted by the Harbor Master, Port of San Diego.

Area B. Shoreward of the U. S. Bulkhead Line between Stations 464 and 460 and shoreward of a line connecting U. S. Bulkhead line Station 460 and U. S. Pierhead Line Station 462, prolonged along the pierhead line south to the intersection of the prolongation of the centerline of Cedar Street.

NOTE: This area is reserved for licensed commercial fishing vessels. Fore and aft moorings will be allowed in this area as permitted by the Harbor Master, Port of San Diego.

NEWPORT BAY HARBOR, CALIF.

Area A-1. In Lido Channel, northeast of a line parallel to and 195 feet from the pierhead line along the southwest shore of Lido Isle; north of the south U. S. Bulkhead line off Lido Isle extended; southwest of a line parallel to and 120 feet from the pierhead line along the southwest shore of Lido Isle; and southeast of the north side of Via Barcelona, on Lido Isle, extended.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the city of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-2. East of the east side of 15th Street extended; north of a line parallel to and 250 feet from the pierhead line between 14th and 15th Streets, this line being the north line of Newport Channel, and extending east in a straight line to an intersection with a line bearing 265° from the flashing red beacon on the southeast end of Lido Isle, this line being the northwest line of the

main fairway; west of the east side of 13th Street extended; and south of a line parallel to and 220 feet from the pierhead line off the south shore of Lido Isle.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-3. A rectangular area, 40 feet wide and 885 feet long, on the west side of Upper Bay Channel, 120 feet east of and parallel to the west pierhead line, the south end being 50 feet north from U. S. Bulkhead Station 130.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-4. South of a line bearing 268° from the flashing green beacon off Bay Island and passing through the beacon off 13th Street, this line being the south line of the main fairway; north of a line parallel to and 200 feet from the pierhead line off 11th to 8th Streets; and west of a line bearing 203° from the flashing red beacon at the south extremity of Bay Shores, passing through the pierhead line at the east end of Lido Isle.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-5 (Newport Harbor Yacht Club). East of a line bearing 23° from the center of the north end of 8th Street, being parallel to and 150 feet distant from the east end of Area A-4; north of a line parallel to and 200 feet from the pierhead line off 7th and 8th Streets; northwest of a line parallel to and 200 feet from the northwest pierhead line off Bay Island; and south of a line bearing 268° from the flashing green beacon off Bay Island and passing through the beacon off 13th Street, this line being the southerly line of the main fairway.

NOTE: This area is reserved for recreational and other small craft. Single moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for pleasure boats and yachts of such sizes and alignments as permitted by the harbor master.

Area A-6 Northwest of Harbor Island, beginning at a point on the Newport City line 107 feet from the angle point northwest of Harbor Island; thence 36°27', 55 feet; thence 303°18', 300 feet; thence 216°27', 72 feet; thence 165°12', 211 feet; thence 75°11'44'', approximately 216 feet, to the point of beginning.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-7. East of a line parallel to and 150 feet from the east pierhead line off Bay Island; north of a line parallel to and 150 feet from the pierhead line off Fernando Street; northwest of the east side of Adams Street extended; and southwest of a line bearing 131° from the flashing green beacon off Bay Island, being parallel to and 100 feet southwest of the southwest line of the main channel.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small

craft of such size and alignment as permitted by the harbor master.

Area A-8. Northeast of a line parallel to and 270 feet from the southwest pierhead line from Collins Isle to Balboa Island; north of a line bearing 311° from the flashing red beacon off the southwest point of Balboa Island and passing through the flashing red beacon off the south point of Bay Shore, this line being the northeast line of the main channel; southwest of a line parallel to and 150 feet from the southwest pierhead line from Collins Isle to Balboa Island; and southeast of a line bearing 238° from U. S. Station 160.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-9. In Balboa Island Channel, east of a line bearing due north from U. S. Station 151, being 25 feet west of the end of Emerald Avenue; north of a line parallel to and 75 feet from the north pierhead line off Balboa Island; west of the east side of Amethyst Avenue extended; and south of a line parallel to and 150 feet from the north pierhead line of Balboa Island.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-10. Southeast of a line bearing 209° from the flashing red beacon on the southwest point of Balboa Island and passing through the east side of the end of "A" Street; north of an irregular line parallel to and 150 feet from the north pierhead line off Balboa Peninsula from "A" to "K" Streets; south of the south line of the main channel; and south and southeast of an irregular line parallel to and 375 feet from the north pierhead line off Balboa Peninsula.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-11. Northeast of a line bearing 108°30' from the flashing red beacon at the southwest point of Balboa Island, passing through the flashing red channel buoy No. 4, this line being the northeast line of the main channel; north of a line parallel to and 350 feet from the south pierhead line off Balboa Island; west of the west bulkhead line of the Grand Canal extended; and south of a line parallel to and 150 feet from the south pierhead line off Balboa Island.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area A-12 (Balboa Yacht Club). South of a line parallel to and 150 feet from the south pierhead line off Balboa Island; west of the east and pierhead line off Balboa Island extended and bearing 161°; north of a line parallel to and 700 feet from the south pierhead line off Balboa Island; and east of a line parallel to and 1,000 feet from the east boundary, bearing 161° from the point of intersection of the east bulkhead line of Grand Canal and the south bulkhead line off Balboa Island.

NOTE: This area is reserved for recreational and other small craft. Single moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for pleasure boats and yachts of such

sizes and alignments as permitted by the harbor master.

Area A-13. In Upper Bay Channel, beginning at a point 60 feet north of the north side of the State Highway bridge and 62 feet west of the adjudicated high-tide line; thence 20°, 165 feet; thence 267°17', 100 feet; thence 200°, 165 feet; thence 87°17', 100 feet, to the point of beginning.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for recreational and small craft of such size and alignment as permitted by the harbor master.

Area B-1. Southeast of a line bearing 227° from the flashing red beacon at the southwest corner of Lido Isle and being parallel to and 200 feet from the pierhead line off the southeast end of Rhine Point; northeast of the southwest bulkhead line off Rhine Point extended; north of a line parallel to and 250 feet from the pierhead line between 15th and 18th Streets, this line being the north line of Newport Channel; west of the west side of 15th Street extended; and south of a line parallel to and 220 feet from the pierhead line off the south shore of Lido Isle.

NOTE: This area is reserved for commercial fishing vessels. Fore and aft moorings will be allowed in this area conforming to the City of Newport Beach Harbor Ordinance No. 543 for boats licensed for commercial fishing of such sizes and alignments as permitted by the harbor master.

Area B-2. In Upper Bay Channel, beginning at the northeast corner of Area A-13; thence 267°17', 100 feet; thence 11°, 195 feet; thence 111°, 122 feet; thence 200°, 153 feet, to the point of beginning.

NOTE: This area is reserved for commercial fishing vessels. Fore and aft moorings will be allowed in this area conforming to Orange County Harbor Ordinance No. 490 for commercial fishing boats of such size and alignments as permitted by the harbor master.

LOS ANGELES AND LONG BEACH HARBORS, CALIF.

Area A-1. North of a line 200 feet from and parallel to the axis of the San Pedro breakwater; northwest of a line extending from U. S. 207 to U. S. 214; southwest of a line bearing 125° from the tall concrete stack south of Fort MacArthur lower reservation; west of the bulkhead line extending south from U. S. "J"; and bayward of the mean high tide line.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to City Ordinance No. 79895. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

Area A-2. The outer basin of Fish Harbor, on the east and west sides of Fish Harbor entrance channel.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to City Ordinance No. 79895. Temporary floats or buoys for marking anchors or moorings in place will be allowed in the east portion of this area. Fixed mooring piles or stakes are prohibited in the entire area.

Area A-3. The basin lying inside of the jetty in front of the United States Naval Air Station (Reeves Field).

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to City Ordinance No. 79895. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

Area A-4. The southeast end of the triangular area in East Basin, located between the dredged channels and described as fol-

lows: Beginning at U. S. Station 442; thence 128°, 250 feet; thence 38°, 67.67 feet, to true point of beginning; thence 67°10'40", 2,000 feet; thence 337°10'40", 1,116.74 feet; and thence 218°, 2,290.66 feet, to the point of beginning. This area is designated as a special anchorage area subject to the condition that the City of Los Angeles Board of Harbor Commissioners define the area by lights at the three corners.

NOTE: This area is reserved for recreational and other small craft. Fore and aft moorings will be allowed in this area conforming to City Ordinance No. 79895.

SANTA CATALINA ISLAND, CALIF.

Avalon Bay. Shoreward of a line connecting the promontories known as Casino Point and Bathhouse Point; excluding therefrom the fairways as established by the harbor master, City of Avalon.

NOTE: This area is reserved for yachts and other small craft. Moorings will be allowed in this area conforming to the City of Avalon Ordinance No. 264 of such size and alignment as permitted by the harbor master.

SANTA MONICA HARBOR, CALIF.

The waters inclosed by a line 1,000 feet southwest of and parallel to the axis of the Santa Monica breakwater and extending 2,000 feet northwest and 2,000 feet southeast of the ends of the breakwater, lines extending shoreward from and normal to each end of the said line, and the mean high tide line; excluding therefrom the fairways as established by the harbor master, City of Santa Monica.

NOTE: This area is reserved for small craft. Fore and aft moorings will be allowed in this area conforming to the City of Santa Monica Harbor Ordinances Nos. 541, "05, 706, and 1356 for recreational and other small craft of such size and alignment as permitted by the harbor master. Fixed mooring piles or stakes are prohibited.

SANTA BARBARA HARBOR, CALIF.

North of the Santa Barbara breakwater; seaward of the line of mean high water; and southwest of a line bearing 46°30' from the north corner of Bath Street and Cabrillo Boulevard to the end of the Santa Barbara breakwater; excluding a fairway 225 feet wide, 100 feet from each side of and parallel to the Navy pier.

NOTE: Fore and aft moorings will be allowed in this area conforming to the City of Santa Barbara Harbor Ordinance No. 2106 for yachts and small craft of such size and alignment as permitted by the harbor master.

SAN LUIS OBISPO BAY, CALIF.

MORRO BAY HARBOR, CALIF.

Area A-1. Opposite the town of Morro, beginning at a point 200 feet west of the east channel line along the prolongation of the centerline of Eighth Street; thence due west to the mean high water line on the peninsula; thence along the mean high water line on the peninsula to a point on the prolongation of the axis of the south breakwater; thence northeast to an intersection with a line 200 feet from and parallel to the east channel line, this intersection being on the prolongation of the centerline of Fourth Street; thence north along a line 200 feet from and parallel to the east channel line to the point of beginning.

NOTE: This area is reserved for small craft. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

Area A-2. Beginning at a point on the channel line opposite the angle point near the south end of the revetment; thence southeast along the east channel line to the end of the channel; thence 166°30' to White

Point; thence along the mean high tide line north to the angle point near the south end of the revetment; thence southwest to the point of beginning.

NOTE: This area is reserved for small craft. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

§ 202.80 San Diego Harbor, Calif.—

(a) **The anchorage grounds.** The anchorage grounds for general use shall include all the navigable waters of the harbor except the special anchorage areas described in § 202.1, the seaplane restricted area described in section 207.612 of this chapter, and the following:

(1) **Non-anchorage area.** A lane from San Diego to Coronado, the east limit of which extends southward from the intersection of Harbor and Kittner Boulevards to the northwest corner of the Union Oil Company wharf in Coronado, and the west limit of which is the projection of a line 315' from the intersection of Pacific Highway and Harbor Boulevard extended to a point of intersection with a line projected due north from the intersection of First Street and "E" Avenue, Coronado.

(2) **Special anchorage for U. S. Government vessels.** West of a line extending from Ballast Point Light and bearing approximately 351°30' to the shore end of the Quarantine Dock.

(3) **Temporary naval anchorage.** Beginning at North Tower, Coronado Heights; thence 25°30', 2,500 yards, to latitude 32°37'16", longitude 117°07'00"; thence 354°30' to a point 1,787.8 feet south of U. S. Pierhead Line Station 311; thence 263°24'28", approximately 1,500 feet, to point "d" on the west boundary line of the seaplane restricted area; thence southerly and southwesterly along the boundary line of the seaplane restricted area through points "e" and "f" to point "g"; thence southerly along the mean high tide line to its intersection with the line bearing 25°30' from the point of beginning.

NOTE: All bearings in this section referred to true meridian.

(b) **The regulations.** (1) Vessels anchoring in portions of the harbor other than those referred to in paragraph (a) of this section shall leave a free passage for other craft and shall not unreasonably obstruct the approach to the wharves in the harbor.

(2) The non-anchorage area described in paragraph (a) (1) of this section is reserved exclusively for submerged pipe lines, power cables, and communication cables. No vessels shall anchor in this area at any time.

(3) The special anchorage described in paragraph (a) (2) of this section is 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 Commandant, Eleventh Naval District, San Diego, California.

(4) The temporary naval anchorage described in paragraph (a) (3) of this section is reserved as a special anchorage for vessels of the United States and authorized harbor pilot boats. At such periods as the area may not be required

for the use of naval craft, navigation by other craft may be permitted provided permission is obtained in advance from the Commandant, Eleventh Naval District, San Diego, California.

§ 202.82 Newport Bay Harbor, Calif.—

(a) **The anchorage grounds—(1) Temporary Anchorage C-1.** Southeast of a line parallel to and 170 feet from the pierhead line at the east end of Lido Isle; north of a line parallel to and 250 feet north of a line bearing 268° from the flashing green beacon off Bay Island and passing through the beacon off 13th Street, this line being the north line of the main fairway; northwest of a line 120 feet in length bearing 203° from the point of the pierhead line off the west end of Harbor Island; and southwest of the pierhead line off the northeast shore of Lido Isle extended.

(2) **Temporary Anchorage C-2.** East of the pierhead line off the east end of Balboa Peninsula extended and bearing 345°; northeast of a line parallel to and 200 feet from the pierhead line off the shore of Corona del Mar; west of a line parallel to and 100 feet from the pierhead line off the southwest shore of Corona del Mar; and southwest of a line parallel to and 100 feet from the pierhead line off the shore of Corona del Mar.

NOTE: All bearings in this section referred to true meridian.

(b) **The regulations.** (1) Vessels may anchor temporarily in those areas when necessary and space permits, but shall move promptly when the necessity passes or upon order of the harbor master.

(2) Vessels anchoring in these areas shall comply with all applicable Pilot Rules, including that requiring anchor lights at night.

(3) Floats or buoys for marking anchors or moorings in place and fixed mooring piles or stakes are prohibited.

§ 202.84 Los Angeles and Long Beach Harbors, Calif.—(a) **The anchorage grounds—(1) Commercial and Naval Anchorage B (Los Angeles Harbor).** North of a line 200 feet from and parallel to the axis of the San Pedro Breakwater; southeast of a line ranging from U. S. 207 toward U. S. 214; southwest of a line bearing 125° from the tall concrete stack south of Fort MacArthur lower reservation; south of a line bearing 75° from U. S. 209 (white cross near the west end of the San Pedro Breakwater); and west of a line bearing 172° from Fish Harbor 2 Light and passing through the east white cross on the San Pedro Breakwater.

(i) In this area the requirements of commercial ships will predominate. In case of Navy requirements, see subparagraph (2) (iv) of this paragraph.

(ii) Vessels requiring examination by quarantine, customs, or immigration authorities for the ports of Los Angeles and Long Beach may anchor in this area when Quarantine Anchorage F is not available for this purpose.

(iii) Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.

NOTE: All bearings in this section referred to true meridian.

(2) **Commercial Anchorage C (Los Angeles Harbor).** North of a line 200

feet from and parallel to the axis of the Middle Breakwater; north of a line, about 3,000 feet long, bearing 293° from Los Angeles Entrance East Light; east of a line bearing 152° from Fish Harbor 2 light; west of a line bearing 338° from the white cross near the west end of the Middle Breakwater; and bayward of the line of mean high water; excepting therefrom Non-Anchorage Area I.

(i) In this area the requirements of commercial ships will predominate. Vessels requiring examination by quarantine, customs, or immigration authorities for the ports of Los Angeles or Long Beach may anchor in this area when Quarantine Anchorage F is not available for this purpose.

(ii) A portion of this anchorage is reserved for use as an emergency seaplane landing area whenever a necessity arises therefor. See section 207.617 of this chapter.

(iii) Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.

(iv) The established anchorage for naval vessels having been found inadequate at times, when an especially large number of naval vessels are gathered in the harbor, a special anchorage chart overlay for naval anchorages superimposed on U. S. Coast and Geodetic Survey Chart No. 5148 (not published in this section) will be prepared showing a numbered series of anchorages in order that a naval vessel may be ordered to proceed to a designated numbered anchorage in the harbor. Those designated anchorages, with the exception of those in naval anchorages D and E, which are primarily for naval vessels, are not set aside for the exclusive use of naval vessels, but permission will be given for naval vessels to use them when available. When the Captain of the Port receives notification from the proper naval authorities that it is desired to utilize the specially-numbered naval anchorages in Anchorages B, C, F, or G, he will authorize the use by naval vessels of the required numbers if they can be made available, the commercial conditions at the time being given proper consideration. If, in the opinion of the Captain of the Port, there are sufficient reasons why the numbers first asked for should not be used, he will confer with the naval officer making the request and if other numbers can be agreed upon he will authorize their use.

(3) *Naval anchorage.* East of a line bearing 338° from a white cross near the west end of the Middle Breakwater, said line being the easterly boundary line of Commercial Anchorage C; north of a line parallel to and 200 feet from the axis of the Middle Breakwater; southwest of a line bearing 310° from Long Beach Entrance West Light and passing through the east end of the Navy Mole; south and west of a line 200 feet from the bayward side of the Navy Mole; and south of the jetty forming the basin for special anchorage area A-3 described in § 202.1.

(i) In this area the requirements of the naval service will predominate. Vessels other than those of the Navy may anchor temporarily in this area when necessary and space permits. Whenever

this area is required for the anchoring of naval vessels, it shall be immediately cleared of commercial vessels by the Captain of the Port upon request of the appropriate naval authority.

(ii) The southeast and southwest portions of this anchorage are reserved for use as explosives anchorages whenever a necessity arises therefor. See subparagraphs (8) (i) and (ii) of this paragraph.

(iii) A portion of this anchorage is reserved for use as an emergency seaplane landing area whenever a necessity arises therefor. See § 207.617 of this chapter.

(iv) Floats or buoys for marking anchors or moorings in place and fixed mooring piles or stakes are prohibited, except those which may be required by the Navy and approved by the Captain of the Port.

(4) *Naval Anchorage E (Long Beach Harbor).* North of a line 200 feet from and parallel to the axis of the Long Beach Breakwater; northeast of a line bearing 309° from the west end of the Long Beach Breakwater and passing through the south end of the Long Beach Mole; south of a line 5,500 feet from and parallel to the axis of the Long Beach Breakwater; east of a line bearing due north from the center of the opening between the Middle and Long Beach Breakwaters; south of a line bearing 101° from the south end of pier D; and west of a line bearing due north from the east end of the Long Beach Breakwater.

(i) In this area the requirements of the naval service will predominate. Vessels other than those of the Navy may anchor temporarily in this area when necessary and space permits. Whenever this area is required for the anchoring of naval vessels, it shall be immediately cleared of commercial vessels by the Captain of the Port upon request of the appropriate naval authority.

(ii) Floats or buoys for marking anchors or moorings in place and fixed mooring piles or stakes are prohibited, except those which may be required by the Navy and approved by the Captain of the Port.

(iii) The southwest portion of this anchorage is reserved for use as an explosives anchorage whenever a necessity arises therefor. See subparagraph (8) (iii) of this paragraph.

(5) *Quarantine Anchorage F.* East of a line bearing 172° from Fish Harbor 2 Light and passing through the east white cross on the San Pedro Breakwater; southwest of a line bearing 302° from the Los Angeles Harbor Light Station; and northerly of a line parallel to and 200 feet from the axis of the San Pedro Breakwater.

(i) Vessels arriving at quarantine and awaiting inspection will anchor in this anchorage, except that if space in this anchorage is not available then any available anchorages in Anchorages B and C may be temporarily occupied for examination. In case of Navy requirements, see subparagraph (2) (iv) of this paragraph.

(ii) No vessels, except those awaiting quarantine inspection or clearance, will anchor in the quarantine anchorage ex-

cept in cases of emergency. All vessels so anchored will vacate this area as soon as the emergency ceases.

(iii) U. S. Public Health Service Quarantine Laws and Regulations of the United States are quoted in part as follows: "Paragraph 34—Every vessel subject to quarantine inspection, entering a port of the United States, its possessions or dependencies, shall be considered in quarantine until given free pratique. Such vessel shall fly a yellow flag at the foremast head and shall observe all the other requirements of vessels actually quarantined."

(6) *Commercial Anchorage G (Long Beach Harbor).* North of a line 5,500 feet from and parallel to the axis of the Long Beach Breakwater; southeast of a line 1,000 feet from and parallel to the outer arm of pier A; southwest of a line bearing 116° from the end of the pier A enrockment; and west of a line bearing due north from the center of the opening between the Middle and Long Beach Breakwaters.

(i) In this area the requirements of commercial ships will predominate. In case of Navy requirements, see subparagraph (2) (iv) of this paragraph.

(ii) Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.

(7) *Non-Anchorage Area I.* An area extending 1,300 feet south from the north boundary line of Anchorage C, 300 feet wide on each side of the prolongation of the centerline of Ferry Street. This non-anchorage area is established for the protection of a submerged outfall sewer pipeline. The City of Los Angeles Board of Harbor Commissioners will mark this area with signs reading "Do not anchor in this area."

(8) *Explosives anchorages.*—(i) *No. 1.* That portion of Anchorage D described as a circular area of 900-foot radius, with center bearing 266°, 4,650 yards, from Long Beach Entrance West Light.

(ii) *No. 2.* That portion of Anchorage D described as a circular area of 900-foot radius, with center bearing 276°, 2,975 yards, from Long Beach Entrance West Light.

(iii) *No. 3.* That portion of Anchorage E described as a circular area of 900-foot radius, with center bearing 69°, 2,260 yards, from Long Beach Entrance West Light.

(iv) Explosives anchorages shall be used by vessels only by notification to and permit by the Captain of the Port.

(v) When an explosives anchorage is occupied by a vessel carrying, loading, or unloading explosives, a circular zone of 600 yards or of 1,000 yards surrounding the explosives anchorage, as the Captain of the Port may determine, may be declared by the Captain of the Port to be a forbidden anchorage in the interest of port security and the commerce of the United States. Vessels within such circular zone, upon being notified by the Captain of the Port to move or shift position, shall get under way at once or signal for a tug and shall change positions, as directed, with reasonable promptness.

(vi) In Explosives Anchorages No. 1 and No. 2 naval vessels have priority and in Explosives Anchorage No. 3 commer-

cial vessels have priority. When vacant, any anchorage may be assigned at the discretion of the Captain of the Port.

(vii) When all explosives anchorages are occupied, the Captain of the Port may assign suitable space in Anchorages D or E if available.

(b) *The regulations.* (1) Except in cases of great emergency, no vessel shall be anchored in the navigable waters of Los Angeles and Long Beach Harbors outside of the anchorages established in this section.

(2) Anchors must not be placed outside the anchorages, nor shall any portion of the hull or rigging at any time extend outside the boundaries of the anchorages.

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

(4) No vessels, other than those of the United States Government, shall anchor in any of the established anchorages nor in any other areas within the outer Los Angeles and Long Beach Harbors, as defined by the limits of the San Pedro Breakwater, the Middle Breakwater, and the Long Beach Breakwater, nor closer than one mile to any point of said breakwaters in the waters seaward thereof, while carrying, loading, or unloading explosives in quantities in excess of 500 tons. Vessels engaged in the transportation of explosives in quantities of 500 tons or less may occupy that portion of Anchorages D or E designated as explosives anchorages, subject to the conditions stated in paragraph (a) (8) (iv)-(vii) of this section.

(5) The instructions of the Captain of the Port assigning vessels to parts of anchorage grounds suitable to their draft, requiring vessels to anchor bow and stern, or with two bow anchors, requiring shifting the anchorage of any vessel within any anchorage ground for the common safety or convenience, or for otherwise enforcing the regulations in this section, shall be promptly followed by owners, masters, and persons in charge of vessels.

(6) Permission to anchor in the channels within the limits of Los Angeles and Long Beach Harbors may be granted by the Captain of the Port to a plant or vessels engaged in recovering sunken property or in laying or repairing pipe or cable lines legally established, when approved by the District Engineer, Corps of Engineers, and to a plant or vessels engaged in dredging operations when authorized by the District Engineer. The provisions of this subparagraph shall not apply to a plant or vessels engaged under the supervision of the District Engineer upon works for the improvement of the harbor, but the District Engineer will advise the Captain of the Port in all cases where a plant is to be employed under his supervision.

(7) Nothing in this section shall be construed as relieving the owner or per-

son in charge of any vessel or plant from the penalties of 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 law.

§ 202.86 *Pacific Ocean at Santa Catalina Island, Calif.*—(a) *The anchorage grounds.*—(1) *Descanso Bay.* Shoreward of a line connecting the promontories known as White Rock and Casino Point.

(2) *Isthmus Cove.* All waters shoreward of a line connecting the promontories known as Lion Head and Blue Cavern Point, excluding the following-described non-anchorage area: An area 300 feet wide (170 feet west and 130 feet east of the centerline of the Catalina Island Steamship Line pier), extending 1,600 feet from the root of the pier, and an area 150 feet seaward of the shore line extending approximately 1,500 feet east and 1,500 feet northwest of the centerline of said pier.

(b) *The regulations.* (1) The Descanso Bay anchorage is reserved for yachts and other small craft. Floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

(2) The Isthmus Cove anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes are prohibited.

(3) The non-anchorage area described in paragraph (a) (2) of this section shall be used only by commercial vessels. Commercial vessels of 15 feet draft or over may anchor in this area seaward of the Catalina Island Steamship Line pier during hours between sunrise and sunset. The use of this area for anchorage is forbidden to all other craft at all times. Fixed mooring piles or stakes and floats or buoys for marking anchors or moorings in place are prohibited.

(4) The instructions of the Captain of the Port requiring vessels to anchor bow and stern, or with two bow anchors, or requiring shifting the anchorage of any vessel within the anchorage grounds for the common safety or convenience, or for otherwise enforcing the regulations in this section, shall be promptly complied with by owners, masters, and persons in charge of vessels.

(5) Nothing in this section shall be construed as relieving the owner or person in charge of any vessels or plant from the penalties of 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 law.

§ 202.88 *Pacific Ocean at San Clemente Island, Calif.; in vicinity of Wilson Cove.*—(a) *The anchorage grounds.* Shoreward of a line beginning at a point on the beach bearing 153° true, 1,400 yards, from the flashing green light on the southeast headland at Wilson Cove; thence 62° true, 0.67 nautical mile; thence 332° true, 1.63 nautical miles; thence 241° 31' true to the shore line.

(b) *The regulations.* (1) This area is reserved exclusively for anchorage of United States Government vessels or vessels temporarily operating under Government direction, and no vessel, except in an emergency, shall anchor in the area without first obtaining permission from the Commandant, Eleventh Naval District, or the Senior Naval Officer present who shall in turn notify the Commandant promptly.

(2) No vessel shall anchor in such a manner as to unreasonably obstruct the approach to the wharf.

§ 202.90 *Pacific Ocean at San Nicolas Island, Calif.; restricted anchorages.*—(a) *The anchorage grounds.*—(1) *East area.* All waters within a circle having a radius of one nautical mile centered at the easternmost light on the east end of San Nicolas Island.

(2) *West area.* Shoreward of a line bearing 276° true from San Nicolas Island south side light a distance of six nautical miles; thence to a point bearing 270° true, two nautical miles, from the westernmost point of the island; thence 60° to a point due north of the northernmost point of the island; thence 180° true to the shore.

(b) *The regulations.* Except in an emergency, no vessel shall anchor in these restricted areas without authority of the Commandant, Eleventh Naval District. Cargo vessels destined for San Nicolas Island may anchor in the east area for unloading or loading.

§ 202.92 *Pacific Ocean at Santa Barbara Island, Calif.*—(a) *The anchorage grounds.* Shoreward of a line beginning at the Santa Barbara Island Light on the northeast end of the island and bearing 23° true a distance of 1.515 nautical miles seaward from the beach; thence 140° 30' true, 2.54 nautical miles; thence 212° 30' true, 2.30 nautical miles; thence 296° 30' true, 0.96 nautical mile; and thence 325° true to the beach.

(b) *The regulations.* The anchorage shall be available for anchorage of all types of craft. Temporary floats or buoys for marking anchors in place will be permitted in this area.

§ 202.94 *San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, San Joaquin River, and connecting waters, Calif.*—(a) *San Francisco Bay.*—(1) *Anchorage No. 1 (temporary).* Bounded by the north shore of the City of San Francisco and lines joining points which are the following bearings and distances from Alcatraz Light: 193° 30', 2,170 yards; 234° 30', 1,135 yards; 251°, 2,260 yards; 251°, 4,210 yards; and 234° 30' (4,410 yards).

(i) Except as otherwise provided in this subparagraph, this anchorage is a temporary anchorage reserved for the use of vessels entering port while undergoing examination by quarantine, customs, or immigration authorities. Upon completion of these examinations, vessels shall promptly move out of this anchorage. Yachts may anchor in that portion of this area bounded by the shore and lines joining points which are the following bearings and distances from Alcatraz Light: 215° 30', 2,840 yards; 219° 30', 2,650 yards; 230°, 3,380 yards;

227°, 3,500 yards. No permanent moorings shall be placed in the latter-described area.

NOTE: All bearings in this section referred to true meridian.

(2) *Anchorage No. 2 (general)*. That portion of Richardson Bay north of a line bearing 257° from Peninsula Point to the shore at Sausalito, except so much of the area as is included in Naval Anchorage No. 11 and the improved channel to and the turning basin at Sausalito.

(3) *Anchorage No. 3 (general)*. That portion of Belvedere Cove west of a line bearing 25°30' from Peninsula Point to the shore at Tiburon.

(4) *Anchorage No. 4 (general)*. Bounded by the westerly shore of San Francisco Bay and the following lines: Beginning at the shore at Bluff Point; thence to a point bearing 286°, 3,630 yards, from Southampton Shoal Light; thence to a point bearing 228°, 4,450 yards, from East Brother Island Light; thence along a line bearing 266° to the shore south of Point San Quentin; except so much of the area as is included in the Restricted Area at the Naval Net Depot, Tiburon; Quarantine Anchorage No. 17 when that anchorage is being used for quarantine purposes; and the outer boundary of the forbidden anchorage zone surrounding Explosives Anchorage No. 13.

(5) *Anchorage No. 5 (general)*. Bounded by the easterly shore of San Francisco Bay and the following lines: Beginning at the shoreward end of the Standard Oil Wharf at Point Orient; thence along said wharf to the southwest corner thereof; thence to a point bearing 334°30', 4,050 yards, from Southampton Shoal Light; thence along a line bearing 93° to the shore; except so much of this area as lies within the Restricted Area at the Naval Fuel Annex, Molate Point; and within the improved channel to Richmond Inner Harbor.

(i) Vessels may anchor in this anchorage immediately adjacent to the improved channel to Richmond Inner Harbor: *Provided*, That ships obstructing the said channel must move from their position immediately if and when the fairway is required by vessels navigating the channel.

(6) *Anchorage No. 6 (general)*. Bounded by the easterly shore of San Francisco Bay and the following lines: Beginning at the shore at the southernmost extremity of Point Isabel; thence along the northerly shore of Brooks Island to the training wall extending westerly therefrom; thence westerly along said training wall to its bayward end; thence to a point bearing 104°, 1,035 yards, from Treasure Island North End Light; thence along a line bearing 144°30' to a point 290 yards northerly of the center of Pier K of the San Francisco-Oakland Bay Bridge; thence along a line bearing 71° to the shore; excluding from this area, however, the cable areas therein.

(7) *Anchorage No. 7 (general)*. That portion of San Francisco Bay bounded by the westerly shore of Treasure Island and the following lines: Beginning at the northwest corner of Treasure Island at a

point bearing 89°, 4,135 yards, from Alcatraz Light; thence to points which are the following bearings and distances from Alcatraz Light: 73°30', 3,100 yards; 111°, 3,070 yards; 123°, 4,335 yards; and 108°, 5,100 yards.

(8) *Anchorage No. 8 (general)*. That portion of San Francisco Bay east of the City of San Francisco the corners of which are the following bearings and distances from the center of the anchor pier (Pier C) of the San Francisco-Oakland Bay Bridge: 118°, 2,635 yards; 175°30', 2,420 yards; 172°, 3,470 yards; and 168°, 3,520 yards.

(9) *Anchorage No. 9 (general)*. Bounded on the north by the shore, the breakwater and turning basin at the Naval Air Station, Alameda, and a line from Air Station Channel Lighted Buoy 6 to Air Station Channel Entrance Lighted Buoy 2; bounded on the west by a line beginning at Air Station Channel Entrance Lighted Buoy 2, thence to a point bearing 17°, 4,050 yards, from Hunter Point Light, thence to a point bearing 343°30', 4,000 yards, from Hunter Point Light, thence to a point bearing 343°30', 3,330 yards, from Hunter Point Light, and then 146°; bounded on the south by a line 1,000 yards northerly from and parallel to the Hayward-San Mateo Bridge; and bounded on the east by the shore, including all of San Leandro Bay. The following areas are excluded from this anchorage: The seaplane restricted area at the Naval Air Station, Alameda, described in § 207.640 (d) (1) of this chapter; Explosives Anchorage No. 14, Explosives Storage Anchorages No. 15 and No. 16, and the forbidden anchorages surrounding these three anchorages, described in subparagraphs (15), (16), and (17) of this paragraph.

(10) *Anchorage No. 9-A (general)*. Shoreward of the following lines: Beginning at the outer-end of the south fender of the former automobile ferry slip at the end of the Alameda Mole; thence 270°, 400 yards; thence 216°, approximately 2,000 yards; thence along a line bearing 127° from Alcatraz Light, 1,200 yards; thence 36° to the shore; excluding the cable area adjacent to the Alameda Mole.

(11) *Anchorage No. 10 (naval)*. The triangular-shaped area immediately east of Sausalito northwest of a line bearing 234° from Point Stuart Light, and southwest of a line bearing 303° from Alcatraz Light.

(i) This anchorage is for the use of public vessels of the United States, but may be used by yachts when not required for use by public vessels. All yachts making use of this anchorage shall be prepared to move immediately upon notice should the anchorage be required for public vessels. With the permission of the Captain of the Port, permanent yacht moorings may be placed within this anchorage, not more than 900 feet from the shore.

(12) *Anchorage No. 11 (naval)*. That portion of Richardson Bay the corners of which are the following bearings and distances from Point Stuart Light: 273°, 1,150 yards; 271°, 2,520 yards; 257°30', 2,580 yards; and 248°30', 1,530 yards; excluding so much of this area as lies within the improved channel to Sausalito.

(i) This anchorage is reserved for the exclusive use of vessels and seaplanes of the United States Navy.

(13) *Anchorage No. 12 (naval)*. That portion of San Francisco Bay east of the City of San Francisco the corners of which are the following bearings and distances from the center of the anchor pier (Pier C) of the San Francisco-Oakland Bay Bridge: 95°, 3,035 yards; 110°, 980 yards; 188°, 1,170 yards; 175°30', 2,420 yards; and 118°, 2,635 yards.

(i) This anchorage is reserved for the use of vessels of the United States or foreign navies and for other public vessels of the United States. With the permission of the Captain of the Port this anchorage may be used temporarily by vessels other than public vessels, but vessels availing themselves of this privilege must hold themselves in readiness to shift berth immediately upon receiving notice to do so.

(14) *Anchorage No. 13 (explosives)*. A circular area having a radius of 1,000 feet about a white buoy used to mark the location of this anchorage bearing 38°, 2,000 yards, from the most northerly extremity of California Point.

(i) This anchorage is for the use of vessels loaded with, loading, or unloading explosives, and this anchorage shall not be used by any other vessel. This provision is not intended to prohibit lighters and barges from tying up alongside ships for transfer of cargo.

(ii) The circular zone 2,000 feet wide partially surrounding this anchorage is forbidden anchorage and shall not be used as anchorage by any vessels. The additional area included by a 2,000-yard radius is a danger area to be vacated by all vessels when so directed by the Captain of the Port.

(15) *Anchorage No. 14 (explosives)*. A circular area having a radius of 1,500 feet about a white buoy used to mark the location of this anchorage bearing 100°30', 3,950 yards, from Hunter Point Light.

(i) This anchorage is for the use of vessels loaded with, loading, or unloading explosives, and this anchorage shall not be used by any other vessel. This provision is not intended to prohibit lighters and barges from tying up alongside ships for transfer of cargo.

(ii) The circular zone 1,500 feet wide surrounding this anchorage is forbidden anchorage and shall not be used by any vessels.

(iii) This anchorage and the surrounding zone of forbidden anchorage may be temporarily discontinued by the District Engineer, Corps of Engineers, San Francisco, California, when the area occupied by them is required for general anchorage purposes.

(16) *Anchorage No. 15 (explosives storage)*. An area 3,000 feet square whose center is marked by a white buoy bearing 124°30', 9,835 yards, from Hunter Point Light, and whose sides are due north-south and east-west.

(i) This anchorage is for the purpose of storage of explosives. Barges and vessels shall be anchored so as not to approach within 500 feet of one another. All barges using this anchorage for storage purposes shall anchor with two or more anchors. The Captain of the

Port may authorize the placing of moorings within this area, provided these moorings are so placed that barges at one mooring shall at all times be not less than 500 feet from barges at an adjacent mooring.

(ii) The square zone 1,500 feet wide surrounding this anchorage is forbidden anchorage and shall not be used by any vessels.

(17) *Anchorage No. 16 (explosives storage)*. An area 3,000 feet square the northeast corner of which is marked by a white pile dolphin bearing 270°, 2,900 yards, from Roberts Landing, and whose sides are due north-south and east-west.

(i) This anchorage is for the purpose of storage of explosives. Barges and vessels shall be anchored so as not to approach within 500 feet of one another. All barges using this anchorage for storage purposes shall anchor with two or more anchors. The Captain of the Port may authorize the placing of moorings within this area, provided these moorings are so placed that barges at one mooring shall at all times be not less than 500 feet from barges at an adjacent mooring.

(ii) The square zone 1,500 feet wide surrounding this anchorage is forbidden anchorage and shall not be used by any vessels.

(18) *Anchorage No. 17 (quarantine)*. An area 3,000 feet square, the easterly side of which is coincident with the easterly boundary of Anchorage No. 4 and the northeasterly corner of which is on the said easterly boundary 97° 30', 2,250 yards, from the northerly extremity of California Point.

NOTE: This anchorage is under the jurisdiction of the Medical Officer in charge of the Port of San Francisco and is included in this section for information only.

(b) *San Pablo Bay*—(1) *Anchorage No. 18 (general)*. Bounded by the westerly shore of San Pablo Bay and the following lines: Beginning at the shore at Point San Pedro; thence along a line bearing 90° the easterly of the Sisters Islands; thence to points which are the following bearings and distances from Petaluma Creek Light and Echo Board 2 at the entrance to the dredged channel to Petaluma Creek: 185° 30', 1,570 yards; and 284° 30', 5,435 yards; excluding from this area, however, the channel to Hamilton Field and the extension of said channel easterly to the boundary of the anchorage, and the pipe line area therein.

(2) *Anchorage No. 19 (General)*. Bounded by the northeasterly shore of San Pablo Bay and the following lines: Beginning at the shore at a point bearing 6° 30', 6,400 yards, from Petaluma Creek Light and Echo Board 2 at the entrance to the dredged channel to Petaluma Creek; thence to points which are the following bearings and distances from Petaluma Creek Light and Echo Board 2: 175° 30', 9,070 yards; 132°, 7,530 yards; 105° 30', 9,870 yards; 97° 30', 13,740 yards; 95° 30', 13,740 yards; and thence along the long dike extending southwesterly from Mare Island to the shore at Mare Island.

NOTE: See § 204.112 covering a target practice area in San Pablo Bay adjacent to the westerly shore of Mare Island for use of the Mare Island Navy Yard.

(3) *Anchorage No. 20 (general)*. Bounded by the southeasterly shore of San Pablo Bay and the following lines: Beginning at the Northeast corner of Parr Terminal No. 4 at Point San Pablo; thence to a point bearing 14°, 1,135 yards, from the northeast corner of the wharf at Pinole Point; thence to the northwest corner of the wharf of the Union Oil Company at Oleum; and thence along the said wharf to the shore; excepting from this area Explosives Anchorages No. 22 and No. 23.

(4) *Anchorage No. 21 (naval)*. A rectangular area south of Mare Island the corners of which are the following bearings and distances from the tall stack at the Selby Smelting Works: 331° 30', 1,285 yards; 300° 30', 1,830 yards; 286° 30', 1,530 yards; and 321°, 800 yards.

(5) *Anchorage No. 22 (explosives)*. A circular area having a radius of 1,500 feet and whose center is at the northwest corner of the Giant Powder Company's wharf at Pinole Point.

(i) This anchorage is for the use of vessels loaded with, loading, or unloading explosives, and shall not be used by any other vessel.

(6) *Anchorage No. 23 (explosives)*. A circular area having a radius of 1,500 feet and whose center is at the northwest corner of the Hercules Powder Company's wharf at Refugio Landing.

(i) This anchorage is for the use of vessels loaded with, loading, or unloading explosives, and shall not be used by any other vessel.

(c) *Carquinez Strait*—(1) *Anchorage No. 24 (general)*. Bounded by the northerly shore of Carquinez Strait and lines joining points which are the following bearings and distances from Port Costa Light: 332° 30', 1,820 yards; 347°, 1,330 yards; 347°, 710 yards; and 109° 30', 1,800 yards; excluding, however, that portion of the cable area lying therein.

(2) *Anchorage No. 25 (general)*. Bounded by the south shore of Carquinez Strait and lines joining points which are the following bearings and distances from Benicia City Wharf Light: 145° 30', 2,970 yards; 141°, 1,970 yards; and 234°, 1,300 yards.

(d) *Suisun Bay*—(1) *Anchorage No. 26 (general)*. On the west side of Suisun Bay adjacent east and northeast of the City of Benicia within the following boundaries: The northeast edge of the Southern Pacific Bridge from the north shore to the first siren; thence 77° 30', 550 yards; thence 35°, 6,650 yards; thence 44°, 2,100 yards; thence 314° to the shore; thence along the shore to the point of beginning.

(i) The area in this anchorage between the rows, and extending 150 feet on all sides, of vessels of the United States Maritime Commission moored therein is designated as a restricted area.

(ii) Except in cases of emergency, and as otherwise provided in this subparagraph, vessels other than those owned, operated, or controlled by the United States or the State of California are excluded from the restricted area. The inboard area, which is the area between the shore line and the shoreward end of each row of vessels, shall be accessible to sportsman during the open season for waterfowl, and also to any small craft in

the event of emergency or bad weather. Private craft using the inboard area shall do so at their own risk, and shall avoid obstructing the movement of vessels and other small craft necessary in the operations of the Maritime Commission in the maintenance of its fleet in this anchorage. Private small craft shall be permitted to enter the inboard area for the purpose of landing, docking, or discharging passengers on shore opposite the restricted area; however, they shall not be permitted to use any of the Maritime Commission's shore facilities for this purpose. The regulations in this subparagraph shall be enforced by the U. S. Maritime Commission, Suisun Bay, California Reserve Fleet, Benicia, California, and such agencies as it may designate.

(2) *Anchorage No. 27 (general)*. An area in the northeast portion of Suisun Bay lying east of a line due north through tripod on Roe Island at Preston Point; north of a line bearing 84° from fixed range light located 1,187 yards to the southwest of said tripod on Roe Island, to old lighthouse at the most southerly point of Roe Island; thence bearing 101° to Middle Ground Light; thence bearing 88° to Chippis Island.

(e) *San Joaquin River*—(1) *Anchorage No. 28 (general)*. An area adjacent to Lower Sherman Island lying southeasterly of a line 2,900 feet long bearing 238° from Sherman Island North End Light; easterly of a line 7,500 feet long bearing 163° 30' from the west end of said 2,900-foot line; northerly of a line 1,500 feet long bearing 73° 30' from the southerly end of said 7,500-foot line; easterly of a line bearing 163° 30' from the easterly end of said 1,500-foot line; and northerly of a line bearing 27° from New York Slough East End Light and Echo Board to Sherman Island.

(2) *Anchorage No. 29 (general)*. The entire water area southerly of West Island between West Island and the mainland lying between lines bearing 150° from the eastern extremity of West Island and 211° from the western extremity of West Island.

(f) *General regulations*. (1) Except in cases of distress, great emergency, or heavy fog, no vessel shall be anchored in the navigable waters of San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, New York Slough, San Joaquin River Deep Water Channel, and the Stockton Turning Basin, California, outside of the anchorages defined and established in this section, nor anchor within an improved channel or a cable or pipe line area shown on Government charts, nor be moored, anchored, or made fast to any pier, wharf, bulkhead, or vessel in such manner as to impede or endanger the passage of any vessel in transit by, or to or from, adjacent wharves, piers, slips, or navigation channels.

(2) Whenever in the opinion of the Captain of the Port such action may be necessary, that officer may require any or all vessels in any designated anchorage area to moor with two or more anchors. (Vessels using Anchorages No. 15 and No. 16 for the purpose of storage of explosives will be required to anchor with two or more anchors at all times.)

(3) Every vessel whose crew may be reduced to such number that it will not have sufficient men on board to weigh anchor at any time shall be anchored with two anchors, with mooring swivel put on before the crew is reduced or released.

(4) Anchors shall not be placed outside the anchorage areas, nor shall any vessel be so anchored that any portion of the hull or rigging extends outside the boundaries of the anchorage area.

(5) Vessels anchoring outside of the designated anchorage areas or in the San Joaquin River Deep Water Channel or Stockton Turning Basin because of distress or heavy fog, shall be placed as near the edge of the channels or turning basin as possible, and in such position as not to interfere with the free navigation thereof, nor obstruct the approach to any pier, wharf, slip, or boat harbor. They shall move from such position as soon as the emergency ceases or when ordered by the Captain of the Port or by his duly authorized representative.

(6) The anchorages will be used only for the purposes stated for each and under the special limitations applicable thereto.

(7) The Captain of the Port shall assign berths in the anchorages to all vessels applying for such permission. He may grant permits to those vessels habitually maintaining and using the same mooring place in an anchorage area, and no vessel shall occupy a permanent berth in an anchorage area except under authority of such permit which may be revoked at any time.

(8) A vessel, upon being notified to move into the anchorage limits or to shift its position in the anchorage grounds shall get under way at once or obtain a tug and change its position with reasonable promptness, as directed.

(9) Whenever required by maritime or commercial interests of the United States, the Captain of the Port is empowered to shift the position of any vessel anchored within or outside of an anchorage area, of any vessel which is so moored or anchored that its position impedes or obstructs vessel movements in any channel or obstructs or interferes with range lights, and of any vessel which, lying at the exterior end of a pier or alongside of a wharf or bulkhead, obstructs or endangers the passage of vessels to or from adjacent wharf property or impedes the movement of vessels entering or leaving slips and boat harbors.

(10) Permits to anchor in channels within the limits of the waterways covered by the regulations in this section may be granted by the Captain of the Port to wrecking plants or other vessels legally engaged in recovering sunken property or in laying pipe or cable lines legally established or in repairing same when the application for such anchorage is approved by the District Engineer, Corps of Engineers, and to plant engaged in dredging operations when authorized by the District Engineer. The provisions of this subparagraph will not apply to plant engaged under the supervision of the District Engineer upon works for the improvement of rivers and harbors, but the District Engineer will advise the Captain of the Port in advance of the pro-

posed work for such improvement in all cases where the plant is to be employed under his supervision.

(11) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from the penalties of 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.

(12) Except as provided in subparagraph (15) of this paragraph, vessels carrying explosives or other dangerous articles, including inflammable liquids, inflammable solids, oxidizing materials, corrosive liquids, compressed gases, and poisonous substances, shall be anchored within Anchorages Nos. 13, 14, 15, 16, 22, and 23 only. Any vessel carrying explosives and desiring to proceed to the anchorages provided therefor shall first obtain a written permit from the Captain of the Port; and no vessel shall occupy a berth in such anchorages except by authority of such permit, which may be revoked at any time. All other vessels, especially tugs and stevedore boats, engaged or used in connection with loading explosives on vessels shall carry written permits from the Captain of the Port and shall show these permits whenever required by the Captain of the Port or his properly authorized agents.

(13) Whenever any watercraft not fitted with mechanical power anchors in Explosives Anchorages Nos. 13, 14, 15, and 16 while carrying explosives, the Captain of the Port may require the attendance of a tug upon such watercraft when, in his judgment, such action is deemed necessary.

(14) When vessels are conducting loading operations from barges at any of the established explosives anchorages, as indicated by the display of a red flag (International Code Flag "B") at the masthead, passing vessels of over 100 tons displacement will reduce speed to six knots over the ground.

(15) The District Engineer, Corps of Engineers, is empowered to authorize, in writing, the anchoring of a single barge carrying explosives in or near the vicinity of work being done directly under his supervision, or under a Department of the Army permit, but only in quantities considered by him as safe and necessary. The District Engineer shall prescribe the conditions under which this explosive shall be stored and handled and in each case shall furnish the Captain of the Port with a copy of the written permit to anchor explosives on the work and a copy of the rules and regulations for storing and handling.

(16) Vessels other than those under Federal supervision shall not go alongside or in any manner moor to any Government-owned vessel, mooring buoy, or pontoon boom, their anchor cables, or any of their appendages. Vessels other than those under Federal supervision shall not obstruct or interfere in any manner with the mooring, unmooring, or servicing of vessels owned by the United States.

(17) Vessels anchoring in the San Joaquin River Deep Water Channel or the Stockton Turning Basin because of

distress or heavy fog, shall be placed as near the edge of the channels or turning basin as possible, and in such position as not to interfere with the free navigation thereof, nor obstruct the approach to any pier, wharf, slip, or boat harbor. They shall move from such position as soon as the emergency ceases or when ordered by the Captain of the Port, San Francisco, or by his duly authorized representative. No vessel shall be permanently moored in areas adjacent to the San Joaquin River Deep Water Channel or in any stream tributary to said deep water channel within one-half mile of its junction with the channel, except on permission in writing from the Captain of the Port or his duly authorized representative.

(g) *Mayberry Slough, Sherman Island; restricted anchorage for vessels of the United States Government—*(1) *The anchorage ground.* All of the upper portion of Mayberry Slough, from a point 1.65 nautical miles above its mouth.

(2) *The regulations.* No vessel or other craft, except those belonging to the United States Government, property owners of Sherman Island, or to public utilities serving the area, shall navigate or anchor in the area without special permission from the Commanding General, San Francisco Port of Embarkation, Fort Mason, California, or his authorized representative.

§ 202.98 *Columbia River, Oreg. and Wash.—*(a) *The anchorage grounds—*(1) *Lower Tongue Point Anchorage.* A rectangular area bounded as follows: Beginning at a point bearing 253° 30', 675 yards, from Tongue Point Light; thence to a point bearing 247° 30', 2,015 yards, from Tongue Point Light; thence to a point bearing 261°, 2,125 yards, from Tongue Point Light; thence to a point bearing 284°, 950 yards from Tongue Point Light; and thence to the point of beginning.

(2) *Upper Tongue Point Anchorage.* Northwesternly of a line running from a point bearing 42°, 1,200 yards, from Tongue Point Light, to a point bearing 253°, 30', 675 yards, from Tongue Point Light; northeasterly of the northeast boundary of Lower Tongue Point Anchorage; southeasterly of a line ranging from a point bearing 284°, 950 yards, from Tongue Point Light, toward a point bearing 24°, 1,425 yards, from Tongue Point Light; southerly of a line 50 yards south of and parallel to the south side of the main ship channel; and southwest-erly of a line ranging from a point bearing 42°, 1,200 yards, from Tongue Point Light, toward a point bearing 24°, 1,425 yards, from Tongue Point Light.

(3) *North berthing area in Cathlamet Bay.* Beginning at latitude 46° 12' 57.7", longitude 123° 45', bearing approximately 57° 20', 1,950 feet, from the northeast corner of Tongue Point; thence 90°, 12,650 feet; thence 180°, 2,830 feet; thence 277° 30', approximately 12,820 feet, to longitude 123° 45'; thence due north, approximately 1,100 feet, to the point of beginning.

(4) *South berthing area in Cathlamet Bay.* Beginning at latitude 46° 12' 42", longitude 123° 45', bearing approximately 109° 10', 1,700 feet, from the northeast corner of Tongue Point; thence 97° 46',

9,980 feet; thence 107° 38', 1,720 feet; thence 123° 12', 3,210 feet; thence 265° 22', 8,000 feet; thence 311° 24', 1,700 feet; thence 298° 34', approximately 5,750 feet, to longitude 123° 45'; thence due north, approximately 430 feet, to the point of beginning.

NOTE: All bearings in this section referred to true meridian.

(b) *The regulations.* (1) No vessel shall anchor in anchorages described in paragraph (a) (1) and (2) of this section without prior permission from the Captain of the Port, or his authorized representative. No vessel shall occupy either anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy an anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port. A berth in an anchorage, if available, shall be assigned to any vessel by the Captain of the Port upon application and he may grant revocable permits for the continuous use of the same berth.

(2) The areas described in paragraph (a) (3) and (4) of this section are designated as berthing areas and shall be used exclusively as sites for inactive vessels and those awaiting disposal.

§ 202.100 *Puget Sound area, Wash.—*
(a) *The anchorage grounds.—*(1) *Freshwater Bay emergency explosives anchorage, Strait of Juan De Fuca.* All of Freshwater Bay emergency explosives anchorage of a line beginning at Observatory Point, latitude 48° 09' 03", longitude 123° 38' 12", thence due north approximately 1,150 yards to latitude 48° 09' 36", longitude 123° 38' 12"; thence 90°, approximately 6,450 yards, to latitude 48° 09' 36", longitude 123° 33' 27"; thence 180° to the shoreline.

(1) This area does not constitute an explosives anchorage for loading or discharging explosives, but is established exclusively for use by explosives laden vessels enroute to the ammunition dumping area which encounter adverse weather and sea conditions and are forced to await more favorable conditions before proceeding to sea.

NOTE: All bearings in this section referred to true meridian.

(2) *Kilisno Harbor berthing area.* All of the waters lying between Indian Island and Marrowstone Island.

(1) This area shall be used exclusively as a site for inactive vessels and those awaiting disposal.

(3) *Holmes Harbor general anchorage.* All of Holmes Harbor lying southerly of a line ranging 310° through Hackney Island, between the shores of Whidbey Island.

(4) *Port Gardner general anchorage, Possession Sound.* Beginning at a point bearing 211°, 560 yards, from Everett Jetty Light; thence 180°, 675 yards; thence 216°, 250 yards; thence 254°, 800 yards; thence 302°, 1,700 yards; thence 49°, 1,280 yards; thence approximately

115°, 1,525 yards, to the point of beginning.

(5) *Kingston explosives anchorage, Puget Sound.* The waters within the segment of a circle struck from a point bearing 144°, 2,300 yards from Apple Cove Point Light, with a radius of 1,500 yards and extending from 217° to 324°.

(6) *Thorndike Bay emergency explosives anchorage, Hood Canal.* Beginning at a point bearing 267°, 3,500 yards, from Hood Canal 5 Light; thence 180°, 1,000 yards, to a point approximately 251°, 3,725 yards, from Hood Canal 5 Light; thence 270°, 1,350 yards, to a point approximately 256°, 5,000 yards, from Hood Canal 5 Light; thence due north 1,000 yards, to a point approximately 268°, 4,900 yards, from Hood Canal 5 Light; thence approximately 90°, 1,350 yards, to the point of beginning.

(7) *Smith Cove general anchorage (west), Elliott Bay.* Shoreward of a line beginning at Fourmile Rock Light; thence to a point bearing 207°, 1,100 yards, from Fourmile Rock Light; thence southeasterly to point bearing 6° 30', 2,075 yards, from Duwamish Head Light; thence due north to the shore of Smith Cove.

(8) *Smith Cove general anchorage (east), Elliott Bay.* Beginning at the intersection of the Federal pierhead line and a line drawn along the north side of Denny Way; thence westerly on said line 2,000 feet; thence northwesterly along a line paralleling the Federal pierhead line to its intersection with a straight line drawn along the east side of Pier 88; thence due north to the intersection with the Federal pierhead line; thence along said pierhead line to the point of beginning.

(9) *Elliott Bay general anchorage (east).* Shoreward of a line beginning at the northeast corner of Harbor Island; thence northerly and in a straight line to its intersection with a line drawn along the south side of King Street; thence west on said line to its intersection with the east line of West Waterway; thence along said line to the northwest corner of Harbor Island.

(10) *Elliott Bay general anchorage (west).* Shoreward of a line beginning at a point of intersection of the Federal pierhead line with a straight line drawn along the west line of West Waterway; thence north to a point intersecting a straight line drawn along the south side of Dearborn Street; thence in a westerly direction to the foot of West Fairmount Avenue.

(11) *Orchard Point general anchorage, Puget Sound.* Beginning at Orchard Point Light; thence 106°, two miles; thence 180° to the northern shore of Blake Island; thence west and south along the shoreline to the southern end of Blake Island at approximate longitude 122° 20' 16"; thence 250° to the dock at Harper; thence westerly and northerly along the shoreline to the point of beginning.

(12) *Blake Island explosives anchorage, Puget Sound.* Shoreward of a line bearing 90° from the south tangent of Blake Island, 2,000 yards; thence due north, 1,400 yards; thence 270°, 1,300 yards, to the east point of Blake Island.

(13) *Budd Inlet berthing area.* Beginning at latitude 47° 06' 00", longitude 122° 54' 40", thence 185° 30', 2,300 yards; thence 94°, 830 yards; thence 18°, approximately 2,500 yards, to latitude 47° 06' 00"; thence 270°, approximately 1,380 yards, to the point of beginning.

(1) This area is designated as a berthing area and shall be used exclusively as a site for inactive vessels of the United States and those awaiting disposal.

(ii) No vessel not under Federal supervision shall go alongside or in any manner moor to any Government-owned vessel, mooring buoy, or pontoon boom or anchor cable or any of their appendages.

(iii) No vessel not under Federal supervision shall obstruct or interfere in any manner with the mooring or servicing of Government-owned vessels.

(iv) The Reserve Fleet Division, United States Maritime Commission, will maintain patrol craft to warn away or advise or report offending persons and vessels.

(v) Nothing in this paragraph shall be construed as prohibiting necessary navigation by vessels through this area.

(b) *The regulations.* (1) No vessel shall anchor in any general anchorage described in paragraph (a) of this section without prior permission from the Captain of the Port, or his authorized representative. No vessel shall occupy any general anchorage for a period longer than 30 days unless a permit is obtained from the Captain of the Port for that purpose. No vessel in a condition such that it is likely to sink or otherwise become a menace or obstruction to the navigation or anchorage of other vessels shall occupy a general anchorage except in an emergency and then only for such period as may be permitted by the Captain of the Port. A berth in a general anchorage, if available, may be assigned to any vessel by the Captain of the Port upon application and he may grant revocable permits for the continuous use of the same berth.

(2) Explosives anchorages described in paragraph (a) of this section are reserved for vessels carrying explosives as cargo. Such areas shall not be used by vessels which do not carry explosives as cargo except in cases of great emergency or by special permit from the Captain of the Port. All vessels carrying explosives as cargo shall be within explosive anchorages when anchored, except as provided in the following subparagraph.

(3) In the interest of port security and the commerce of the United States, the Captain of the Port may, subject to such conditions as he finds will promote those objectives, designate loading terminals outside the explosives anchorages where vessels may load or discharge explosives directly between vessels and shore or between vessels.

(4) A vessel carrying bulk inflammable liquid cargo such as petroleum products shall, when anchored, be at least 1,000 yards away from a vessel carrying explosives. The Captain of the Port may issue a permit to a vessel carrying inflammable or combustible liquids in bulk or other dangerous cargo to anchor in an explosives anchorage whenever such explo-

and adjacent waters, shore-

sives anchorage is not in use by a vessel carrying explosives as cargo.

(5) No vessel carrying explosives as cargo or on which explosives as cargo are to be loaded may proceed to an explosives anchorage without first notifying the Captain of the Port. Upon such notification, the Captain of the Port, if he finds it to be in the interests of port security and the commerce of the United States, shall issue a revocable permit, without which no vessel may anchor in the explosives anchorage, and shall assign to the vessel a berth in the explosives anchorage, if one is available.

(6) All vessels, including tugs and stevedore boats, used in connection with loading or unloading explosives on vessels shall apply to the Captain of the Port for a permit to engage in such loading or unloading, which permits shall be granted by the Captain of the Port if he finds that such action will not be inimical to the interests of port security and the commerce of the United States. No such vessel shall enter any explosives anchorage or engage in loading or unloading explosives without first having obtained a permit.

3. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U. S. C. 1), and chapter XIX of the Army Appropriation Act of July 9, 1918 (40 Stat. 892; 33 U. S. C. 3), §§ 204.95 to 204.105, inclusive, are hereby revoked and superseded by §§ 204.95 to 204.115, inclusive, as follows:

§ 204.95 *Pacific Ocean, between La Jolla and Solana Beach, Calif.; firing range, Coast Artillery Replacement Training Center, Camp Callan, San Diego*—(a) *The danger zone.* An area in the Pacific Ocean approximately 10 nautical miles square, bounded on the north by latitude 33°00' (through Solana Beach), on the east by the shore, on the south by latitude 32°52' (through Scripps Pier), and on the west by longitude 117°26'.

(b) *The regulations.* (1) Any vessel propelled by mechanical power at a speed greater than five miles per hour may proceed through the danger zone to and from points beyond (but not from one point to another in the danger zone) without restriction, except when notified to the contrary.

(2) Fishermen desiring to fish in the danger zone will be required to have written permits which will be issued by the enforcing agency upon application thereto.

(3) On days and nights when firing is in progress, no vessel shall enter or remain in the danger zone except vessels of the United States or vessels proceeding through the danger zone as provided in subparagraph (1) of this paragraph.

(4) Except under unusual circumstances, announcement of which will be made to the surrounding communities, the danger zone will be open throughout the year to the public for fishing and traffic without restriction from 12:00 noon, Saturday, to 8:00 a. m., Monday, and on national holidays from 5:00 p. m. of the day preceding to 8:00 a. m. of the day following the holiday. The area will also be open to the public for fishing

and traffic without restriction on other days when firing is not to be conducted.

(5) Notice of target practice within the firing range will be given by the enforcing agency by one or more of the following methods:

(i) On days when firing is to be held in all or part of the danger zone, large red flags will be displayed from elevated masts in the immediate vicinity of each firing point (near S. W. Range Tower, U. S. Navy) from which fire is to be conducted. These flags will be hoisted not later than 8:00 a. m. of the day on which firing is to be held and will be lowered when firing ceases for the day.

(ii) Notice published in San Diego daily newspapers.

(iii) Telephone advice to such fishermen's organizations as may request, in writing, that such advice be given.

(iv) Telephone advice to such civil aircraft communication stations and naval air bases as may request, in writing, that such advice be given.

(v) Notice to individual craft by a visit of a United States vessel.

(6) During periods when anti-aircraft firing is in progress, safety observers will be maintained for the protection of civil and naval aircraft.

(7) The regulations in this section shall be enforced by the Commanding General, Coast Artillery Replacement Training Center, Camp Callan, California.

§ 204.98 *Anaheim Bay Harbor, Calif.; Naval Ammunition and Net Depot, Seal Beach*—(a) *The danger zone.* The waters of Anaheim Bay Harbor between the east and west jetties at the United States Naval Ammunition and Net Depot, Seal Beach, California, and the contiguous tidal channel and basin as far east as the Pacific Electric Railway bridge.

(b) *The regulations.* (1) Transit shall be prohibited to all but regularly documented vessels and power boats having a certificate of award of number. Sailing vessels shall use auxiliary power in Anaheim Bay proper. Rowboats, canoes, kayaks, etc., are specifically prohibited.

(2) All boats shall proceed as expeditiously as possible by the shortest practicable route through the danger zone. Fishing, landing, and stopping except in actual emergency are specifically prohibited.

(3) The name and address of the owner, and the number, description, color, and size of the craft shall be registered with the enforcing agency.

(4) Passage shall be made only upon the express permission of the enforcing agency (through the Depot Duty Officer) in each instance, date and time of expected return to be given. This permission shall be obtained by telephone or otherwise not less than one hour before seaward transit in order that security personnel may be properly notified and to avoid interference with scheduled operations.

(5) To permit identification all passages, except such as are necessitated by stress of weather, shall be made between the beginning of morning twilight and the end of evening twilight. If after evening twilight the boat shall stop at

the dock and clear with the Duty Officer (through sentry).

(6) Both entrances to the bay will be suitably posted.

(7) All craft of whatever category shall have the right at any time to seek shelter in these waters because of stress of weather.

(8) This section shall be enforced by the Commanding Officer of the Naval Ammunition and Net Depot, Seal Beach, California, and such agencies as he may designate.

(9) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel or plant 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 or signals, or for otherwise violating law.

§ 204.101 *Pacific Ocean at San Clemente Island, Calif.; Navy shore bombardment area in vicinity of Pyramid Cove*—

(a) *The danger zone.* Shoreward of a line beginning at White Washed Rock on the beach bearing 199° true, 540 yards, from Pyramid Head Light; thence 160°30' true, 1.17 nautical miles; thence 243°30' true, 2.35 nautical miles; and thence 307° true to the beach.

(b) *The regulations.* (1) This area is used for shore bombardment by the United States Navy and all vessels shall promptly vacate the area when ordered to do so by the Navy or Coast Guard. Vessels shall not enter the area during periods scheduled for firing as published in local Notice to Mariners.

(2) Except in an emergency, no vessel shall anchor in the area without first obtaining permission from the Commandant, Eleventh Naval District, or from the Senior Officer present in the anchorage who may grant permission to anchor not exceeding the period he himself is authorized to remain there. The Senior Officer present shall advise the Commandant, Eleventh Naval District, when and to whom he assigns a berth.

§ 204.105 *Monterey Bay, Calif.—(a) Firing range, Fort Ord, Calif.*—(1) *The danger zone.* (i) A sector in Monterey Bay, the southerly limit of which is a line bearing 265°20' true, 14,000 yards, from the shore line at Indian Harbor Beach, 5.1 miles south of the mouth of the Salinas River, and the northeasterly limit of which is a line bearing 327°20' true, 14,000 yards, from the shore line opposite Marina, 3.75 miles south of the mouth of the Salinas River.

(ii) The danger zone is divided into a short-range area, extending from the shore line seaward for a distance of 7,500 yards, and a long-range area, embracing the entire danger zone.

(2) *The regulations.* (i) Except when notified to the contrary as prescribed in subdivision (iv) of this subparagraph, any vessel may proceed through the danger zone without restriction.

(ii) Fishermen desiring to fish in the danger zone will be required to have written permits which will be issued by the enforcing agency upon application thereto.

(iii) When firing over the water is in progress, no vessel, except vessels of the

United States or vessels authorized by the enforcing agency, will enter or remain in the danger zone.

(iv) In all cases where firing will extend over the water, notice of such firing will be given by the enforcing agency by one or more of the following means. The notice will state whether the firing will be over the short-range or long-range area.

(a) Notice published in the Monterey daily newspapers.

(b) Display of red flags at Indian Beach Harbor for firing over the short-range area and red flags near Point Pinos Lighthouse and at Indian Beach Harbor for firing over the long-range area.

(c) Radio broadcast.

(d) Telephone advice to such fishermen's organizations as may request, in writing, that such advice be given.

(e) Notice to individual craft by a visit of a United States vessel.

(v) The regulations in this paragraph will be enforced by the Commanding General, Fort Ord, California.

(b) *Navy mining operations area*—(1) *The danger zone.* Shoreward of a line beginning at the stack at about latitude 36°58'06", longitude 121°54'06"; thence 230° true, 6.0 miles; thence 140° true, 7.5 miles; thence 50° true to the shore.

(2) *The regulations.* The danger zone will be used for training in various phases of mine warfare operations. During the period from August 1 to February 15, inclusive, each year, no operations will be carried on which will involve placing any obstructions in the water nor will any operations be carried on at night. During the period from February 16 to July 31, inclusive, each year, operations may be carried on which will involve laying exercise mines and other moored or bottom obstructions. In each case when moored or bottom obstructions are laid a notice to mariners will be issued giving notice of their approximate location within the danger zone, and vessels shall keep clear.

§ 204.110 *Pacific Ocean adjacent to San Francisco, Calif.; firing ranges, U. S. Military Reservations, Harbor Defenses of San Francisco*—(a) *The danger zone.*

An area in the Pacific Ocean, bounded on the north by a line bearing 90° true from Point Reyes, on the east by the shore, by the peninsula across Bolinas Bay, and by a line across the Golden Gate between Point Bonita and Point Lobos, on the south by a line bearing 270° true from Pillar Point, and on the west by a line bearing due north and passing through Farallon Light (on Southeast Farallon). The danger zone is divided into four firing ranges, as follows:

(1) *North long range.* That part of the danger zone north of the center line of the main ship channel across the San Francisco bar prolonged.

(2) *North short range.* That part of the north long range east of a line bearing 180° true from Double Point.

(3) *South long range.* That part of the danger zone south of the center line of the main ship channel prolonged.

(4) *South short range.* That part of the south long range east of a line bearing 180° true from Double Point and north of a line bearing 270° true from Point San Pedro.

(b) *The regulations.* (1) Any vessel propelled by mechanical power at a speed greater than five knots may proceed through the danger zone to and from points beyond (but not from one point to another in the danger zone) without restriction, except when notified to the contrary.

(2) Fishermen desiring to fish in the danger zone will be required to have written permits which will be issued by the enforcing agency. Applications for permits may be made direct to the Commanding Officer, Fort Winfield Scott, San Francisco, or may be made to the office of the California State Fish and Game Commission, Ferry Building, San Francisco.

(3) On days and nights when firing is in progress, no vessel shall enter or remain in the danger zone, except vessels of the United States, or vessels proceeding across the zone as provided in subparagraph (1) of this paragraph.

(4) Notice of target practice within any of the firing ranges will be given by the enforcing agency by one or more of the following methods:

(i) Notice published in a San Francisco daily newspaper.

(ii) A display of a red flag at Point Cavallo from daylight of the day of firing until the firing for that day is over.

(iii) Radio broadcast.

(iv) Telephone advice to such fishermen's organizations as may request, in writing, that such advice be given.

(v) Notice to individual craft by a visit of a United States vessel.

(5) The regulations in this section shall be enforced by the Commanding Officer, Harbor Defenses of San Francisco, and such agencies as he may designate.

§ 204.112 *San Pablo Bay, Calif.; target practice area, Mare Island Navy Yard, Mare Island*—(a) *The danger zone.*

A sector in San Pablo Bay adjacent to the westerly shore of Mare Island with a radius of 3,900 yards, centered at a point bearing 316° true, 3,605 yards, from Mare Island Dike No. 14 Light, with limiting true bearings from that center of 266° 30' and 222°.

(b) *The regulations.* The commanding Officer, Mare Island Navy Yard, will conduct target practice in the area at intervals of which the public will be duly notified. At such times vessels shall stay clear.

§ 204.115 *Tomales Bay, Calif.; naval aircraft bombing target area*—(a) *The danger zone.* A circular area having a radius of 750 yards, the center of which bears 129° true, 2,000 yards, from the southwesterly extremity of Tom Point.

(b) *The regulations.* (1) No vessel shall enter or remain in the danger zone except vessels of the United States.

(2) This section shall be enforced by the Commandant, Twelfth Naval District, Naval Operating Base, San Francisco, and such agencies as he may designate.

4. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U. S. C. 1), §§ 207.625, 207.650, 207.740, 207.760, and 207.763, are hereby revoked, §§ 207.612, 207.617, are hereby prescribed, and

§§ 207.620, 207.640, 207.700, and 207.750 are hereby amended, as follows:

§ 207.612 *San Diego Harbor, Calif.; seaplane restricted area*—(a) *The area.* (1) That portion of the central part of San Diego Bay, opposite National City, inclosed by lines connecting the following points, which are rectangular coordinates and are referred to the U. S. Coast and Geodetic Survey Station "Old Town" as their origin:

"a"—S. 25,015.85, E. 12,419.60.
 "b"—S. 27,720.44, E. 16,258.02.
 "c"—S. 30,489.60, E. 18,072.88.
 "d"—S. 31,932.83, E. 18,239.47.
 "e"—S. 34,403.93, E. 19,132.03.
 "f"—S. 39,271.04, E. 19,556.43.
 "g"—S. 41,814.54, E. 14,009.32.
 "h"—S. 41,454.18, E. 13,835.53.
 "i"—S. 40,893.33, E. 14,862.42.
 "j"—S. 35,648.50, E. 12,581.33.
 "k"—S. 36,228.63, E. 11,316.10.
 "l"—S. 33,132.35, E. 9,649.61.
 "m"—S. 32,481.78, E. 9,250.19.
 "n"—S. 32,378.63, E. 9,274.87.
 "o"—S. 31,654.25, E. 8,830.15.
 "p"—S. 31,629.57, E. 8,726.99.
 "q"—S. 30,966.36, E. 8,319.81.
 "r"—S. 30,897.59, E. 8,336.26.
 "s"—S. 30,812.37, E. 8,283.94.
 "t"—S. 30,795.92, E. 8,215.17.
 "u"—S. 30,135.58, E. 7,809.77.

(2) The area will be marked by the United States Navy by marine contact seadrome lights flashing amber.

(b) *The regulations.* (1) The area is hereby set aside for the use of seaplanes and their attendant plant and, except as provided in subparagraph (2) of this paragraph, navigation within the area is restricted to seaplanes, their attendant plant, and vessels under the control of the United States.

(2) At such periods as the area may not be required for the use of seaplanes and their attendant plant, navigation by other craft may be permitted, provided permission is obtained in advance from the Commandant, Eleventh Naval District, San Diego, California.

§ 207.617 *Los Angeles and Long Beach Harbors, Calif.; naval restricted areas*—

(a) *Seaplane restricted area*—(1) *The area.* That portion of Anchorages C and D (described in § 202.84 (a) (2) and (3) of this chapter), 525 yards wide and approximately 5,250 yards long, extending 275 yards northwest and 250 yards southeast of a line bearing 68°30' true from the tank near the center of Reservation Point, Terminal Island, these boundaries passing through the north and south diamond-shaped markers on the stone seawall forming the east side of Reservation Point. The east end of the area is the southwest boundary of the 45-foot Long Beach Harbor entrance channel and the west end is the east boundary of the dredged channel to Fish Harbor.

(2) *The regulations.* (i) Seaplane landings may be made in this area on two hours' notice. All vessels, naval or commercial, anchoring in the area will be required to move within two hours' notice at any time, day or night.

(ii) The area will be patrolled by small craft on the approach of seaplanes intending to land. During the hours of darkness, whenever seaplanes are approaching the area for landing, the east 2,000 yards of the area will be marked by five accurately spaced flat-type rub-

ber buoys showing fixed green lights. Seaplanes will ordinarily approach the area from the east, landing in the east-to-west direction. Prevailing wind at the time of the intended landings will determine the direction of approach.

(b) *Restricted area at Fleet Operating Base.* (1) *The area.* All the waters between the Navy Mole and Terminal Island to the westward of longitude 118° 13' 10".

(2) *The regulations.* This area is reserved exclusively for use by naval vessels. Permission to enter the area must be obtained from the enforcing agency.

(c) *Enforcing agency.* The regulations in this section shall be enforced by the Commanding Officer, U. S. Fleet Operating Base, Terminal Island, and such agencies as he may designate.

§ 207.620 *Pacific Ocean in vicinity of Santa Catalina Island, Calif., seaplane restricted area near Avalon.*—(a) *The area.* Beginning at White Rock; thence 55° true, 5,000 feet; thence 325° true, 5,000 feet; thence 235° true, 5,400 feet; thence southeasterly along the shore line to the point of beginning.

(b) *The regulations.* This area is reserved for the use of seaplane landings and take-offs. Floats or buoys are prohibited, except those authorized by the Department of the Army. Anchoring of vessels is prohibited. Vessels are not prohibited from passing through this area provided they proceed as expeditiously as practicable by the most direct route, and give seaplanes the right-of-way at all times.

§ 207.640 *San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, San Joaquin River, and connecting waters, Calif.*—(a) *San Francisco Bay in vicinity of Alcatraz Island; restricted area.*—(1) *The area.* All the waters within 200 yards of the shore line of Alcatraz Island.

(2) *The regulations.* The use and navigation of the waters within this area by any vessel or craft other than vessels controlled and operated by the United States is prohibited unless authorized by an officer of the Department of Justice empowered by the Attorney General of the United States to grant such authority.

(b) *San Francisco Bay north of Alcatraz Island; submarine operating area.*—(1) *The area.* Bounded as follows: North boundary, latitude 37° 50' 38"; east boundary, longitude 122° 25' 00"; south boundary, latitude 37° 50' 00"; west boundary, longitude 122° 26' 10".

(2) *The regulations.* Prior notification of the dates and times of all operations will be made by a local notice to mariners. A patrol boat will direct the movements of vessels passing in the vicinity of the operating area by means of signal light and loud hailer. Vessels traversing this area shall be alert and comply with the orders of the patrol boat. The regulations in this paragraph shall be enforced by the Commandant, Twelfth Naval District, and such agencies as he may designate.

(c) *San Francisco Bay at South San Francisco; seaplane restricted area.*—(1) *The area.* Bounded by the westerly shore of South San Francisco Bay and

the following lines: Beginning at a point on shore bearing 147° 30', 2,930 yards, from Aviation Beacon "Aero" at San Francisco Airport; thence to points which are the following bearings and distances from Aviation Beacon "Aero": 104°, 10,100 yards; 90°, 7,290 yards; 53°, 6,120 yards; and 3°, 2,420 yards.

NOTE: All bearings in this section are referred to true meridian.

(2) *The regulations.* No surface watercraft shall be operated or anchored in this area except by specific permission of the Commanding Officer, Coast Guard Air Station, South San Francisco. Persons desiring to navigate vessels across the area shall give advice of their intention to do so and make request to the Commanding Officer not less than four hours in advance of the time they desire to take the vessel across the area. The regulations in this paragraph shall be enforced by the Commanding Officer.

(d) *San Francisco Bay; seaplane restricted area, Naval Air Station, Alameda.*—(1) *The seaplane restricted area.* The waters of San Francisco Bay south of the Naval Air Station, Alameda, bounded on the north by the breakwater and turning basin at the Naval Air Station, and a line from Air Station Channel Lighted Buoy 6 to Air Station Channel Entrance Lighted Buoy 2; bounded on the west, south, and east by lines connecting Air Station Channel Entrance Lighted Buoy 2 and points which are the following bearings and distances from Hunter Point Light: 17°, 4,050 yards; 85°, 5,300 yards; 86°, 7,075 yards; 73°, 9,160 yards; and 70° 30', 9,300 yards; and bounded on the northeast by a line running from the last-described point 299° to the breakwater.

(2) *The take-off zone.* The area in San Francisco Bay southeast of the southeast boundary of Anchorage No. 8 (general) described in § 202.94 (a) (8) of this chapter; north of the north boundary of Anchorage No. 9 (general) described in § 202.94 (a) (9); northwest of the seaplane restricted area described in subparagraph (1) of this paragraph; and southwest of the southwest boundary of Anchorage No. 9-A (general) described in § 202.94 (a) (10).

(3) *The regulations.* (i) Except as provided in subdivision (ii) of this subparagraph, no surface watercraft shall be operated or anchored in the seaplane restricted area except those attendant upon seaplane operations of the United States Navy or such other watercraft as have been given specific permission by the enforcing agency.

(ii) Surface watercraft may pass through the northerly part of the seaplane restricted area in a channel-way 800 feet wide adjacent to the southerly side of the breakwater protecting the turning basin at the Naval Air Station, turning at the western end of said breakwater, in a northwesterly direction, and connecting with the channel to the turning basin. Craft navigating this channel-way shall pass directly through and shall obey such verbal instructions regarding passage as may be given from the control tower on said breakwater.

(iii) Vessels entering the take-off zone shall proceed through as necessary without delay. This area shall not be used for such purposes as drills, swinging ship, or other operations which would delay the vessel beyond the time required for normal transit. The enforcing agency may make exceptions to the provisions of this subparagraph if seaplane operations permit.

(iv) The regulations in this paragraph shall be enforced by the Commander, Naval Air Station, Alameda, and such agencies as he may designate.

(e) *San Francisco Bay and Oakland Inner Harbor; restricted areas in vicinity of Naval Air Station, Alameda.*—(1) *The areas.* (i) The waters of San Francisco Bay within 100 yards of the Naval Air Station, Alameda.

(ii) The waters of the entrance channel to Oakland Inner Harbor (San Antonio Estuary) between the westerly end of the rock wall on the south side of the channel and the easterly boundary of the Naval Air Station.

(2) *The regulations.* (i) No vessel or other craft, except vessels of the United States or vessels duly authorized by the Commandant, United States Naval Air Station, Alameda, shall navigate, anchor, or moor in the area described in subparagraph (1) (i) of this paragraph.

(ii) No vessel without special authority from the Captain of the Port shall lie, anchor, or moor in the area described in subparagraph (1) (ii) of this paragraph. Vessels may proceed through the entrance channel in process of ordinary navigation or may moor alongside wharves on the Oakland side of the channel.

(f) *Oakland Harbor in vicinity of Naval Supply Center, Oakland; navigation.* All vessels over 1,000 tons when bound for the Naval Supply Center, Oakland, must heave to well outside the channel, and wait to be boarded by a Naval Supply Center pilot in order to safeguard out-bound vessels. The Naval Supply Center pilot will advise and assist the regular master. Whistle signal for the Naval Supply Center pilot is one long blast and one short blast followed by a pause and three short blasts.

(g) *San Francisco Bay in vicinity of Naval Fuel Annex, Molate Point; restricted area.*—(1) *The area.* Bounded by the easterly shore of upper San Francisco Bay and the following lines: Beginning at a point on shore bearing 17°, 800 yards, from "Tree" at Molate Point; thence 270°, 870 yards; thence 180°, 1,100 yards; thence along a line bearing 123° to the shore.

(2) *The regulations.* Vessels not operating under supervision of the local military or naval authority or public vessels of the United States shall not enter this area except by specific permission of the Captain of the Port, San Francisco.

(h) *Pinole Shoal Channel, San Pablo Bay; use, administration, and navigation.*

(1) The use of Pinole Shoal Channel is hereby reserved for navigation of vessels of greater draft than 20 feet or by towboats with tows drawing more than 20 feet. Vessels operated by either sail or power and tows drawing less than 20 feet are not permitted to use this channel or to cross it between Buoy No. 3, marking

the western end of the channel, and Buoy No. 11, marking its eastern end.

(2) Vessels permitted to use Pinole Shoal Channel under subparagraph (1) of this paragraph shall proceed through the channel at a reasonable speed so as not to endanger other vessels and not to interfere with any work which may become necessary in maintaining, surveying, or buoying the channel, and they shall not anchor in the channel, except in cases of emergency such as fog or accident which would render progress unsafe or impossible.

(3) This paragraph is not to be construed as prohibiting any necessary use of the channel by any Government boats while on Government duty, or in emergencies by pilot boats, whether steam or sail, or by police boats, or by the vessels of passenger steamship lines operated on regular schedules.

(1) *San Pablo Bay, Carquinez Strait, and Mare Island Strait in vicinity of U. S. Naval Shipyard, Mare Island; restricted area—(1) The area.* The waters of San Pablo Bay, Carquinez Strait, and Mare Island Strait, within 100 yards of the shore line of that part of the Navy Yard, Mare Island, south of the causeway between the City of Vallejo and Mare Island and extending continuously therefrom southeasterly, southwesterly, and northwesterly around said Navy Yard to its northwesterly limit on the waters of San Pablo Bay, and the waters within 50 yards of any part of the berthing piers at said Navy Yard.

(2) *The regulations.* No vessel or other craft, except vessels of the United States or vessels duly authorized by the Commandant, U. S. Navy Yard, Mare Island, shall navigate, anchor, or moor in this area.

(3) *Carquinez Strait in vicinity of Benicia Arsenal, Benicia; restricted area—(1) The area.* Within 100 yards of the shore line or of the wharf at the Benicia Arsenal.

(2) *The regulations.* No vessel or other craft, except vessels of the United States Government or vessels duly authorized by the Captain of the Port, San Francisco, shall enter this area.

(k) *Suisun Bay at Port Chicago; naval magazine restricted area—(1) The area.* Beginning at a point on the shore and on the easterly side of the mouth of a small slough bearing 98° 30', 2,133 yards, from Point Edith Light; thence 340° 30', 400 yards, to the high water shore line of the most southerly of Seal Islands; thence 69° 30', 2,050 yards; thence 83° 30', 866 yards; thence 102° 30', 2,000 yards; thence 98°, 1,365 yards; thence 180°, 400 yards, to the high water shore line; thence following the high water shore line in a general southwesterly direction to the point of beginning.

(2) *The regulations.* Vessels not operating under the supervision of the local military or naval authority shall not enter this area except by specific permission of the Captain of the Port, San Francisco.

(1) *San Joaquin River Deep Water Channel between Suisun Bay and the easterly end of the Channel at Stockton; use, administration, and navigation—(1) Maximum speed.* The maximum speed for all ocean-going craft shall not exceed

10 miles per hour above the lower end of New York Slough, seven miles per hour above Criminal Point, or five miles per hour while passing any wharf, dock, or moored craft. As used in this subparagraph, the speed of a vessel when navigating with the current shall be its rate of movement in excess of the velocity of the current.

(2) *Passing.* All craft passing other boats, barges, scows, etc., in motion, moored or anchored, shall slow down and take every necessary precaution to avoid damage.

(3) *Rights of way.* (i) United States dredges, tugs, launches, derrick boats, and similar plant of contractors executing river and harbor improvement work for the United States, and displaying the signals prescribed by the regulations contained in Part 201 of this chapter shall have right of way and other craft shall exercise special caution to avoid interference with the work on which the plant is engaged. Dredges, whether Federal or contractors' plant, working the channel must, however, take special care to give ocean-going vessels sufficient room for passing, and must lift both spuds and the ladder, and pull clear, if an adequate width of clear channelway cannot otherwise be provided. Ocean-going vessels may show at the masthead a black ball of not more than 20-inch diameter as a signal to the dredge, and may also blow five long blasts of the whistle when within a reasonable hearing distance of the dredge, such signal to be followed at the proper time by the passing signal described in the local pilot rules. The dredge shall promptly acknowledge both signals in the usual manner.

(ii) Light-draft vessels when meeting or being overtaken by ocean-going vessels, shall give right-of-way to such vessels by making use of the shallower portions of the waterway.

(iii) Rafts and tows must promptly give the channel side demanded upon proper signal by a vessel, and must be handled in such a manner as not to obstruct or interfere with the free use of the waterway by other craft.

(4) *Collisions.* (i) Ocean-going vessels in collision in the channel or turning basin must, if still afloat and in a condition making anchorage necessary, be immediately removed to an approved anchorage ground, or if in such condition that beaching is necessary, they shall be temporarily beached on the northwest side of Mandeville Island or in the Old River.

(ii) Light-draft vessels suffering collision shall be disposed of as directed by the District Engineer, Corps of Engineers, or his authorized representative.

(5) *Wrecks.* In no case following accidents of fire or collision will a vessel be allowed to remain either anchored or grounded in the channel, or beached at any place where it endangers other vessels, while settlement is pending with the underwriters.

(6) *Other laws and regulations.* In all other respects, the existing Federal laws and rules and regulations affecting navigable waters of the United States will govern in this channel.

(7) *Enforcement.* Except as otherwise provided in this paragraph, the Captain

of the Port shall have immediate supervision over the enforcement of the regulations in this paragraph in Suisun Bay, New York Slough, and the San Joaquin River Deep Water Channel.

§ 207.700 *Columbia River at Bonneville, Oreg.; use, administration, and navigation.*

(x) *Restricted areas.* All waters of the Columbia River and Bradford Slough within 1,000 feet above and 2,000 feet below the spillway dam and 400 feet above and 600 feet below the power house are hereby designated as restricted areas. No vessel or other floating craft shall enter or remain in any of the restricted areas at any time without first obtaining permission from the District Engineer, Corps of Engineers, or his duly authorized representative. The restricted areas will be designated by signs posted in conspicuous and appropriate places.

§ 207.750 *Puget Sound Area, Wash.—*

(a) *Strait of Juan de Fuca, eastern end; naval restricted area—(1) The area.* Off westerly shore of Whidbey Island, shoreward of a line extending from West Point 270°, approximately 1.9 miles, to Lawson Reef Bell Buoy; thence approximately 222°, 6.3 miles, to Minor Island Light; thence 162°, 6.3 miles, to Point Partridge on the westerly shore of Whidbey Island at approximately latitude 48°13'30".

NOTE: All bearings in this section are referred to true meridian.

(2) *The regulations.* No vessels other than a Naval vessel shall enter this area or navigate therein without permission of the Commandant, Thirteenth Naval District, or his authorized representative.

(b) *Oak Harbor and Crescent Harbor, Whidbey Island; naval restricted area—*

(1) *The area.* All waters of Oak Harbor, Crescent Harbor, and adjacent waters lying north of a line drawn from Blowers Bluff 79° to a point one-half mile south of Point Polnell; thence 45° to the shore of Whidbey Island.

(2) *The regulations.* No vessel shall enter this area or navigate therein without permission of the Commandant, Thirteenth Naval District, or his authorized representative.

(c) *Admiralty Inlet, entrance; naval restricted area—(1) The area.* Beginning at Partridge Point Light; thence

southeasterly along the west shore of Whidbey Island to Lagoon Point at latitude 48°04'30"; thence 270° to the east shore of Marrowstone Island; thence northerly along the shore to Marrowstone Point Light; thence 305° to the east shore of Quimper Peninsula; thence northerly along the shore to Point Wilson Light; thence westerly along the north shore of Quimper Peninsula to Middle Point; thence 28° to the point of beginning.

(2) *The regulations.* (i) Anchorage within this area is prohibited. Fishing by means of trawling or bottom dragging is prohibited.

(ii) The regulations in this paragraph shall be enforced by the Commandant of the Thirteenth Naval District or his duly authorized representative.

(d) *Waterway connecting Port Townsend and Oak Bay; use, administration,*

and navigation—(1) Works to which regulations apply. The "canal grounds" when used in this paragraph shall mean that area between the south end of the jetties in Oak Bay and the white light on the northerly dolphin located in Port Townsend. The "canal" is the water lying between these two points and the banks containing the same.

(2) *Speed.* The speed limit within the canal grounds shall not exceed five miles per hour.

(3) *Signals.* All boats desiring to use the canal shall give one long and one short whistle. Southbound boats shall sound this signal at the north range light in Port Townsend. Northbound boats shall sound this signal at least 500 feet south from the end of the jetties in Oak Bay. If no other boat answers the signal the first boat shall have the right of way through the canal. Any approaching boat that is in the canal shall answer by giving the same signal and the first boat shall not enter the canal until the second boat shall have passed through the canal. In the case of boats going in the same direction the boat which is in the canal shall not answer the signal of the boat desiring to enter.

(4) *Passing.* Steamers shall not under any circumstances attempt to pass each other in the canal, either when going in the same or opposite directions.

(5) *Anchoring.* No steamers or boats shall anchor or tie up within the canal grounds unless they are well over on the tide flats to the west of the dredged channel, and off the right of way belonging to the United States.

(6) *Tows.* No tow shall enter or pass through the canal with a towline more than 200 feet in length.

(7) *Statistics.* At the end of each month masters or clerks of vessels or boats that have used the canal during the month shall report to the District Engineer, Corps of Engineers, Seattle, upon prescribed forms, a statement of passengers, freight, and registered tonnage, and such other statistical information as may be required by the blank forms which are issued to them for that purpose.

(8) *Trading, landing, etc.* No business, loading, or landing of freight or baggage will be allowed on or over the canal piers or bulkheads.

(9) *Refuse.* No person shall throw material of any kind into the canal.

(10) *Delaying traffic.* No person shall cause or permit any vessel or boat of which he is in charge, or on which he is employed, to obstruct the canal in any way or delay in passing through it.

(11) *Obstructions.* On the canal's being obstructed by a vessel, raft, or other craft, by sinking, grounding, or otherwise, the District Engineer, Seattle, shall be notified by telephone or telegraph as soon as possible by the person in charge of the obstructing vessel, raft, or craft.

(c) *Hood Canal, Bangor; naval restricted area—(1) The area.* The waters within 500 yards on all sides of the Navy pier at Bangor, and all the remaining waters on the easterly side of Hood Canal within 200 feet of the highwater line between latitude 47°46'20" and latitude 47°43'28".

(2) *The regulations.* No vessel shall enter this area without permission from the Commandant, Thirteenth Naval District, or his authorized representative.

(f) *Puget Sound, Point Jefferson; naval restricted area—(1) The area.* Shoreward of a line beginning at a point bearing 186°, 3,750 yards, from Apple Cove Point Light; thence 116°, 4,450 yards; thence 181°, 2,750 yards; thence 203°30', 2,700 yards; thence 270°, 2,576 yards; thence 358°, 2,360 yards, to the shore on the south side of Point Jefferson.

(2) *The regulations.* (i) Anchorage within this area is prohibited. Fishing by means of trawling or bottom dragging is prohibited.

(ii) The regulations in this paragraph shall be enforced by the Commandant of the Thirteenth Naval District or his authorized representative.

(g) *Lake Washington Ship Canal; use, administration, and navigation—(1) Definitions.* The term "canal" as used in the regulations in this paragraph shall include the water area in the locks and the channel and adjacent waters from a point 5,500 feet northwest of the Great Northern Railway Company bridge to the east end of the channel opposite Webster Point, Lake Washington. The term "canal grounds" shall include all grounds set aside for the use of the canal or occupied in its construction.

(2) *Supervision.* The canal and all its appurtenances shall be in charge of the District Engineer, Corps of Engineers, Seattle. The District Engineer will detail as many assistants as may be necessary for the efficient operation of the canal and the enforcement of the regulations in this paragraph. The movement of all vessels and other floating things in the canal and approaches thereto shall be under the direction of the District Engineer and his authorized assistants. All orders given under the regulations to any master or person in charge of any vessel, raft, or other watercraft by the District Engineer or his authorized assistants, either in person or through any canal operative, shall be acknowledged and obeyed. Failure to see, understand, or comply with signals or instructions shall constitute a violation of the regulations. Any person refusing to comply with the regulations or any orders given in pursuance thereof may be denied the privileges of the canal or canal grounds.

(3) *Speed.* To avoid damage to other vessels and to property along the shores, all vessels shall proceed at reduced speed in the canal as follows:

(i) From the white flash light on the extreme point of high land about 3,000 feet from the west canal entrance to the Great Northern Railway Company bridge, the speed shall not exceed six miles per hour.

(ii) From the Great Northern Railway Company bridge to the east end of the east guide pier, the speed shall not exceed four miles per hour.

(iii) From the Northern Pacific Railway Company bridge to a point 400 feet east of the Fremont Bridge, the speed shall not exceed six miles per hour.

(iv) From the red buoy west of the University Bridge to the east end of the Montlake (Portage) Cut, the speed shall not exceed six miles per hour.

(v) In all other portions of the canal, the speed shall not exceed 10 miles per hour.

NOTE: Speed signs are located along the canal to indicate areas where reduced speeds are required.

(4) *Traffic signal lights.* In addition to the lock signal lights described in subparagraph (5) (ii) of this paragraph, two red lights, one vertically above the other, and two green lights, one vertically above the other, are installed on the west side of the Ballard Bridge, on the east side of the Fremont Bridge, 1,000 feet west of the Montlake Bridge, and 1,000 feet east of the Montlake Bridge, for the guidance of vessels approaching the sections of the canal between Salmon Bay and Lake Union and between Lake Union and Lake Washington, respectively. Vessels of 300 gross tons and over and all vessels with tows, except as hereinafter provided, shall not pass the red lights. The green lights will indicate that vessels may proceed. Vessels of less than 300 gross tons without tows may disregard these signals, but they shall travel at very slow speed when passing other vessels. Vessels of 300 gross tons and over and vessels with tows, except logs, whose destination is between the Ballard Bridge and the Northern Pacific Railway Company bridge, may pass the red signals on the Ballard Bridge, provided such passage will not interfere with approaching traffic from Lake Union.

(5) *Approaching and passing through locks—(i) Signals for locks.* Vessels with tows desiring to use the locks shall so indicate by two long and three short blasts of a whistle, horn, or megaphone. All other vessels desiring to use the locks shall so indicate by two long and two short blasts.

NOTE: The term "long blasts" means blasts of four seconds' duration, and the term "short blasts" means blasts of one second's duration. Signals for the opening of drawbridges are prescribed in § 203.790 of this chapter.

(ii) *Lock signal lights.* Red and green signal lights are installed on the guide pier west of the Great Northern Railway Company bridge below the locks. The green light will indicate to vessels bound for the large lock that the lock has been made ready. If the red light is burning, vessels bound for the large lock shall moor at the pier. Vessels bound for the small lock shall obtain instructions from the pierman on the end of the pier as to which lock to use and shall be guided into the small lock by traffic signals thereon. The masters of all vessels approaching the locks from Puget Sound shall be alert to receive and shall immediately comply with instructions by voice or signal from the employee on the west pier.

(iii) *Precedence at locks.* All vessels approaching the locks shall stop at the points indicated by signs placed on the canal piers or as directed by a canal operative until ordered to proceed into the lock. Unless otherwise directed by the District Engineer or his authorized assistants, vessels owned or operated by the

United States or the City of Seattle and passenger vessels operating on a regular schedule shall have precedence over all others in passing through the locks. Registered merchant vessels shall have precedence over pleasure craft, which shall pass through in the order of their arrival at the locks, and both shall have precedence over vessels towing floated timber or logs. Tows of floated timber and logs may be denied the use of the locks during certain hours when both locks are busy passing other traffic. However, advance notice will be given towboat companies as to the periods when log tows will be denied lockage.

(iv) *Entering locks.* Masters of vessels shall exercise the greatest care when entering either lock. The forward movement of vessels while taking position in the locks shall be very slow, and boats entering the small lock shall reduce their speed to not more than two and one-half miles per hour when within 200 feet of the outer gate and come to practically a full stop before entering the lock so that in case the engine mechanism fails to operate properly the momentum of the boat may be stopped easily by its lines. The masters of vessels entering either lock from either direction shall be alert to receive and shall immediately comply with instructions by voice or signal from the lock attendants.

(v) *Mooring in locks.* Vessels and rafts while in the lock shall be moored at the top of the lock wall, adequate lines at least 50 feet in length being required fore and aft. Lines shall not be released until the signal has been given by the lock force to leave the lock, after which there shall be no delay in leaving. All vessels not equipped to handle tie-up lines with power winches shall be equipped with suitable mooring lines of manila or other suitable fiber, of sufficient size and strength to hold the vessel against the currents to be met within the lock chamber. The use of wire rope for tie-up lines by vessels not equipped to handle such lines with power winches is prohibited. Vessels may be denied the use of the locks if their lines are not in good condition, or if the mooring bits on barges are not accessible or are not equipped to prevent lines from slipping off when the water is lowered in the lock. All vessels entering the locks should have, in addition to the master, at least one person on deck to handle lines. Persons attempting to take vessels through the locks without assistance on deck may be required to wait until the lock is clear of other traffic before passing through. All operators of vessels are especially cautioned to use extreme care while crowded in the locks to avoid accident or fire on their boats. Operators of small vessels and larger vessels operating in the proximity of each other shall be alert to the danger arising from the limited maneuverability of the larger vessels, and shall exercise all precautions to prevent accident.

(6) *Damage to locks or other structures.* The regulations in this paragraph shall not affect the liability of the owners and operators of vessels for any damage caused by their operations to the locks or other structures. The sides and corners of all vessels and rafts passing through

the locks should be free from spikes or projections of any kind which might damage the locks or other structures. Vessels with appurtenances or projections which might damage the locks or other structures shall be fitted with adequate fenders. The operators of vessels shall use care to avoid striking the guide walls or other structures pertaining to the canal.

(7) *Commercial statistics.* (i) On each passage through the locks, as required by section 11 of the River and Harbor Act of September 22, 1922 (42 Stat. 1043; 33 U. S. C. 555), the master or clerk of any vessel or other craft shall furnish, upon prescribed forms provided for the purpose and obtainable at the locks, a statement of the passengers, freight, and tonnage, and such other statistical information as may be required by the forms. The total cargo carried must be reported showing separately the tonnage in transit, and the tonnage, kind, and destination of cargo to be unloaded.

(ii) Reports of log rafts passing through the canal shall show the number of sections in the lock at each passage and, in the case of boom sticks, poles, or piles, the number of sticks in the tow. For logs, poles, or piles in cribs or in built-up rafts of more than one layer, the report shall show the total board feet in the raft.

(iii) Except by special permit, no vessel will be allowed to pass through the lock until a correct statement is furnished of the passengers, freight, and tonnage, and such other statistical information as may be required by the prescribed forms provided for the purpose.

(8) *Rafts.* (i) No log raft exceeding 700 feet in length or 76 feet in width shall pass through the canal. Boom sticks shall be smooth, with rounded ends, and securely tied together with cables, chains, or log swifters to prevent the raft from spreading while in the lock. Rafts containing logs that do not float above water for their entire length, or are in danger of being submerged when they enter fresh water, shall not be towed in the canal until such logs are securely fastened so as to prevent their escape from the raft.

(ii) Whenever required, log rafts passing in through the lock will be given a number that shall be fastened on one of the logs in the raft. This number will identify the raft and shall not be removed until the logs are used.

(iii) Two floats are maintained in Shilshole Bay near the entrance of the canal channel to facilitate the handling of logs in the canal. Rafts bound for the canal may be moored at one of these floats, only the portion of the raft that is to be taken through at a single lockage being brought into the canal. The remainder of the raft may be left at the float until the first portion has been towed to its destination above the lock.

(9) *Tows.* All vessels engaged in towing shall use tow lines of the least practicable length and shall have full control of their tows at all times. Towing more than one craft abreast is forbidden if the total width of the tow, including the towboat, exceeds 70 feet.

(10) *Obstructing navigation.* (i) All vessels and tows passing through the canal shall be kept as close as practicable to the center or, when safer, to the right side of the waterway, except when passing other craft or preparing to moor at a pier or wharf. Slowly moving log rafts, tows, or vessels shall, whenever practicable, pull out of the way when meeting other vessels or when other traffic proceeding in the same direction desires to pass. Vessels are forbidden to obstruct the canal in any way or to delay by slow passage through the canal the progress of other vessels. Small and readily maneuverable vessels operating in the vicinity of larger, less maneuverable vessels shall, in all cases, keep clear and operate with caution in order that the larger vessels may maintain safe steerage way and that hazards to all vessels may be reduced. All vessels shall operate with extreme caution and movements shall be made only when adequate precautions for the safety of other vessels and property are being effectively employed.

(ii) The placing of logs, vessels, or other floating objects within the limits of the dredged channels or anywhere in the canal where they may interfere with navigation to or from piers or industrial plants is prohibited.

(11) *Turning.* Vessels exceeding 100 feet in length shall not turn around, or attempt to turn around, in the portion of the canal between the Northern Pacific Railway Company bridge and a point 400 feet east of the Fremont Bridge, or in the Portage Cut.

(12) *Excessive working of propellers or engines.* Excessive working of the propellers of a vessel for purposes of testing or for other purposes when this creates objectionable or dangerous currents in the canal is forbidden. In case of grounding, the rapid or strong working of the vessel's engines is forbidden.

(13) *Landing or mooring.* No business, trading, or landing of passengers, freight, or baggage will be allowed on or over the canal piers or lock walls, or over the piers or grounds forming a part of the canal or its appurtenances. All persons in charge of or employed on any boat are prohibited from landing or mooring such boat at any of the canal piers, unless in transit through the canal or specially permitted to do so by the District Engineer or his authorized assistants.

(14) *Deposit of refuse.* The deposit, either from watercraft or from the shore, of any oil or refuse matter in the canal or upon the canal grounds is prohibited, nor shall water discharged from the side of a vessel be allowed to spill on the lock wall.

(15) *Aids to navigation.* Persons in charge of log rafts or other tows, and the masters of vessels and boats using the canal, shall keep a careful watch when passing buoys or other aids to navigation and promptly report to the District Engineer or his authorized assistants any displacement or damage to such aids.

NOTE: Aids to navigation and other related data are shown on United States Coast and Geodetic Survey Chart No. 6447.

(h) *Lake Washington; seaplane restricted area, U. S. Naval Air Station, Sand Point, Seattle.*—(1) The area. (i) Beginning at a point bearing 346°07'15",

2,113.75 yards, from the tower at the northeast corner of Hangar No. 1, U. S. Naval Air Station, Seattle; thence 347°, 2,000 yards; thence 77°, 500 yards; thence 167°, 2,000 yards; and thence 257°, 500 yards, to the point of beginning.

(ii) The area will be marked by special pneumatic buoys as follows: Seven each on the easterly and westerly lines, equally spaced, forming two parallel rows 500 yards apart. Each corner buoy will be equipped with a yellow light and all other buoys with green lights. These lights will be lighted only during night flying operations. Each buoy will be marked in addition by black and yellow vertical stripes.

(2) *The regulations.* (i) This area shall be restricted to seaplanes for use in landing.

(ii) No vessel shall operate or anchor in the area except those attendant upon seaplane operations.

(iii) All other watercraft shall exercise due caution in navigating across the lake in the waters to the north and to the south of the restricted area, as there may be danger from planes about to land.

(iv) The regulations in this paragraph shall be enforced by the Commandant, Thirteenth Naval District, or his authorized representative.

(i) *Elliott Bay, Smith Cove; naval restricted area.*—(1) *The area.* Beginning at the southwest corner of Great Northern Railway Pier 89, Smith Cove; thence 180°, 150 yards; thence 270°, 625 yards; thence due north to the shore of Smith Cove.

(2) *The regulations.* No vessel shall enter this area without permission of the Commandant, Thirteenth Naval District, or his authorized representative.

(j) *Port Orchard; naval restricted area.*—(1) *The area.* Shoreward of a line beginning at a point on the west shoreline of Port Orchard bearing 90° from stack (at latitude 47°42'01", longitude 122°36'54"); thence 90°, approximately 190 yards, to a point 350 yards from stack; thence 165°, 6,000 yards, to a point bearing 179°, 1,280 yards, from Battle Point Light; thence westerly to the shoreline at latitude 47°39'08" (approximate location of the Brownsville Pier).

(2) *The regulations.* (i) No vessel shall, at any time, anchor or tow a drag of any kind in this area.

(ii) The regulations in this paragraph shall be enforced by the Commandant, Thirteenth Naval District, or his authorized representative.

(k) *Sinclair Inlet; naval restricted area.*—(1) *The area.* All the waters of Sinclair Inlet westerly of a line drawn from the Bremerton Ferry Landing (approximately latitude 47°33'49", longitude 122°37'19") to the Annapolis Ferry Landing (approximately latitude 47°32'59.5", longitude 122°36'52").

(2) *The regulations.* No vessel of more than 100 gross tons shall enter this area or navigate therein without permission from the Commandant, Thirteenth Naval District, or his authorized representative.

[Regs. Dec. 10, 1948, 800.212—ENGWR] (38 Stat. 1053, 40 Stat. 266, 892; 33 U. S. C. 1, 3, 471)

[SEAL] EDWARD F. WITZELL,
Major General,
The Adjutant General.

[F. R. Doc. 48-11213; Filed, Dec. 23, 1948; 8:48 a. m.]

TITLE 34—NATIONAL MILITARY ESTABLISHMENT

Chapter VII—Department of the Air Force

Subchapter D—Military Education

PART 845—AVIATION INSTRUCTION AT NON-FEDERAL ESTABLISHMENTS

TRANSFER AND REVISION OF REGULATIONS

The material formerly contained in §§ 405.9 to 405.10, Chapter IV of Title 10, is hereby revised and transferred to Chapter VII, Title 34, and is redesignated §§ 845.8 and 845.9, as follows:

§ 845.8 *Property.* Property transactions between the Air Force supervisor and a school will be governed by § 845.9 (e) (2) (i). An accountable officer will be designated by the Chief of Staff, United States Air Force, who will account for all Government property located at each institution.

§ 845.9 *Loan of Government property.*—(a) *General.* Property subject to loan will comprise any Government-owned property mentioned and described in 53 Stat. 556; 10 U. S. C. 298b. All loans of Government property will be made subject to return upon call of the Government, and without obligations upon the part of the Government to repair or replace the same in whole or in part unless otherwise specifically provided for by agreement in writing with the institution concerned.

(b) *Accredited aviation schools defined.* The term "accredited aviation schools" is defined as those flying schools or aviation mechanic schools that have been selected by the Chief of Staff, United States Air Force, in accordance with § 845.2.

(c) *Eligibility for loans.* (1) The institution must be an accredited school within the definition of paragraph (b) of this section and under contractual obligations with the Government for the training of personnel of the Military Establishment pursuant to section 2, 53 Stat. 556; 10 U. S. C. 298a.

(2) The detail of military personnel as students at institutions will not create any obligation on the part of the Government to provide property for the instruction of military students except as set forth in formal agreements that may be entered into by the Government with the institution concerned.

(d) *Administrative provisions.* (1) Loans of Government property, except serviceable aircraft, necessary for proper instruction at accredited aviation schools will be made at the discretion of the Chief of Staff, United States Air Force. The quantity and nature of the property and the conditions under which loans

will be made will be as determined by the Chief of Staff, United States Air Force.

(2) Administrative details not inconsistent with these regulations respecting the loan of Government property and the maintenance thereof, including the extent to which an institution will be held responsible for replacement, repair, and overhaul, will be matters for determination by the Chief of Staff, United States Air Force.

(e) *Procedure.*—(1) *Requisitions.* Requests for the issue of Government property will be submitted by the institution to the Air Force supervisor. When authorized, the issue to the institution will be made by the Air Force supervisor, or if not on hand, will be obtained by him on requisition.

(2) *Loans.* (i) Government property will be loaned to institutions by the Air Force supervisor on memorandum receipt. Credit memorandum receipt will be furnished the institution by the Air Force supervisor for property returned to the Department of the Air Force.

(ii) The responsible head or corresponding executive of the institution must designate in writing a representative who will sign all property papers for the school in the name of the institution.

(iii) Reports concerning the quantity and condition of Government property in its possession must be rendered by the institution as required by the Chief of Staff, United States Air Force.

(iv) The institution must make settlement for property held on memorandum receipt as required by the Air Force supervisor.

(3) *Accounting.* Property must be accounted for as prescribed in § 845.8.

(f) *Transportation.* (1) Property authorized to be loaned under the provisions of § 845.9 (a) will be delivered to an institution through the Air Force supervisor by air, rail, or motor transportation as the interests of the Government may require, at the expense of the Government, except for drayage as provided for in subparagraph (2) of this paragraph. The return of such property as requires rail or motor transportation, including property in the possession of the Air Force supervisor, will be accomplished by the institution making delivery of a. b. cars or motor truck city of the institution concerned, properly packed, boxed, crated, and prepared for domestic shipment to such destination as may be determined by the Government. The return of airplanes in condition for flight will be accomplished by the institution, set up, serviced, and made ready for flight at the flying field of the institution concerned.

(2) All drayage of Government property to and from air or mail terminal, city of institution concerned, will be furnished by and at the expense of the institution.

(g) *Lost, damaged, or destroyed property.* (1) Government property which becomes unserviceable through fair wear and tear incident to the proper and authorized use thereof will occasion no liability to the institution. Such property may be returned to the Government for replacement or credit or should be re-