

Railroad right-of-way (66.00 feet wide), along that Railroad, on a curve to the left, having a radius of 1465.69 feet, an arc distance of 1132.14 feet—

- (I) N. 88°45'47" W. 1104.21 feet; thence
- (II) S. 69°06'30" W. 1758.95 feet; thence
- (III) N. 23°04'43" W. 600.19 feet; thence
- (IV) N. 19°15'32" W. 3004.57 feet; thence
- (V) N. 44°52'41" W. 897.74 feet; thence
- (VI) N. 32°26'05" W. 2765.99 feet to a point in the Pierhead and Bulkhead Line along the Southeasterly shore of the Delaware River; thence
- (VII) N. 53°37'05" E. 2770.00 feet; thence
- (VIII) S. 36°22'55" E. 870.00 feet; thence
- (IX) S. 57°04'39" E. 481.04 feet; thence
- (X) S. 35°33'54" E. 975.59 feet; thence
- (XI) S. 27°56'37" E. 3674.36 feet; thence
- (XII) crossing Church Street, S. 34°19'51" E. 1590.16 feet to a point in the easterly line of Church Street; thence
- (XIII) S. 11°28'50" W. 1052.14 feet; thence
- (XIV) S. 61°28'35" W. 32.31 feet; thence
- (XV) S. 11°28'50" W. 38.56 feet to the point of beginning.

(ii) The parcel described in clause (i) does not include the parcel beginning at the point in the centerline of Church Street (49.50 feet wide), that point being N. 11°28'50" E. 796.36 feet, measured along the centerline, from its intersection with the curved northerly right-of-way line of Pennsylvania-Reading Seashore Lines Railroad (66.00 feet wide)—

- (I) N. 78°27'40" W. 118.47 feet; thence
- (II) N. 15°48'40" W. 120.51 feet; thence
- (III) N. 77°53'00" E. 189.58 feet to a point in the centerline of Church Street; thence
- (IV) S. 11°28'50" W. 183.10 feet to the point of beginning.

**(b) Limits on applicability; regulatory requirements**

**(1) In general**

The designation under subsection (a)(1) of this section shall apply to those parts of the areas described in subsection (a) of this section that are or will be bulkheaded and filled or otherwise occupied by permanent structures, including marina facilities.

**(2) Applicable law**

All activities described in paragraph (1) shall be subject to all applicable Federal law, including—

- (A) the Act of March 3, 1899 (30 Stat. 1121, chapter 425);
- (B) section 1344 of this title; and
- (C) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

**(c) Termination of designation**

If, on the date that is 20 years after November 12, 2001, any area or portion of an area described in subsection (a)(3)<sup>4</sup> of this section is not bulkheaded, filled, or otherwise occupied by permanent structures (including marina facilities) in accordance with subsection (b) of this section, or if work in connection with any activity authorized under subsection (b) of this section is

not commenced by the date that is 5 years after the date on which permits for the work are issued, the designation of nonnavigability under subsection (a)(1) of this section for that area or portion of an area shall terminate.

(Pub. L. 107-66, title I, §107, Nov. 12, 2001, 115 Stat. 494.)

REFERENCES IN TEXT

Act of March 3, 1899, referred to in subsec. (b)(2)(A), is act Mar. 3, 1899, ch. 425, 30 Stat. 1121, as amended, which enacted sections 401, 403, 404, 406, 407, 408, 409, 411 to 416, 418, 502, 549, and 687 of this title and amended section 686 of this title. For complete classification of this Act to the Code, see Tables.

The National Environmental Policy Act of 1969, referred to in subsec. (b)(2)(C), is Pub. L. 91-190, Jan. 1, 1970, 83 Stat. 852, as amended, which is classified generally to chapter 55 (§4321 et seq.) of Title 42, The Public Health and Welfare. For complete classification of this Act to the Code, see Short Title note set out under section 4321 of Title 42 and Tables.

**§ 59kk. Wateree River**

For purposes of bridge administration, the portion of the Wateree River in the State of South Carolina, from a point 100 feet upstream of the railroad bridge located at approximately mile marker 10.0 to a point 100 feet downstream of such bridge, is declared to not be navigable waters of the United States for purposes of the General Bridge Act of 1946 (33 U.S.C. 525 et seq.).

(Pub. L. 108-293, title VI, §610, Aug. 9, 2004, 118 Stat. 1058.)

REFERENCES IN TEXT

The General Bridge Act of 1946, referred to in text, is title V of act Aug. 2, 1946, ch. 753, 60 Stat. 847, as amended, which is classified generally to subchapter III (§525 et seq.) of chapter 11 of this title. For complete classification of this Act to the Code, see Short Title note set out under section 525 of this title and Tables.

**CHAPTER 2—INTERNATIONAL RULES FOR NAVIGATION AT SEA**

**§§ 61 to 63. Repealed. Oct. 11, 1951, ch. 495, § 5, 65 Stat. 407**

Section 61, acts Aug. 19, 1890, ch. 802, §1, 26 Stat. 320; Feb. 19, 1895, ch. 102, §1, 28 Stat. 672; June 7, 1897, ch. 4, §1, 30 Stat. 96, related to adoption of rules for navigation on high seas. See section 1602 of this title.

Section 62, act Aug. 19, 1890, ch. 802, §1, 26 Stat. 320, 321, defined "sailing vessel", "steam vessel", and "under way". See section 1601 of this title.

Section 63, act Aug. 19, 1890, ch. 802, §1, 26 Stat. 321, defined "visible".

EFFECTIVE DATE OF REPEAL

Section 5 of act Oct. 11, 1951, provided that the repeal of these sections is effective upon the taking effect of regulations proclaimed under section 1 of act Oct. 11, 1951. Such regulations were proclaimed by Proc. No. 3030 of Aug. 1, 1953, 18 F.R. 4983, and were to be effective Jan. 1, 1954.

**§§ 71 to 84. Repealed. Oct. 11, 1951, ch. 495, § 5, 65 Stat. 407**

Section 71, act Aug. 19, 1890, ch. 802, §1, 26 Stat. 321, provided that rules concerning lights be complied with from sunset to sunrise.

Section 72, act Aug. 19, 1890, ch. 802, §1, 26 Stat. 321, related to lights of steam vessel under way.

<sup>4</sup> So in original. Probably should be "subsection (a)(2)".