USCG NAVIGATION RULES CORRECTIONS

COMDTINSTM166722D **Ed 1999** **LAST NM 16/04**

Page v—Introduction—Continued, line 4; read:
old navigation rules were originally enacted in the 1800s.
(USCG) 24/13

Page 8—International Rule 3—Continued, (j), line 1; read:
(j) The words "length" and "breadth" of a vessel mean her length …
(USCG) 24/13

Page 9—Inland Rule 3—Continued, (i), line 1; read:
(i) The words "length" and "breadth" of a vessel mean her length …
(USCG) 24/13

Page 28—International Rule 13, (c), line 1; read:
(c) When a vessel is in any doubt as to whether she is overtaking …
(USCG) 24/13

Page 44—International Rule 23, Graphic Caption; read:
Power-driven vessel underway 50 meters or greater in length. Same for Inland.
(USCG) 24/13

Page 46—International Rule 23—Continued, Graphic Caption; read:
Air-cushion vessel when operating in the nondisplacement mode—vessel less than 50 meters in length. Same for Inland.
(USCG) 24/13

Page 47—Inland Rule 23—Continued, Graphic Caption; read:
Air-cushion vessel when operating in the displacement mode—vessel less than 50 meters in length. Same for International.
(USCG) 24/13

Page 48—International Rule 23—Continued, Graphic Caption; read:
Power-driven vessel of less than 7 meters in length whose maximum speed does not exceed 7 knots. International Only.
(USCG) 24/13

Page 72—International Rule 25, (a)(ii), line 1; read:
(ii) a sternlight.
(USCG) 24/13

Page 73—Inland Rule 25, (a)(ii), line 1; read:
(ii) A sternlight.
(USCG) 24/13

Page 97—Inland Rule 27—Continued, (e)(ii), lines 1-2; read:
(ii) A rigid replica of the International Code flag "A" not less than 1 meter in height. Measures shall be taken to ensure its all-round …
(USCG) 24/13

Page 98—International Rule 27—Continued, (f), line 1; read:
(f) A vessel engaged in mine clearance operations shall in addition …
(USCG) 24/13

Page 98—International Rule 27—Continued, (f), line 8; read:
mine clearance vessel.
(USCG) 24/13

Page 98—International Rule 27—Continued, Graphic Caption; read:
Vessel engaged in mine clearance operations—vessel less than 50 meters in length. Same for Inland.
(USCG) 24/13

Page 99—Inland Rule 27—Continued, (f), line 1; read:
(f) A vessel engaged in mine clearance operations shall, in addition …
(USCG) 24/13

Page 99—Inland Rule 27—Continued, (f), line 8; read:
mine clearance vessel.
(USCG) 24/13

Page 99—Inland Rule 27—Continued, Graphic Caption; read:
Vessel engaged in mine clearance operations. Same for International.
(USCG) 24/13

Page 102—International Rule 28, Graphic Caption; read:
Vessel constrained by her draft—underway—50 meters or greater in length.
(USCG) 24/13

Page 115—Inland Rule 32, (a), line 1 through (c) line 1; read:
(a) *Whistle* means any sound signaling appliance capable of producing the prescribed blasts and which complies with

specifications in Annex III to these Rules.
(b) *Short blast* means a blast of about 1 second's duration.
(c) *Prolonged blast* means a blast of from 4 to 6 …
(USCG) 24/13

Page 115—Inland Rule 33, (b), line 2; read:
carry the sound signaling appliances prescribed in paragraph (a) of …
(USCG) 24/13

Page 129—Inland: Rule 38, (d)(ii), line 3; read:
tive date of the Inland Navigation Rules Act of 1980 (Pub. L. 96-591), except that vessels of less than 20 …
(USCG) 24/13

Page 131—RULE 38—CONTINUED, (v), line 3; read:
tive date of the Inland Navigation Rules Act of 1980 (Pub. L. 96-591).
(USCG) 24/13

Page 131—RULE 38—CONTINUED, (vii), line 3; read:
the Inland Navigation Rules Act of 1980 (Pub. L. 96-591).
(USCG) 24/13

Page 133—§ 84.01 Definitions, (b), lines 2 to 4; read:
in meters per second (m/s) equal to or exceeding: $3.7\nabla^{0.1667}$; where ∇ = displacement corresponding to the design waterline (cubic meters).
(USCG) 24/13

Page 133—§ 84.01 Definitions, NOTE to paragraph (b):, line 2; read:
maximum speed in knots (kts) equal to or exceeding 1.98 (lbs) $\nabla^{0.1667}$; …
(USCG) 24/13

Page 136—3. Horizontal positioning and spacing of lights, (d), line 3; read:
vessel of less than 20 meters in length need not exhibit this light for- …
(USCG) 24/13

Page 143—§ 84.13 Color specification of lights, (a), lines 7 to 9; read:
Street, New York, NY 10017 and is available for inspection at the Coast Guard, ATON/MER Asset Line, 2100 2nd St., SW., Stop 7901, Washington, DC 20593-7901. It is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.
This incorporation by reference was …
(USCG) 24/13

Page 149—§ 84.24 High Speed Craft, line 1; read:
(a) The masthead light of high speed craft with a length to breadth ratio …
(USCG) 24/13

Page 163—§ 87.1 Need of assistance, (d), line 1; read:
(d) A signal made by radiotelegraphy or by any other signaling …
(USCG) 24/13

Page 169—§ 88.13 Lights on moored barges, (c), line 2; read:
mooring buoys or other similar device, in lieu of the provisions of Inland …
(USCG) 24/13

Page 177—§ 80.1150, line 1; read:
80.1150 Arcata-Humboldt Bay, …
(USCG) 24/13

Page 180—§ 80.155 Watch Hill, RI to Montauk Point, NY., (f), line 1; read:
(f) A line drawn from Coecles …
(USCG) 24/13

Page 180—§ 80.155 Watch Hill, RI to Montauk Point, NY., (h), line 3; read:
water Light to Threemile Harbor …
(USCG) 24/13

Page 182—§ 80.520 Cape Hatteras, NC to Cape Lookout, NC., (a), line 3; read:
35°11.8' N., longitude 75°44.9' W., 255° true …
(USCG) 24/13

Page 182—§ 80.525 Cape Lookout, NC to Cape Fear, NC., (d), lines 1 to 6; read:
(d) A line drawn from the southeasternmost extremity on the southwest side of New River Inlet at latitude 34°31.5' N., longitude 77°20.6' W. to the seaward tangent of the shoreline on the northeast side on New River Inlet.
(USCG) 24/13

Page 184—§ 80.715 Savannah River., line 7; read:
to Tybee Range Rear Light.
(USCG) 24/13

Page 187—§ 80.738 Puerto Rico and Virgin Islands., (b), lines 1 to 4; read:
(b) A line drawn from Puerto San Juan Light to position 18°28'30" N., 066°08'24" W. at the northwest extent of Isla de Cabras across the entrance of San Juan Harbor.
(USCG) 24/13

Page 189—§ 80.755 Anclote, FL to the Suncoast Keys, FL., (a), line 4; read:
the Suncoast Keys.
(USCG) 24/13

Page 189—§ 80.805 Rock Island, FL to Cape San Blas, FL., (c), line 2; read:
Range Rear Light to St. Marks …
(USCG) 24/13

Page 190—§ 80.810 Cape San Blas, FL to Perdido Bay, FL., (g), line 1; read:
(g) An east-west line drawn from …
(USCG) 24/13

Page 190—§ 80.815 Mobile Bay, AL to the Chandeleur Islands, LA., (e), line 1; read:
(e) An east-west line (latitude …
(USCG) 24/13

Page 191—§ 80.825 Mississippi Passes, LA., (c) line 9 through (e) line 7; read:
28°54.5' N., longitude 89°26.1' W.
(USCG) 24/13

Page 193—§ 80.1106 MIssion Bay, CA., line 1; read:
§ 80.1106 Mission Bay, CA.
(USCG) 24/13

Page 193—§ 80.1110 Dana Point Harbor, CA., lines 2 to 3; read:
Jetty Light 4 to Dana Point Breakwater Light 3.
(USCG) 24/13

Page 206—6. Record of certification of vessels of special construction or purpose., 6(a), lines 3 to 5; read:
the offices of Director of Marine Transportation Systems Management (CG-5PW), U.S. Coast Guard Headquarters, 2100 2nd St., SW, Stop 7580, Washington, DC 20593-7580.
(USCG) 24/13

Page 208—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS, lines 1 to 5; read:
The Vessel Bridge-to-Bridge Radiotelephone Act is applicable on the navigable waters of the United States (see 33 CFR § 2) which include internal waters that are subject to tidal influence, those not subject to tidal influence but that are used or are determined to be capable of being used for substantial interstate or foreign commerce, and, the territorial sea (the waters 12 nautical miles wide, adjacent to the coast of the United States and seaward of the territorial sea baseline.
(USCG) 24/13

Page 208—§ 26.02 Definitions., lines 2 to 15; read:
Act means the "Vessel Bridge-to-Bridge Radiotelephone Act", 33 U.S.C. sections 1201-1208;
Length is measured from end to end over the deck excluding sheer;
Power-driven vessel means any vessel propelled by machinery; and
Secretary means the Secretary of the Department in which the Coast Guard is operating;
Territorial sea means all waters as defined in § 2.22(a)(1) of this chapter.
Towing vessel means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.
Vessel Traffic Services (VTS) means a service implemented under Part 161 of this chapter by the United States Coast Guard designed to improve the safety and efficiency of vessel traffic and to protect the environment. The VTS has the capability to interact with marine traffic and respond to traffic situations developing in the VTS area.
Vessel Traffic Service Area or *VTS Area* means the geographical …
(USCG) 24/13

Page 210—§ 26.03 Radiotelephone required., (f), lines 5 to 6; read:
ing on the VTS designated frequency in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). (Located on …
(USCG) 24/13

Page 211—§ 26.08 Exemption procedures., (a), lines 1 to 2; read:
(a) The Commandant has redelegated to the Director of Marine Transportation Systems Management, U.S. Coast …
(USCG) 24/13

Page 211—§ 26.08 Exemption procedures., (c), lines 2 to 3; read:
Director of Marine Transportation Systems Management (CG-5PW), U.S. Coast Guard Headquarters, 2100 2nd St., SW, Stop 7580, Washington, DC 20593-7580, and must state:
(USCG) 24/13

Page 214; replace Table 26.03(f) with below:

Table 161.12(c) - VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas

Center – MMSI [1] *Call Sign*	Designated frequency (Channel Designation) Purpose [2]	Monitoring area [3,4]
Berwick Bay – 03669950		
Berwick Traffic	156.550 MHz (Ch. 11)	The waters south of 29°45' N., west of 91°10' W., north of 29°37' N., and east of 91°18' W.
Buzzards Bay		
Buzzards Bay Control [5]	156.600 MHz (Ch. 12)	The waters east and north of a line drawn from the southern tangent of Sakonnet Point, Rhode Island, in approximate position latitude 41°27.2' N, longitude 70°11.7' W, to the Buzzards Bay Entrance Light in approximate position latitude 41°23.5' N, longitude 71°02.0' W, and then to the southwestern tangent of Cuttyhunk Island, Massachusetts, at approximate position latitude 41°24.6' N, longitude 70°57.0' W, and including all of the Cape Cod Canal to its eastern entrance, except that the area of New Bedford harbor within the confines (north of) the hurricane barrier, and the passages through the Elizabeth Islands, is not considered to be "Buzzards Bay".
Houston-Galveston – 003669954		The navigable waters north of 29° N., west of 94°20' W., south of 29°49' N., and east of 95°20' W.
Houston Traffic	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A) – For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37' N., 95°01.27' W.).
Houston Traffic	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A) – For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37' N., 95°01.27' W.)
Los Angeles/Long Beach		
San Pedro Traffic	156.700 MHz (Ch.14)	Vessel Movement Reporting System Area: The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3' N., 118°17.6' W.).
Louisville		
Louisville Traffic	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River [6] – 0036699952		
New Orleans Traffic	156.700 MHz (Ch.141)	The navigable waters of the Lower Mississippi River below 29°55.3' N 089°55.6' W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3' N 089°25.7' W (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes.
New Orleans Traffic	156.600 MHz (Ch.12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30" N and 090°12'46" W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3' N 089°55.6' W (Saxonholm Light) at 86.0 miles AHP.
New Orleans Traffic	156.600 MHz (Ch.05A)	The navigable waters of the Lower Mississippi River below 30°38.7' N 091°17.5' W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30" N and 090°12'46" W (Upper Twelve Mile Point) at 109.0 miles AHP.

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Page 215; replace Table 26.03(f) (cont.) with below:

Table 161.12(c) - VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas (cont.)

Center – MMSI [1] ***Call Sign***	**Designated frequency (Channel Designation) Purpose** [2]	**Monitoring area** [3,4]
New York – 003669951		
New York Traffic	156.550 MHz (Ch. 11) – For Sailing Plans only 156.600 MHz (Ch. 12) – For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25' N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9' N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7' N, longitude 74°01.6' W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25' N; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40' N (Brooklyn Bridge) and 40°43.70' N (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25' N (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95' N (Lehigh Valley Draw Bridge).
New York Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26' N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25' N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40' N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur [6] – 003669955		
Sabine Traffic	To be determined	The navigable waters south of 30°10' N., east of 94°20' W., west of 93°22' W, and, north of 29° 10' N.
Prince William Sound – 003669958		
Valdez Traffic	156.650 MHz (Ch. 13)	The navigable waters south of 61°05' N., east of 147°20' W., north of 60° N., and west of 146°30' W.; and, all navigable waters in Port Valdez.
Puget Sound [7]		
Seattle Traffic – 003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point and Bush Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Seattle Traffic – 003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40' W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52' W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point and Bush Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic – 003160012	156.725 MHz (Ch. 74)	The waters west of 124°40' W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 127° W.
Victoria Traffic – 03160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52' W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

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Page 216; replace Table 26.03(f) (cont.) with below:

Table 161.12(c) - VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas (cont.)

Center – MMSI [1] *Call Sign*	Designated frequency (Channel Designation) Purpose [2]	Monitoring area [3,4]
San Francisco – 003669956		
San Francisco Traffic	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0' W. and north of 37°40.0' N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
San Francisco Traffic	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8' N., 122°34.6' W.) west of 122°42.0' W. and south of 37°40.0' N and excluding the San Francisco Offshore Precautionary Area.
St. Marys River – 003669953		
Soo Traffic	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57' N. (De Tour Reef Light) and 46°38.7' N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16' N. and 46°01.57' N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

Notes:

[1] Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

[2] In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

[3] All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

[4] Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

[5] In addition to the vessels denoted in section 161.16 of this chapter, requirements set forth in subpart B of 33 CFR part 161 also apply to any vessel transiting VMRS Buzzards Bay required to carry a bridge-to-bridge radiotelephone by part 26 of this chapter.

[6] Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 164.46 of this subchapter.

[7] A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

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