

# COMMANDANT INSTRUCTION M16672.2D CORRIGENDUM

Corrections, deletions, or insertions to CIM16672.2D and amendments to content therein are denoted in **black bold-type**

The Spine, correct “M16672.2C” to “M16672.2D”

Page i, **RECORD OF CHANGES**, is as follows:

RECORD OF CHANGES			
CHANGE NUMBER	DATE OF CHANGE	DATE EFFECTIVE	BY WHOM [SOURCE]
01	08/18/1990	08/18/1990	Pub. L. 101-380
02	10/19/1996	10/19/1996	Pub. L. 104-324
03	04/02/1998	06/03/1998	63 FR 5728
04	11/13/1998	01/01/1999	Pub. L. 105-383
05	11/29/2001	11/29/2001	IMO A.920(10)
06	11/25/2002	11/25/2002	Pub. L. 107-295
07	07/01/2003	07/01/2003	68 FR 39353
08	07/18/2003	08/18/2003	68 FR 42595
09	10/22/2003	11/22/2003	68 FR 60559
10	01/03/2006	01/03/2006	Pub. L. 109-304
11	08/30/2007	11/28/2007	72 FR 50052
12	12/13/2007	12/13/2007	72 FR 70780
13	06/19/2008	06/19/2008	73 FR 34998
14	11/29/2007	12/01/2009	IMO A.1004(25)
15	04/15/2010	05/17/2010	75 FR 19544
16	06/25/2010	06/25/2010	75 FR 36273
17	10/28/2010	12/27/2010	75 FR 66309
18	06/21/2012	06/21/2012	77 FR 37305
19	06/15/2013	06/15/2013	NTM 24/13
20	07/01/2013	07/01/2013	78 FR 39163

Page iii, **CONTENTS**, correct “Penalties for negligent operations” to “**Penalties for negligent operations and interfering with safe operation**”; after “Duties related to marine casualty assistance and information...201” insert “**Post serious marine casualty alcohol testing... 202**”; and, after “VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS... 208” insert “**Table 161.12(c) - VTS and VMRS**”

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**Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas... 214**". Insert a footnote at "CONTENTS<sup>‡</sup>":

<sup>‡</sup> Footnotes preceded by the double-dagger (‡) symbol indicate clarifications added by the U.S. Coast Guard Office of Navigation Systems; and, are not found in the original source material.

Page v, **INTRODUCTION**, change "last century" to "**1800's**".

Page vi, **LEGAL CITATIONS**, delete "Radiotelephone Stations Provided for Compliance With the Vessel Bridge-to-Bridge Radiotelephone Act (Federal Communications Commission regulations); and, after "Boundary Lines...46 CFR 7" insert: **Vessel Traffic Services (VTS) Call Signs, Designated Frequencies, and Monitoring Areas... 33 CFR 161**".

Page vi, **LEGAL CITATIONS**, 75 FR 19544 amended "33 U.S.C. 2001-2038" to '**33 CFR 83**'.

Page 2, **INTERNATIONAL Rule 1(c)**, insert "or" after "convoy,"; and, in the Footnote change "1" to "‡", correct "Part 707" to "Part **706**", and, "(32 CFR 707)" to "(32 CFR **706**)".

Page 6, **INTERNATIONAL Rule 3(a)**, IMO Resolution A.910(22) amended it by adding "**WIG craft**" before "and seaplanes".

Page 8, **INTERNATIONAL Rule 3(j)**, correct "means" to "**mean**".

Page 8, **INTERNATIONAL Rule 3**, IMO Resolution A.910(22) amended it by adding paragraph (m):

**(m) The term "Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.**

Page 9, **INLAND Rule 3(i)**, correct "means" to "**mean**".

Page 18, **INTERNATIONAL Rule 8(a)**, IMO Resolution A.910(22) amended it by adding "**be taken in accordance with the Rules of this Part and shall,**" before "if the circumstances".

Page 21, **INLAND Rule 9(a)(ii)**, insert a footnote after "Secretary<sup>‡</sup>":

<sup>‡</sup> See 33 CFR 89.25, at page 207.

Page 28, **INTERNATIONAL Rule 13(c)**, correct "if" to "**is**".

Page 31, **INLAND Rule 14(d) & 15(d)**, insert a footnote after "Secretary<sup>‡</sup>":

<sup>‡</sup> See 33 CFR 89.25, at page 207.

Page 34, **INTERNATIONAL Rule 18**, IMO Resolution A.910(22) amended it by adding paragraph (f):

**(f)(i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;**  
**(ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.**

Page 44, **INTERNATIONAL Rule 23(a), Caption**, insert "**—50 meters or greater in length.**" after "underway".

Page 46, **INTERNATIONAL Rule 23(b), Caption**, insert a 2<sup>nd</sup> sentence: "**Same for Inland.**"

Page 47, **INLAND Rule 23(b), Caption**, insert a 2<sup>nd</sup> sentence: "**Same for International.**"

Page 48, **INTERNATIONAL Rule 23(c)**, IMO Resolution A.910(22) amended it by renumbering paragraph (c) to (d) and adding paragraph (c):

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(c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

Page 48, *INTERNATIONAL Rule 23(c), Caption*, insert a 2<sup>nd</sup> sentence: “**International only**.”

Page 58, *INTERNATIONAL Rule 24(d)*, change "Rule 23(a)(i)" to "Rule 23(a)(ii)".

Page 69, *INLAND Rule 24(i)*, insert a footnote after “Secretary<sup>‡</sup>”:

<sup>‡</sup> See 33 CFR 89.27, at page 207.

Page 72, *INTERNATIONAL Rule 25(a)(ii)*, correct “stern light” to “**sternlight**”.

Page 73, *INLAND Rule 25(a)(ii)*, correct “stern light” to “**sternlight**”.

Page 97, *INLAND Rule 27(e)(ii)*, correct “insure” to “**ensure**”.

Page 98, *INTERNATIONAL Rule 27(f) & its Caption*, 77 FR 37305 amended each instance of “mineclearance” to “**mine clearance**”.

Page 99, *INLAND Rule 27(f) & its Caption*, 77 FR 37305 amended each instance of “mineclearance” to “**mine clearance**”.

Page 102, *INTERNATIONAL Rule 28, Caption*, after “Vessel constrained by her draft” insert “**—underway—50 meters or greater in length**”.

Page 112, *INTERNATIONAL Rule 31*, IMO Resolution A.910(22) amended it by adding “**or a WIG craft**” before “to exhibit”.

Page 114, *INTERNATIONAL Rule 33(a)*, IMO Resolution A.910(22) amended it by removing “and a bell” and adding in its place “, **a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle,**”. Insert a footnote after “a whistle<sup>‡</sup>”:

<sup>‡</sup> Note, that a bell is no longer required on a vessel 12 meters or more but less than 20 meters in length.

Page 115, *INLAND Rule 33(b)*, correct “signalling” to “**signaling**”.

Page 122, *INTERNATIONAL Rule 35(i) & (j)*, IMO Resolution A.910(22) amended them by renumbering paragraph (i) and (j), respectively; and, adding paragraph (i):

**(i) A vessel of 12 meters or more but less than 20 meters in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.**

Page 128, *INTERNATIONAL Rule 38*, insert a footnote after “follows<sup>‡</sup>”:

<sup>‡</sup> Each vessel under the 72 COLREGS, except the vessels of the Navy, is exempt from the requirements of the 72 COLREGS to the limitation for the period of time stated in Rule 38 (a), (b), (c), (d), (e), (f), and (g) if:(a) Her keel is laid or is at a corresponding stage of construction before July 15, 1977; and, (b) She meets the International Regulations for Preventing Collisions at Sea, 1960 (77 Stat. 194, 33 U.S.C. 1051-1094). [see 33 CFR 81.20]

Page 129, *INLAND Rule 38(d)*, 75 FR 19544 amended each instance of “the effective date of these Rules” to “**the effective date of the Inland Navigation Rules Act of 1980 (Pub. L. 96-591)**”.

Page 131, *INLAND Rule 38(d)(vi)*, 78 FR 39163 amended “all around” to “**all-around**”.

Page 133, *INLAND Annex I, § 84.01(b)*, correct “∇<sub>0.1667</sub>” to “**∇<sup>0.1667</sup>**”.

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Page 133, *INLAND Annex I, § 84.01(b)*, 77 FR 37305 amended “(meters<sub>3</sub>)” to “(cubic meters)”.

Page 133, *INLAND Annex I, § 84.01, NOTE*, correct “ $3.7\nabla_{0.1667}$ ” to “ $\nabla^{0.1667}$ ”.

Page 134, *INTERNATIONAL Annex I, § 2(d)*, IMO Resolution A.910(22) amended "prescribed in Rule 23(c)(i)" to "prescribed in Rule 23(d)(i)" [due to renumbering for Rule 23(c)].

Page 135, *INLAND Annex I, § 84.03(f)(2)*, 77 FR 37305 amended “Rule 27(b)(i)” to “Rule 27(b)(1)”. Insert a footnote after “Rule 27(b)(1)”<sup>†</sup>:

<sup>†</sup> Refers to 33 CFR 83.27(b)(1) (under the current CFR codification) which is the same (under the old U.S.C. codification) as Rule 27(b)(i) on page 91.

Page 136, *INTERNATIONAL Annex I, § 3(d)*, correct “then” to “**than**”.

Page 137, *INLAND Annex I, § 84.05(d)*, correct "exhibit on" to "exhibit **one**"

Page 139, *INLAND Annex I, § 84.07*, 77 FR 37305 amended each instance of “(i)” or “(ii)” to “(1)” or “(2)”, respectively. Insert a footnote after “Rule 26(c)(1)”<sup>†</sup> and “Rule 27(b)(1) and (2)”<sup>††</sup>:

<sup>†</sup> Refers to 33 CFR 83.26(c)(1) and (2) (under the current CFR codification) which is the same (under the old U.S.C. codification) as Rule 26 (c)(i) and (ii) on page 85.

<sup>††</sup> Refers to 33 CFR 83.27(d)(1) and (2), 33 CFR 83.27(b)(1) and (2), (under the current CFR codification) which is the same (under the old U.S.C. codification) as Rule 27(d)(i) and (ii) on page 85, Rule 27(b)(i) and (ii) on page 91, and Rule 27(d)(i) and (ii) on page 95.

Page 145, *INLAND Annex I, § 84.17(c), NOTE*, correct "apart" to "**apart**".

Page 148, *INTERNATIONAL Annex I, § 13*, IMO Resolution A.910(22) amended it to:

### 13. High-speed craft\*

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27 degrees.

(b) On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17\Psi)C}{1000} + 2$$

where:

“y” is the height of the mainmast light above the foremast light in meters;

“a” is the height of the foremast light above the water surface in service condition in meters;

“Ψ” is the trim in service condition in degrees;

“C” is the horizontal separation of masthead lights in meters.

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\* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

Page 149, *INLAND Annex I, § 84.24*, insert “(a)” before the 1<sup>st</sup> paragraph.

Page 150, *INTERNATIONAL Annex II, § 2(a) & (b)*, correct each instance of "may exhibit" to "**shall** exhibit".

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Page 151, *INLAND Annex II, § 85.1*, 77 FR 37305 amended “Rule 26(b)(i) and (c)(i)” to “Rule 26(b)(1) and (c)(1)”, respectively.

Page 152, *INTERNATIONAL Annex III, § 1(a)*, IMO Resolution A.910(22) amended it to:

1. Whistles

*(a) Frequencies and range audibility*

The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700 Hz (+/-1%) **for a vessel of 20 meters or more in length, or 180-2100 Hz (+/-1%) for a vessel of less than 20 meters in length** and which provide the sound pressure levels specified in paragraph 1(c) below.

Page 154, *INTERNATIONAL Annex III, § 1(c)*, IMO Resolution A.910(22) amended it [and the NOTE] to:

*(c) Sound signal intensity and range of audibility*

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 meter from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700 Hz (+/-1%) **for a vessel of 20 meters or more in length, or 180-2100 Hz (+/-1%) for a vessel of less than 20 meters in length**, of not less than the appropriate figure given in the table below.

The range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 percent probability in conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centered on 250 Hz and 63 dB in the octave band centered on 500 Hz).

<i>Length of vessel in meters</i>	<i>1/3rd-octave band level at 1 meter in dB referred to 2x10<sup>-5</sup> N/m<sup>2</sup></i>	<i>Audibility range in nautical miles</i>
200 or more .....	143	2
75 but less than 200 .....	138	1.5
20 but less than 75 .....	130	1
Less than 20 .....	120 <sup>*1</sup> <b>115<sup>*2</sup></b> <b>111<sup>*3</sup></b>	0.5

<sup>\*1</sup> **When the measured frequencies lie within the range 180-450 Hz**

<sup>\*2</sup> **When the measured frequencies lie within the range 450-800 Hz**

<sup>\*3</sup> **When the measured frequencies lie within the range 800-2100 Hz**

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under

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conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

Page 160, *INTERNATIONAL Annex III, § 2(b)*, IMO Resolution A.910(22) amended it by removing "**and shall be not less than 200 mm for vessels of 12 meters or more but of less than 20 meters in length**".

Page 162, *INTERNATIONAL Annex IV, § 1(l) & (m)*, IMO Resolution A.1004(25) amended them to:

**(l) a distress alert by means of digital selective calling (DSC) transmitted on:**

**(i) VHF channel 70, or**

**(ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;**

**(m) a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station;**

Page 164, *INTERNATIONAL Annex IV, § 3*, IMO Resolution A.1004(25) amended "the Merchant Ship Search and Rescue Manual" to "**Maritime Search and Rescue Manual, Volume III**".

Page 163, *INLAND Annex IV, § 87.1(d)*, correct "signalling" to "**signaling**".

Page 169, *INLAND Annex V, § 88.13(c)*, correct "bouys" to "**buoys**".

Page 175, *COLREG DEMARCATION LINES, § 90.5*, 63 FR 5728 amended it by adding quotation marks around the 1<sup>st</sup> instance of "**vessel at anchor**".

Page 176, *COLREG DEMARCATION LINES, ATLANTIC COAST, Fifth District, § 80.515*, insert a "." after "NC".

Page 177, *COLREG DEMARCATION LINES, PACIFIC COAST, Eleventh District, § 80.1150*, correct "Arcato-Humboldt" to "**Arcata-Humboldt**".

Page 179, *COLREG DEMARCATION LINES, § 80.110(b)*, 78 FR 79163 amended it by adding "," after "43°40.6' N".

Page 179, *COLREG DEMARCATION LINES, § 80.120(b)*, 78 FR 79163 amended it by removing the word "Harbor", and, adding "," after "42°35.1' N".

Page 180, *COLREG DEMARCATION LINES, § 80.145(b) & (c)*, 78 FR 79163 amended them by adding "," after "41°29.1' N." and "41°28.5' N".

Page 180, *COLREG DEMARCATION LINES, § 80.155(f) & (h)*, correct "Coecles" to "**Coecles**" and "Three Mile" to "**Threemile**".

Page 181, *COLREG DEMARCATION LINES, § 80.501(d)*, 78 FR 79163 amended it by adding "," after "39°18.2' N." and "39°17.6' N".

Page 182, *COLREG DEMARCATION LINES, § 80.505(c)*, 78 FR 79163 amended it by adding "," after "37°52.6' N".

Page 182, *COLREG DEMARCATION LINES, § 80.520(a) & (b)*, 78 FR 79163 amended "35°11.8" N to "**35°11.85' N.**", "75°44.9' W" to "**75°43.9' W.**"; and, northeastern to "**northeasternmost**".

Page 182, *COLREG DEMARCATION LINES, § 80.525(c), (d) & (e)*, 78 FR 79163 amended them by adding "," after "34°38.7' N.", "77°06.0' W.", and "34°38.5' N."; and paragraphs (d) and (e) to:

**(d) A line drawn from the easternmost extremity on the southern 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.**

**(e) A line drawn across New Topsail Inlet between the closest extremities of the shore on either side of the inlet parallel with the general trend of the highwater shoreline.**

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Page 183, *COLREG DEMARCATION LINES, § 80.530(a)*, 78 FR 79163 amended it by adding “,” after “33°52.4’ N.” and “78°00.1’ W.”.

Page 183, *COLREG DEMARCATION LINES, § 80.703(f)*, 78 FR 79163 amended it to:

**(f) A north-south line drawn from the northernmost extremity of Cape Island Point to Murphy Island.**

Page 183, *COLREG DEMARCATION LINES, § 80.707(a) & (b)*, 78 FR 79163 amended them to:

**(a) A line drawn from the westernmost point on Cape Romain to the southeasternmost point on Raccoon Key.**

**(b) A line drawn from the westernmost extremity of Raccoon Key to the northernmost extremity of Northeast Point.**

Page 184, *COLREG DEMARCATION LINES, § 80.712(a)*, 78 FR 79163 amended it to:

**(a) A straight line drawn from the seaward tangent of Folly Island through across Stono River to the shoreline of Sandy Point.**

Page 184, *COLREG DEMARCATION LINES, § 80.712(f)*, 78 FR 79163 amended 32°13.7’ N to “32°13.0’ N”

Page 184, *COLREG DEMARCATION LINES, § 80.715*, 73 FR 34998 amended “(Range Rear)” to “**Range Rear**”.

Page 184, *COLREG DEMARCATION LINES, § 80.715*, 78 FR 79163 amended it to:

**A line drawn from the southernmost tank on Hilton Head Island charted in approximate position latitude 32°06.7’ N., longitude 80°49.3’ W., to Bloody Point Range Rear Light; thence to Tybee Light.**

Page 185, *COLREG DEMARCATION LINES, § 80.720(a) & (b)*, 78 FR 79163 amended it by adding “,” after “31°05.9’ N.”, “31°01.6’ N.”, “81°25.2’ W.”, “81°23.7’ W.”, and “30°58.5’ N.”.

Page 186, *COLREG DEMARCATION LINES, § 80.735(a) & (f)*, 78 FR 79163 amended it by adding “,” after “25°45.0’ N.”, “80°08.6’ W.”, “25°19.3’ N.”, “80°16.0’ W.”, and “24°49.3’ N.”.

Page 187, *COLREG DEMARCATION LINES, § 80.738(b)*, 73 FR 34998 amended it to:

**(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.**

Page 187, *COLREG DEMARCATION LINES, § 80.738(b)*, 78 FR 79163 amended “18°28’30” N, 066°08’24” W.” to “18°28.5’ N., 066°08.4’ W.”.

Page 187, *COLREG DEMARCATION LINES, § 80.740*, 78 FR 79163 amended it by adding “,” after “24°48.8’ N.” and “80°49.6’ W.”.

Page 187, *COLREG DEMARCATION LINES, § 80.745(a) & (c)*, 78 FR 79163 amended them by adding “,” after “25°41.8’ N.” and “81°20.2’ W.”.

Page 187, *COLREG DEMARCATION LINES, § 80.748(d)*, 78 FR 79163 amended it by adding “,” after “26°05.7’ N.”.

Page 189, *COLREG DEMARCATION LINES, § 80.755(a)*, correct “Kevs” to “Keys”.

Page 189, *COLREG DEMARCATION LINES, § 80.757(g)*, 78 FR 79163 amended it by adding “,” after “29°16.6’ N.” and “83°06.7’ W.”.

Page 189, *COLREG DEMARCATION LINES, § 80.757(h)*, 78 FR 79163 amended it to:

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(h) A north-south line drawn through Suwannee River Mcgriff Pass Daybeacons 30 and 31 across the Suwannee River.

Page 189, *COLREG DEMARCATION LINES*, § 80.805(c), 73 FR 34998 amended "(Range Rear)" to "**Range Rear**".

Page 189, *COLREG DEMARCATION LINES*, § 80.805(d), 78 FR 79163 amended it to:

(d) A line drawn from the south shore of Southwest Cape at longitude 84°22.7' W., to Dog Island Reef East Light 1; thence a straight line to the easternmost extremity of Dog Island.

Page 190, *COLREG DEMARCATION LINES*, §§ 80.810(g) & 80.815(e), correct "A" to "An".

Page 191, *COLREG DEMARCATION LINES*, § 80.830(a), 78 FR 79163 amended it to:

(a) A line drawn from the seaward extremity of the Southwest Pass West Jetty located at coordinate latitude 28°54.5' N., longitude 89°26.1' W.; thence following the general trend of the seaward, highwater jetty and shoreline in a north, northeasterly direction to Old Tower latitude 28°58.8' N., longitude 89°23.3' W.; thence to westernmost point near Pass du Bois; thence to coordinate latitude 29°05.2' N., longitude 89°24.3' W.; thence a curved line following the general trend of the highwater shoreline to Point Au Fer Island except as otherwise described in this section.

Page 191, *COLREG DEMARCATION LINES*, § 80.825, 77 FR 37305 amended it by removing paragraphs (d) and (e).

Page 192, *COLREG DEMARCATION LINES*, § 80.835(a) & (f), 78 FR 79163 amended them by adding "," after "29°25.0' N.", "29°25.3' N.", and "29°45.7' N."

Page 193, *COLREG DEMARCATION LINES*, § 80.1110, 78 FR 79163 amended "Point Jetty Light 6" to "Point Jetty Light 4" and "Breakwater Light 5" to "Breakwater Light 3".

Page 193, *COLREG DEMARCATION LINES*, § 80.1106 Heading, correct "Mlssion" to "Mission". At § 80.1110, correct "Jetty Light 6" to "Jetty Light 4" and "Breakwater Light 5" to "Breakwater Light 3".

Page 200, *PENALTY PROVISIONS*, 33 U.S.C. 2072(d)(1), Pub. L. 104-324, § 312 amended "4197 of the Revised Statutes of the United States (46 App. U.S.C. 91)" to "**60105 of Title 46.**"

Page 200, *PENALTY PROVISIONS*, *PENALTIES FOR NEGLIGENT OPERATIONS*, Sub-heading, delete all after "; OPERATIONS" to "CODE"; and, "[Enacted on August 26, 1983]".

Page 201, *PENALTY PROVISIONS*, *PENALTIES FOR NEGLIGENT OPERATIONS*, § 2302, correct "*Penalties for negligent operations*" to "***Penalties for negligent operations and interfering with safe operation***". Pub. L. 101-380, §§ 4105, 4302, and, Pub. L. 107-295, § 325 amended it to:

§ 2303 *Penalties for negligent operations and interfering with safe operation*

(a) A person operating a vessel in a negligent manner or **interfering with the safe operation of a vessel so as to endanger** the life, limb, or property of a person is liable to the United States Government for a civil penalty of not more than **\$5,000 in the case of a recreational vessel or \$25,000 in the case of any other vessel.**

(b) A person operating a vessel in a grossly negligent manner that endangers the life, limb, or property of a person **commits a class A misdemeanor.**

(c) An individual who is under the influence of alcohol, or a dangerous drug in violation of a law of the United States when operating a vessel, as determined under standards prescribed by the Secretary by regulation—

(1) is liable to the United States Government for a civil penalty of not more than **\$5,000**; or

Page 201, *PENALTY PROVISIONS*, *PENALTIES FOR NEGLIGENT OPERATIONS*, § 2302, Pub. L. 105-383, § 408 amended it by adding paragraph (e):



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- (e) (1) A vessel may not transport Government-impelled cargoes if –
  - (A) The vessel has been detained and determined to be substandard by the Secretary for violation of an international safety convention to which the United States is a party, and the Secretary has published notice of the detention and determination in an electronic form, including the name of the owner of the vessel; or
  - (B) The operator of the vessel has on more than one occasion had a vessel detained and determined to be substandard by the Secretary for violation of an international safety convention to which the United States is a party, and the Secretary has published notice of the detention and determination in an electronic form, including the name of the owner of the vessel.
- (2) The prohibition in paragraph (1) expires for a vessel on the earlier of –
  - (A) 1 year after the date of the publication in electronic form on which the prohibition is based; or
  - (B) Any date on which the owner or operator of the vessel prevails in an appeal of the violation of the relevant international convention on which the detention is based.
- (3) As used in this subsection, the term “Government-impelled cargo” means cargo for which a Federal agency contracts directly for shipping by water or for which (or the freight of which) a Federal agency provides the financing, including financing by grant, loan or loan guarantee, resulting in shipment of the cargo by water.

Page 202, **PENALTY PROVISIONS, PENALTIES FOR NEGLIGENT OPERATIONS, § 2302**, Pub. L. 105-383, § 304 amended it by adding § 2303a after § 2303:

## **§ 2303a Post serious marine casualty alcohol testing**

- (a) The Secretary shall establish procedures to ensure that after a serious marine casualty occurs, alcohol testing of crew members or other persons responsible for the operation of other safety-sensitive functions of the vessel or vessels involved in such casualty is conducted no later than 2 hours after the casualty occurs, unless such testing cannot be completed within that time due to safety concerns directly related to the casualty.
- (b) The procedures in subsection (a) shall require that if alcohol testing cannot be completed within 2 hours of the occurrence of the casualty, such testing shall be conducted as soon thereafter as the safety concerns in subsection (a) have been adequately addressed to permit such testing, except that such testing may not be required more than 8 hours after the casualty occurs.

Page 202, **PENALTY PROVISIONS, PENALTIES FOR NEGLIGENT OPERATIONS, § 2302**, correct “Penalties for negligent operations” to “Penalties for negligent operations and interfering with safe operation”

Page 202, **PENALTY PROVISIONS, § 2304(a)(2)**, Pub. L. 109-304, § 15 amended it to:

- (a)(2) Paragraph (1) does not apply to a vessel of war or a vessel owned by the United States Government appropriated only to a public service.

Page 203, **PENALTY PROVISIONS, § 2306(a)(2)**, Pub. L. 109-304, § 15 amended “212(A) of the Merchant Marine Act, 1936 (46 App. U.S.C. 1122a),” to “**50113 of this title**”.

Page 206, **ALTERNATIVE COMPLIANCE, § 6(a)**, correct “Assistant Commandant for Marine Safety and Environmental Protection, U.S. Coast Guard Headquarters, 2100 2<sup>nd</sup> Street, S.E., Washington, DC 20593-001” to “**Director of Marine Transportation Systems Management (CG-5PW), U.S. Coast Guard Headquarters, 2703 Martin Luther King Jr. Ave SE, Stop 7580, Washington, DC 20593-7580.**”

Page 207, **WATERS SPECIFIED BY THE SECRETARY, 33 CFR 89.27(b)(1) & (b)(11)**, correct “Dupont Fixed Badge” to “Dupont Fixed Bridge”; and, “Christl” to “Christi”.

# COMMANDANT INSTRUCTION M16672.2D CORRIGENDUM

Corrections, deletions, or insertions to CIM16672.2D and amendments to content therein are denoted in black bold-type

Page 208, *VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS*, delete the entire preamble paragraph:  
“The Vessel Bridge-to-Bridge...beyond the three mile limit.”

Page 208, *VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS*, § 26.02, 68 FR 42595 amended it by adding “**“Territorial sea” means all waters as defined in § 2.22(a)(1) of this chapter;**” between “Power-driven vessel” and “Towing vessel” [add quotation mark (”) after “Towing vessel”]. Insert a footnote after “§2.22(a)(1)”:

‡ **Navigable waters of the United States include the: (1) Territorial seas of the United States; (2) Internal waters of the United States that are subject to tidal influence; and (3) Internal waters of the United States not subject to tidal influence that... [may be used for interstate or foreign commerce, see 33 CFR 2].**

Page 210, *VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS*, § 26.03(f), 68 FR 39353 amended “Table 26.03(f)” to “Table **161.12(c)**”.

Page 210, *VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS*, § 26.04, convert the ‘Note’ into a footnote in paragraph (e) at “monitored<sup>‡</sup>”, and, correct “156.800MHz” to “**156.800 MHz**”.

Page 211, *VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS*, § 26.08(a) & (c), correct “Assistant Commandant for Marine Safety and Environmental Protection,” to “**Director of Marine Transportation Systems Management**,”; and, the address to: “**Director of Marine Transportation Systems Management (CG-5PW), U.S. Coast Guard Headquarters, 2703 Martin Luther King Jr. Ave SE, Stop 7580, Washington, DC 20593-7580**”.

Page 214, *Table 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Area, Note 1*, 68 FR 60559, amended it adding a 2<sup>nd</sup> sentence: “**The requirements set forth in §§ 161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.**”

Page 214, *Table 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Area*, 72 FR 50052 amended it by adding a new entry (in alphabetical order), and, renumbering Note 5 & 6, and, adding Note 5:

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## BUZZARDS BAY

*Buzzards Bay Control*<sup>5</sup>      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”.

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### Notes:

5. In addition to the vessels denoted in Section 161.16 of this chapter, requirements set forth in subpart B of this chapter also apply to any vessel transiting VMRS Buzzards Bay when equipped with a bridge-to-bridge radiotelephone as defined in part 26 of this chapter.

# COMMANDANT INSTRUCTION M16672.2D CORRIGENDUM

Corrections, deletions, or insertions to CIM16672.2D and amendments to content therein are denoted in **black bold-type**

Page 215, *Table 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas, Note 5*, 72 FR 70780 amended “of this chapter” to “**of 33 CFR part 161**”.

Page 215, *Table 161.12(c)-VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas, PUGET SOUND*, 73 FR 34 998 amended all instances of “Marrowstone Point and Lagoon Point” to “**Nodule Point and Bush Point**”.