

# USCG Navigation Rules and Regulations Handbook (Aug 2014 ed)

Corrections, deletions, or insertions to Handbook content therein are denoted in **black bold-type**

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

RECORD OF CHANGES			
CHANGE NUMBER	DATE OF CHANGE	DATE EFFECTIVE	BY WHOM ENTERED
001	17 NOV 2014 / 22 NOV 2014	22 NOV 2014	LNM 46-14 / NTM 48-14
002	8 DEC 2014 / 20 DEC 2014	8 DEC 2014 / 20 DEC 2014	LNM 49-14 / NTM 51-14
003	24 AUG 2015 / 7 SEPT 2015	24 AUG 2015 / 7 SEPT 2015	LNM 35-15 / NTM 37-15
004	29 SEPT 2015 / 10 OCT 2015	29 SEPT 2015 / 10 OCT 2015	LNM 39-15 / NTM 41-15
005	30 NOV 2015 / 12 DEC 2015	30 NOV 2015 / 12 DEC 2015	LNM 48-15 / NTM 50-15
006	28 JUL 2017 & 24 JAN 2018	17 FEB 2018 / 14 FEB 2018	LNM 07-18 / NTM 07-18

Page 6, **International Rule 3(h)**, correct “vessel constrained by her draft” to ***vessel constrained by her draft*** (italicized).

Page 19, **Inland rule 9(d)**, delete “danger”; read: **“channel or fairway. The latter vessel shall use the signal prescribed in...”**

Page 19, **Inland rule 9(e)(i)**, delete “danger”; read: **“If in doubt she shall sound the signal prescribed...”**

Page 30, **International rule 19(e)**, delete redundant **“with extreme.”**

Page 31, **Inland rule 19(d)**, replace “or” with **“and/or.”**

Page 41, **Inland Rule 23(c)**, insert **“flashing”** after “all-round” and before “red light.”

Page 50, **International rule 24(d)**, correct “apply” to **“applies.”**

Page 51, **Inland rule 24(d)**, correct “apply” to **“applies.”**

Page 55, **Inland Rule 24(f)(iii)**, correct “towing vessels” to **“towing vessel.”**

Page 57, **Inland Rule 24(h)**, replace “the unlighted” with **“such.”**

Page 59, **Inland Rule 24(i) & (j)**, redesignate paragraphs (i) and (j) as **“(j)”** and **“(i)”** respectively.

Page 59, **Inland Rule 24(i) & (j)**, in new paragraph (i) remove reference to paragraph (i) in the first sentence and replat with **“(j).”**

Page 89, **Inland rule 29(a)(iii)**, replace “anchored vessels” with **“vessels at anchor.”**

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Page 95, *Inland Rule 30(I)*, correct “section” to “**Rule.**”

Page 99, *Inland rule 34(a)(ii) & (c)(ii)*, delete two instances of the word “danger.”

Page 101, *Inland rule 34(d)*, delete “This” and replace with “**Such.**”

Page 115, *Inland Annex I(f)(ii)*, replace “§ 84.03(d)” with “§ 84.03(c).”

Page 119, *Annex I to the Inland Navigation Rules, 84.13*, insert “**(a)**” before first paragraph.

Page 123, *Annex I to the Inland Rules, Section 15*, redesignate paragraphs (b) and (c) as paragraphs “**(b)(i)**” and “**(ii)**”. In newly redesignated paragraph (b)(ii), remove the text “paragraph (b)” and add, in its place, the text “**paragraph (b)(i)**”. Finally, redesignate the “Note to paragraph (c)” as “**Note 1 to paragraph (b)(ii).**”

Page 124, *Annex I to the International Rules, Section 13*, correct “mainmast light of 4.5 meters required by paragraph **2(a)(ii).**”

Page 129, *Annex I to the Inland Navigation Rules, 86.01(c)*, insert “**or more in length, or 180–2100 Hz (+/– 1%) for a vessel of less than 20 meters**” after “20 meters.”

Page 133, *Annex I to the Inland Navigation Rules, 86.02(b)*, correct “**300 mm for vessels of 20 meters or more in length.**”

Page 138 (change 005), *International Interpretive Rules §82.5*, replace existing language with “**For the purposes of Rule 30 of the 72 COLREGS, a vessel at anchor includes a barge made fast to one or more mooring buoys or other similar device attached to the sea or river floor. Such a barge may be lighted as a vessel at anchor in accordance with Rule 30, or may be lighted on the corners in accordance with 33 CFR 83.30 (h) through (l).**”

Page 138, *International Interpretive Rules §82.5*, replace reference “33 CFR 88.30(h)” with “**33 CFR 83.30 (h) through (l).**”

Page 139, *Inland Interpretive Rules §90.5*, replace reference “33 CFR 88.13” with “**33 CFR 83.30 (h) through (l).**”

Page 145, *Implementing Rules*, Title, insert, “**UPON**” between “WATERS” and “WHICH.”

Page 148, *COLREGS Demarcation Lines §80.155*, correct §80.155 Watch Hill, RI to Montauk Point, NY to:

**(a) A line drawn from 41°18'13.999"N., 071°51'30.300"W. (Watch Hill Light) to East Point on Fishers Island.**

**(b) A line drawn from Race Point at 41°14'36.509"N., 072°02'49.676"W. (Race Rock Light); thence to 41°12'22.900"N., 072°06'24.700"W. (Little Gull Island Light) thence to East Point on Plum Island.**

**(c) A line drawn from 41°10'16.704"N., 072°12'21.684"W. (Plum Island Harbor East Dolphin Light) to 41°10'17.262"N., 072°12'23.796"W. (Plum Island Harbor West Dolphin Light).**

**(d) A line drawn from 41°10'25.745"N., 072°12'42.137"W. (Plum Island Light) to 41°09'48.393"N., 072°13'25.014"W. (Orient Point Light); thence to Orient Point.**

**(e) A line drawn from the 41°06'35.100"N., 072°16'48.000"W. (Long Beach Bar Light) to Cornelius Point.**

**(f) A line drawn from 41°04'12.000"N., 072°16'48.000"W. (Coecles Harbor Entrance Light) to Sungic Point.**

**(g) A line drawn from Nicholl Point to 41°02'25.166"N., 072°15'42.971"W. (Cedar Island Light 3Cl).**

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- (h) A line drawn from 41°02'06.060"N., 072°11'19.560"W. (Threemile Harbor West Breakwater Light) to 41°02'05.580"N., 072°11'15.777"W. (Threemile Harbor East Breakwater Light).
- (i) A line drawn from 41°04'44.210"N., 071°56'20.308"W. (Montauk West Jetty Light 2) to 41°04'46.095"N., 071°56'14.168"W. (Montauk East Jetty Light 1)."

Page 148, **COLREGS Demarcation Lines §80.160**, correct §80.160 Montauk Point, NY to Atlantic Beach, NY to:  
“(a) A line drawn from 40°50'17.952"N., 072°28'29.010"W. (Shinnecock Inlet Breakwater Light 2) to 40°50'23.490"N., 072°28'40.122"W. (Shinnecock Inlet Breakwater Light 1).  
(b) A line drawn from 40°45'47.763"N., 072°45'11.095"W. (Moriches Inlet Breakwater Light 2) to 40°45'49.692"N., 072°45'21.719"W. (Moriches Inlet Breakwater Light 1).  
(c) A line drawn from the westernmost point on Fire Island to the southernmost extremity of the spit of land at the western end of Oak Beach.  
(d) A line drawn from 40°34'23.568"N., 073°34'32.364W.” (Jones Inlet Light) 322° true across Jones Inlet to the shoreline.”

Page 148, **COLREGS Demarcation Lines §80.165**, correct §80.165 New York Harbor to:  
“A line drawn from 40°34'23.568"N., 073°34'32.364"W. (East Rockaway Inlet Breakwater Light) to 40°27'42.177"N., 074°00'07.309"W. (Sandy Hook Light).”

Page 148, **COLREGS Demarcation Lines §80.170**, renumber to §80.501, relocate to below **FIFTH DISTRICT** heading and correct to:

“§80.501 Sandy Hook, NJ to Toms River, NJ

- (a) A line drawn across the seaward extremity of Shark River Inlet.
- (b) A line drawn across the seaward extremity of Manasquan Inlet.
- (c) A line drawn across the seaward extremity of Barnegat Inlet.”

Page 149, **COLREGS Demarcation Lines §80.501**, renumber to §80.501 to §80.502 Toms River, NJ to Cape May NJ and correct to:

- “(a) A line drawn from the seaward tangent of Long Beach Island to the seaward tangent to Pullen Island across Beach Haven and Little Egg Inlet, thence across Brigantine Inlet to Brigantine Island.
- (b) A line drawn from the seaward extremity of Absecon Inlet.
- (c) A line drawn parallel with the general trend of highwater shoreline from the southernmost point of Longport at latitude 39°17.6"N., longitude 74°33.1"W. across Great Egg Harbor Inlet.
- (d) A line drawn parallel with the general trend of highwater shoreline across Corson Inlet.
- (e) A line formed by the centerline of the Townsend Inlet Highway Bridge.
- (f) A line formed by the shoreline of Seven Mile Beach to 39°00'23.757"N., 074°47'28.017"W. (Hereford Inlet Light).
- (g) A line drawn across the seaward extremity of Cape May Inlet.”

Page 152, **COLREGS Demarcation Lines §80.748(f)**, replace “shoreland” with “shoreline”.

Page 161, **§2307 (a)**, insert “COAST GUARD VESSEL TRAFFIC SERVICE PILOTS” after (a) and before the text.

Page 161, **§2307**, insert “(b) NON-FEDERAL VESSEL TRAFFIC SERVICE OPERATORS. – An entity operating a non-Federal vessel traffic information service or advisory service pursuant to a duly executed written agreement with the Coast Guard, and any pilot acting on behalf of such entity, is not liable for damages caused by or related to information, advice, or communication assistance provided by such entity or pilot

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while so operating or acting unless the acts or omissions of such entity or pilot constitute gross negligence or willful misconduct.” After paragraph (a).

Page 162, *Table of Contents*, insert “**26.05 Use of radiotelephone.**”

Page 179 – *Table 161.45(B)*, remove “\*” in row 5

Page 179 – *161.50*, replace exiting position with “**37°55.8’ N., 122°34.6’ W.**”

Page 180 – *161.55*, replace exiting text with:

“The Vessel Traffic Service Puget Sound area consists of the U.S. navigable waters of the Salish Sea from a line drawn from the Washington State coastline at 48°23.133’ N., 124°43.616’ W. on Cape Flattery to the Cape Flattery Light at 48°23.5’ N., 124°44.2’ W. on Tatoosh Island, due west to the U.S. Territorial Sea Boundary; thence northward along the U.S. Territorial Sea Boundary to its intersection with the U.S./Canada International Boundary; thence east along the U.S./Canada International Boundary to 49°00.1’ N., 122°45.3’ W. (International Boundary Range C Rear Light).

(a) Vessel Traffic Service Puget Sound participates in a U.S./Canadian Cooperative Vessel Traffic Service (CVTS) to jointly manage vessel traffic in the Juan de Fuca Region. The CVTS for the Juan de Fuca Region consists of all navigable waters of the Salish Sea, bounded on the northwest by 48°35.749’ N.; and on the southwest by 48°23.5’ N.; and on the west by the rhumb line joining 48°35.749’ N., 124°47.5’ W. with 48°23.5’ N., 124°48.616’ W.; and on the northeast by a line drawn along 49° N. from Vancouver Island to Semiahmoo Bay; and on the southeast, by a line drawn from McCurdy Point on the Quimper Peninsula to Point Partridge on Whidbey Island. Canadian and United States Vessel Traffic Centers (Prince Rupert, B.C., Canada, Vancouver, BC, Canada and Seattle, WA) manage traffic within the CVTS area irrespective of the International Boundary.”

Page 187 – 189 – *Table 161.12(c)*, correct to: “*Table 1 of § 161.12(c)*”

Page 187 – *Table 1 of § 161.12(c)*, correct Buzzards Bay frequency and channel to: “**156.550 MHz (Ch.11)**”.

Page 187 – *Table 1 of § 161.12(c)*, correct Buzzards Bay second position in description to: “**to the Buzzards Bay Entrance Light in approximate position latitude 41°23.48’ N., longitude 71°02.5’ W.**”

Page 188 – *Table 1 of § 161.12(c)*, correct Port Arthur to:

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Port Arthur

—003669955

*Port Arthur Traffic*

156.050 MHz (Ch. 01A)

The navigable waters of the Sabine-Neches Canal south of

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29°52.70' N.; Port Arthur Canal; Sabine Pass Channel; Sabine Bank Channel; Sabine Outer Bar Channel; the offshore safety fairway; and the ICW from High Island to its intersection with the Sabine-Neches Canal.

*Port Arthur Traffic*      156.275 MHz (Ch 65A)      The navigable waters of the Neches River; Sabine River; and Sabine-Neches Waterway north of 29°52.70' N.; and the ICW from its intersection with the Sabine River to MM 260.

*Port Arthur Traffic*      156.675 MHz (Ch 73)<sup>6</sup>      The navigable waters of the Calcasieu Channel; Calcasieu River Channel; and the ICW from MM 260 to MM 191.

Page 188 – [Table 1 of § 161.12\(c\)](#), correct Puget Sound to:

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## Puget Sound

—003669957

*Seattle Traffic*      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*      156.250 MHz (Ch. 5A)

The U.S. waters of the Strait of Juan de Fuca east of 124°40.00' W. including waters south and east of a line drawn from Church Point on Vancouver Island, to Race Rocks Light, due east to the intersection of the U.S./Canadian border at 48°17.88' N. / 123°14.1' W., north-easterly to Hein Bank in position 48°21.094' N. / 123°02.672' W., northerly to Cattle Point Light on San Juan Island, along the shoreline to Lime Kiln Light, to Kellett Bluff Light on Henry Island, along the shoreline to the tip of McCracken Point at the northernmost point of Henry Island, to the southernmost point on Stuart Island in position 48°39.46' N. / 123°11.08' W., along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Hammond, to Patos Island Light, to Alden Bank in position 48°50.39' N. / 122°52.227' W., then due north to Boundary Bay in position 49°00.125' N. / 122°52.228' W., then due east along the international boundary to the shoreline in Semiahmoo Bay 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.

*Prince Rupert Traffic*      156.275 MHz (Ch 65A)      The waters west of 124°40' W. within 12 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 125°15.00' W.

*Victoria Traffic*      156.675 MHz (Ch 73)<sup>6</sup>      The waters of the Strait of Georgia, including Vancouver Harbor, Boundary Pass, and Haro Strait north and west a line drawn from Church Point on Vancouver Island, to Race Rocks Light, due easterly to the intersection of the U.S./Canadian

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border at 48°17.883'N. / 123°14.1' W., north-easterly to Hein Bank in position 48°21.093' N. / 123°02.762' W., northerly to Cattle Point Light on San Juan Island, along the shoreline to Lime Kiln Light, to Kellett Bluff Light on Henry Island, along the shoreline to the tip of McCracken Point at the northernmost point of Henry Island, to the southernmost point on Stuart Island in position 48°39.467' N. / 123°11.083' W., along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Hammond, to Patos Island Light, to Alden Bank in position 48°50.389' N. / 122°52.227' W., then due north to Boundary Bay in position 49°00.125' N. / 122°52.227' W., then due east along the international boundary to the shoreline in Semiahmoo Bay.

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Page 189 – **Table 1 of § 161.12(c)**, footnote 1, correct to:

<sup>1</sup> 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. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number, except for Louisville and Los Angeles/Long Beach.”

Page 189 – **Table 1 of § 161.12(c)**, footnote 6, correct to:

<sup>6</sup>“Until otherwise directed, full VTS services will not be available in the Calcasieu Channel, Calcasieu River Channel, and the ICW from MM 260 to MM 191. Vessels may contact Port Arthur Traffic on the designated VTS frequency to request advisories, but are not required to monitor the VTS frequency in this sector.”