

USCG NAVIGATION RULES CORRECTIONS

NAVIGATION RULES

Ed 2014

LAST NM 48/14

Page 6—International Rule 3(h), line 1; read:

(h) The term *vessel constrained by her draft* means a power-driven vessel which,
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Page 30—International Rule 19(e), line 6; read:

event navigate with extreme caution until danger of collision is over.
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Page 41—Inland Rule 23(c), line 3; read:

high intensity all-round flashing red light.
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Page 50—International Rule 24(d), line 1; read:

(d) A power-driven vessel to which paragraph (a) or (c) of this Rule applies...
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Page 55—Inland Rule 24(f)(iii), line 1; read:

(iii) When vessels are towed alongside on both sides of the towing vessel,
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Page 95—Inland Rule 30(l), line 2; read:

requirements of this Rule. These areas are as follows:
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Page 119—§84.13, line 2; read:

(a) The chromaticity of all navigation lights shall conform to the following...
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Page 124—Annex I, Section 13(b), lines 2 to 3; read:

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...
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Page 129—§86.01(c), lines 5 to 6; read:

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...
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Page 133—§86.02(b), line 3; read:

not less than 300 mm for vessels of 20 meters or more in length. Where...
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Page 145—Title, line 2; read:

WATERS UPON WHICH CERTAIN...
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Page 161—§2307(b); replace with below:

(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 while so operating or acting unless the acts or omissions of such entity or pilot

constitute gross negligence or willful misconduct.
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Page 161—§2307(a), line 2; read:

(a) COAST GUARD VESSEL TRAFFIC SERVICE PILOTS - Any pilot, acting in the...
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Page 162—Table of Contents, line 5; read:

26.05 Use of radiotelephone.
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Page 188—Table 161.12(c), Port Arthur; replace with below:

<i>Port Arthur Traffic</i>	156.050 MHz (Ch. 01A)	The navigable waters of the Sabine-Neches Canal south of 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.
<i>Port Arthur Traffic</i>	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.
<i>Port Arthur Traffic</i>	156.675 MHz (Ch 73) ⁶	The navigable waters of the Calcasieu Channel; Calcasieu River Channel; and the ICW from MM 260 to MM 191.

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Page 189—Table 161.12(c), footnote 6; replace with below:

⁶ 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.

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