

SECTION II
NAVIGATION PUBLICATIONS

NM 48/14

SAILING DIRECTIONS CORRECTIONS

PUB 132 (NGA)	14 Ed 2014	NEW EDITION 48/14
PUB 161 (NGA)	15 Ed 2014	NEW EDITION 48/14
PUB 173 (NGA)	13 Ed 2014	NEW EDITION 48/14

COAST PILOT CORRECTIONS

COAST PILOT 3	47 Ed 2013	09 NOV 2014 LAST NM 37/14
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Chapter 11—Paragraph 103; read:

⁽¹⁰³⁾ Horn Harbor is entered through a dredged channel marked by lights 2.4 miles northward of New Point Comfort; lights and daybeacons mark the channel in the upper part of the harbor. In 2013, the controlling depth was 4.5 feet in the dredged channel; thence in 1997, about 5 feet to a point 3.5 miles above the entrance. A cluster of submerged piling of a former fishhouse is on the east side of the channel about 1 mile above the entrance. Traffic consists chiefly of fish, shellfish, and pleasure craft.
(L 1763-2014) 48/14

COAST PILOT 7	46 Ed 2014	09 NOV 2014 LAST NM 47/14
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Chapter 7—Paragraphs 6 to 22.01; read:

- ⁽⁶⁾ <Deleted Paragraph>
- ⁽⁷⁾ <Deleted Paragraph>
- ⁽⁸⁾ <Deleted Paragraph>
- ⁽⁹⁾ <Deleted Paragraph>
- ⁽¹⁰⁾ <Deleted Paragraph>
- ⁽¹¹⁾ <Deleted Paragraph>
- ⁽¹²⁾ <Deleted Paragraph>
- ⁽¹³⁾ <Deleted Paragraph>
- ⁽¹⁴⁾ <Deleted Paragraph>
- ⁽¹⁵⁾ <Deleted Paragraph>
- ⁽¹⁶⁾ <Deleted Paragraph>
- ⁽¹⁷⁾ <Deleted Paragraph>
- ⁽¹⁸⁾ <Deleted Paragraph>
- ⁽¹⁹⁾ <Deleted Paragraph>
- ⁽²⁰⁾ <Deleted Paragraph>
- ⁽²¹⁾ <Deleted Paragraph>
- ⁽²²⁾ <Deleted Paragraph>
- ^(22.01) Insert new table titled **Enforcement of Navigation Rules in San Francisco Bay** from back of this Subsection.
(L 1970-2014) 48/14

USCG NAVIGATION RULES AND REGULATIONS
HANDBOOK CORRECTIONS

Navigation Rules	Ed 2014	LAST NM 38/14
Page 6—International Rule 3(h), Line 1; read: (h) The term <i>vessel constrained by her draft</i> means a power-driven vessel which, ... (USCG) 48/14		
Page 30—International Rule 19(e), Lines 5 to 6; read: shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over. (USCG) 48/14		
Page 41—Inland Rule 23(c), Line 3; read: all-round flashing red light. (USCG) 48/14		
Page 50—International Rule 24(d), Line 1; read: (d) A power-driven vessel to which paragraph (a) or (c) of this Rule applies shall also ... (USCG) 48/14		
Page 55—Inland Rule 24(f)(iii), Line 1; read: (iii) When vessels are towed alongside on both sides of the towing vessel, a ... (USCG) 48/14		
Page 95—Inland Rule 30(l), Line 2; read: requirements of this Rule. These areas are as follows: (USCG) 48/14		
Page 119—Section 84.13, Line 2; read: (a) The chromaticity of all navigation lights shall conform to the following standards, ... (USCG) 48/14		
Page 124—Annex I, Section 13, Line 2; read: between foremast and mainmast light of 4.5 meters required by paragraph 2(a)(ii) ... (USCG) 48/14		
Page 129—Section 86.01(c), Lines 4 to 5; read: 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 Table 86.01(c) of ... (USCG) 48/14		

Navigation Rules (Continued)

Page 133—Section 86.02(b), Line 3; read:
 than 300 mm for vessels of 20 meters or more in length.
 Where practicable, a ...
 (USCG) 48/14

Page 145—Title, Line 2; read:
 WATERS UPON WHICH CERTAIN RULES APPLY
 (USCG) 48/14

Page 161—Section 2307(a), Line 2; read:
 (a) COAST GUARD VESSEL TRAFFIC SERVICE
 PILOTS – Any pilot, acting in the course and scope of his or
 her duties while at a United ...
 (USCG) 48/14

Page 161—Section 2307(a); insert after:
 (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 com-
 munication 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 miscon-
 duct.
 (USCG) 48/14

Page 162—Table of Contents, insert:
 26.05 Use of radiotelephone
 (USCG) 48/14

Page 188—Table 161.12(c), Port Arthur; read:

Port Arthur		
—003669955		
<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.

(USCG)

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Page 189—Table 161.12(c), footnote 6; read:

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.
 (USCG) 48/14

Enforcement of Navigation Rules in San Francisco Bay

For any vessel operating within a narrow channel or fairway east of the COLREGS Demarcation Line, Rule 9 of the Inland Navigation Rules (33 CFR §83), Narrow Channels, applies.

The following locations are designated as *narrow channels or fairways* for the purpose of enforcing the Inland Navigation Rules (33 CFR §83) within San Francisco Bay. This list is not all-inclusive, but identifies areas where deep draft commercial and public vessels routinely operate.

- 1 All traffic lanes, separation zones and precautionary areas within the San Francisco Bay Region's Regulated Navigation Area (RNA) defined in 33 CFR §165.1181 including:
 - Golden Gate Traffic Lanes Golden Gate Precautionary Area
 - Central Bay Traffic Lanes
 - Central Bay Precautionary Area
 - North Ship Channel RNA
 - San Pablo Strait Channel RNA
 - Pinole Shoal Channel RNA
 - Benicia-Martinez Railroad Bridge RNA
 - Southhampton Shoal Channel/Richmond Harbor RNA
 - Oakland Harbor RNA
- 2 Point Potrero Reach/Turn
- 3 Richmond Harbor Channel
- 4 Santa Fe Channel
- 5 Oakland Inner Harbor from Inner Harbor Channel Light 8 to, and including Brooklyn Basin South Channel
- 6 Oakland Outer Harbor
- 7 Alameda Naval Air Station Channel
- 8 South San Francisco Bay Channels between the Central Bay Precautionary Area and Redwood Creek Entrance Light 2
- 9 Redwood Creek between Redwood Creek Entrance Light 2 and Redwood Creek Light 21
- 10 Carquinez Strait between the Pinole Shoal Channel RNA and the Benicia-Martinez Highway Bridge
- 11 Mare Island Strait between Mare Island Light 2 and Mare Island Causeway Bridge
- 12 Suisun Bay Channels between the Benicia-Martinez Highway Bridge and Suisun Bay Light 34
- 13 New York Slough between Suisun Bay Lighted Buoy 30 and San Joaquin River Light 2
- 14 Sacramento River and Sacramento Deep Water Ship Channel from Suisun Bay Light 34 to the Port of Sacramento
- 15 San Joaquin River from San Joaquin River Light 2 to the Port of Stockton

For any vessel west of the COLREGS Demarcation Line operating within the Off San Francisco Traffic Separation Scheme, Rule 10 of the International Regulations for Preventing Collisions at Sea 1972 (72 COLREGS), Traffic Separation Schemes, applies.

The following areas are designated Traffic Separation Schemes per 33 CFR §167.400-406.

- Off San Francisco: Precautionary Area
- Off San Francisco: Northern Approach
- Off San Francisco: Southern Approach
- Off San Francisco: Western Approach
- Off San Francisco: Main Ship Channel
- Off San Francisco: Area to be Avoided