

## NAVIGATION PUBLICATIONS

## NGA LIST OF LIGHTS CORRECTIONS

**PUB 111 Ed 2020 NEW EDITION**  
(NGA) 18/20

Page 143—§81.5/89.5; Lines 5 to 7; read:  
The application must be in writing, submitted to the Chief of the Prevention Division of the Coast Guard District in which the vessel is being built or operated, and include the following information:  
(USCG) 18/20

## SAILING DIRECTIONS CORRECTIONS

**PUB 120 13 Ed 2018 LAST NM 39/19**  
Pub. 120 has been updated to 21 March 2020, including Notice to Mariners 12/2020, and can be downloaded from the NGA Maritime Website:  
<https://msi.nga.mil>  
(NGA) 18/20

Page 144—§81.9/89.9; Lines 1 to 2; read:  
The Chief of the Prevention Division issues the Certificate of Alternative Compliance  
(USCG) 18/20

## COAST PILOT CORRECTIONS

**COAST PILOT 6 50 Ed 2020 NEW EDITION**  
(NOS) 18/20

Page 152—§80.750(b); Lines 1 to 2; read:  
A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18'N, longitude 070°41.2'W to Port Boca Grande Light.  
(USCG) 18/20

## USCG NAVIGATION RULES CORRECTIONS

**Navigation Rules Ed 2014 LAST NM 7/18**  
Page 57—§83.24(h); Lines 1 to 2; read:  
Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule,  
(USCG) 18/20

Page 152—§80.750(f); Lines 1 to 2; read:  
A line drawn from position latitude 27°17.89'N, longitude 082°33.55'W to the southernmost extremity of Lido Key (position latitude 27°17.93'N, longitude 082°33.99'W).  
(USCG) 18/20

Page 73—§83.26(f)(ii)(2)(B); Lines 1 to 3; read:  
When shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in paragraph (f)(ii)(1) of this Rule.  
(USCG) 18/20

Page 153—§80.753(d); Lines 1 to 6; read:  
A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0'N longitude 082°50.6'W; thence a straight line to position latitude 28°11.11'N, longitude 082°47.91'W.  
(USCG) 18/20

Page 73—§83.26(f)(i); Lines 3 to 4; read:  
The lights shall be visible all round the horizon at a distance of at least 1 mile  
(USCG) 18/20

Page 153—§80.810; Lines 9 to 23; read:  
(c) A line drawn from the northernmost extremity of Crooked Island 000 T. to the mainland.  
(d) A line drawn from the easternmost extremity of Shell Island 120° true to the shoreline across the east entrance to St. Andrews Bay.

Page 81—§83.27(d)(iv)(1)(B); Line 1; read:  
Visible all round the horizon,  
(USCG) 18/20

(c) A line drawn between the seaward end of the St. Andrews Bay Entrance Jetties.  
(d) A line drawn between the seaward end of the Choc-tawatchee Bay Entrance Jetties.

Page 81—§83.27(d)(iv)(2)(A); Line 1; read:  
Visible all round the horizon, and  
(USCG) 18/20

(e) An east-west line drawn from Fort McRee Leading Light across the Pensacola Bay Entrance along latitude 30°19.5'N.  
(f) A line drawn between the seaward end of the Perdido Pass Jetties.  
(USCG) 18/20

Page 142—§81.3/89.3; Lines 4 to 6; read:  
The Chief of the Prevention Division in each Coast Guard District Office makes this determination and requires that alternative compliance be as close as possible with the 72 COLREGS/Inland Rules  
(USCG) 18/20

Page 165—§26.08(a); Lines 1 to 2; read:  
The Commandant has redelegated to the Assistant Commandant for Prevention Policy, U.S. Coast Guard

**Navigation Rules (Continued)**

Headquarters,  
(USCG)

18/20

Page 168 to Page 169; §161.2; read:

For the purposes of this part:

*Center* means a Vessel Traffic Center or Vessel Movement Center.

*Cooperative Vessel Traffic Services (CVTS)* means the system of vessel traffic management established and jointly operated by the United States and Canada within adjoining waters. In addition, CVTS facilitates traffic movement and anchorages, avoids jurisdictional disputes, and renders assistance in emergencies in adjoining United States and Canadian waters.

*Hazardous Vessel Operating Condition* means any condition related to a vessel's ability to safely navigate or maneuver, and includes, but is not limited to:

(1) The absence or malfunction of vessel operating equipment, such as propulsion machinery, steering gear, radar system, gyrocompass, depth sounding device, automatic radar plotting aid (ARPA), radiotelephone, Automatic Identification System equipment, navigational lighting, sound signaling devices or similar equipment.

(2) Any condition on board the vessel likely to impair navigation, such as lack of current nautical charts and publications, personnel shortage, or similar condition.

(3) Vessel characteristics that affect or restrict maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

*Navigable waters* means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

*Precautionary Area* means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic may be recommended.

*Towing Vessel* means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

*Published* means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

*Vessel Movement Center (VMC)* means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or zone within such an area. The VMC does not necessarily have the capa-

bility or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

*Vessel Movement Reporting System (VMRS)* means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

*Vessel Movement Reporting System (VMRS) User* means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

*Vessel Traffic Center (VTC)* means the shore-based facility that operates the vessel traffic service for the Vessel Traffic Service area or zone within such an area.

*Vessel Traffic Services (VTS)* means a service implemented 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 area encompassing a specific VTS area of service. This area of service may be subdivided into zones for the purpose of allocating responsibility to individual Vessel Traffic Centers or to identify different operating requirements.

NOTE: Although regulatory jurisdiction is limited to the navigable waters of the United States, certain vessels will be encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

*VTS Special Area* means a waterway within a VTS area in which special operating requirements apply.

*VTS User* means a vessel or an owner, operator, charterer, Master, or person directing the movement of a vessel within a VTS Area that is:

- (1) Subject to the Vessel Bridge-to-Bridge Radiotelephone Act;
- (2) Required to participate in a VMRS; or
- (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

*VTS User's Manual* means the manual established and distributed by the VTS to provide the mariner with a description of the services offered and rules in force for that VTS. Additionally, the manual may include chartlets showing the area and zone boundaries, general navigational information about the area, and procedures, radio frequencies, reporting provisions and other information which may assist the mariner

**Navigation Rules (Continued)**

<p>while in the VTS area. (USCG)</p>	<p>18/20</p>	<p>Page 185—§161.70(d); Entry 4 to Table §161.70(d); Notes Column; Line 1; read: Zone Shift (USCG)</p>	<p>18/20</p>
<p>Page 169—§161.4; NOTE 1; Lines 1 to 5; read: NOTE 1: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (<a href="https://www.navcen.uscg.gov">https://www.navcen.uscg.gov</a>). (USCG)</p>	<p>18/20</p>	<p>Page 188—Table 1 to §161.12(c); Entry (10)(ii) – Seattle Traffic, in the “Monitoring area” column; Line 1; read: The U.S. waters of the Salish Sea east of 124°40.00’W. including waters south and east of a line drawn from Church Point on Vancouver Island, (USCG)</p>	<p>18/20</p>
<p>Page 170—§161.5(b); Lines 3 to 4; read: appropriate VTC. Requests to deviate must be made as far in advance as practicable. Upon receipt of the request, the VTC may authorize (USCG)</p>	<p>18/20</p>	<p>Page 189--§161.12 in Table 1 to §161.12(c); NOTE <sup>6</sup>; read: <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 zone. (USCG)</p>	<p>18/20</p>
<p>Page 172—§161.17; Lines 1 to 3; read: Reserved. (USCG)</p>	<p>18/20</p>	<p>(USCG)</p>	<p>18/20</p>