

# USCG NAVIGATION RULES CORRECTIONS - NTM 7/18

## Navigation Rules Edition 2014 - LAST NTM 50/15

**Page 19—Inland Rule 9 §83.09(e)(i), line 7; read:**  
...sound the signal prescribed in Rule 34(d) (§83.34 (d)).  
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**Page 51—Inland Rule 24 §83.24(d), line 1; read:**  
(d) A power-driven vessel to which paragraphs (a) or (c) of this Rule applies...  
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**Page 59—Inland Rule 24 §83.24(i), line 1, change:**  
Designation of subparagraph (i) to (j).  
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**Page 59—Inland Rule 24 §83.24(j), line 1, change:**  
Designation of subparagraph (j) to (i).  
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**Page 59—Inland Rule 24 §83.24(i)[redesignated], line 3, read:**  
paragraph (a), (c) or (j) of this Rule, such vessel shall not be required to exhibit...  
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**Page 99—Inland Rule 34 §83.34(a)(ii), line 4; read:**  
safety of the proposed maneuver, she shall sound the signal...  
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**Page 99—Inland Rule 34 §83.34(c)(ii), line 2; read:**  
sound a similar sound signal. If in doubt, she shall sound the signal...  
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**Page 123—Inland Annex I §84.15(b), lines 1 to 12; replace with below:**  
(b)(i) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in Rule 30 (§ 83.30 of this chapter), which need not be placed at an impracticable height above the hull, and the all-round white light described in Rule 23(e) (§ 83.23(e) of this chapter), which may not be obscured at all.

(b)(ii) If it is impracticable to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened to appear, as far as practicable, as one light at a minimum distance of one nautical mile.

Note to paragraph (b)(ii): Two unscreened all-round lights that are 1.28 meters apart or less will appear as one light to the naked eye at a distance of one nautical mile.  
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**Page 148—33 CFR 80 §80.155(b), line 3; read:**  
Light); thence to 41°12'22.900" N., 072°06'24.700" ...  
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**Page 149—33 CFR 80 §80.502(a), lines 3 to 5; read:**  
...Pullen Island across Beach Haven and Little Egg Inlet, thence across Brigantine Inlet to Brigantine Island.  
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**Page 179—33 CFR 161 §161.45(b), line 2; read:**  
TABLE 1 to §161.45(b)—VTS ST. MARYS RIVER REPORTING POINTS  
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**Page 179—33 CFR 166 §161.45(b), line 8; change:**  
Table designator 5\* to 5.  
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**Page 179—33 CFR 161 §161.50, line 6; read:**  
Tamalpais (37°55.8' N., 122°34.6' W.); and its navigable tributaries as far east as the port...  
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**Page 180—33 CFR 161 §161.55, lines 1 to 27; replace with below:**  
§161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region. 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.  
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**Page 187 to Page 189; Table 161.12(c):**  
Replace with table from back of this Subsection.  
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Table 1 to § 161.12(c) – VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring

Center –MMSI <sup>1</sup> –Call Sign	Designated frequency (Channel Designation) –purpose <sup>2</sup>	Monitoring area <sup>3,4</sup>
<b>Berwick Bay</b> —03669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45' N., west of 91°10' W., north of 29°37' N., and east of 91°18' W.
<b>Buzzards Bay</b>		
<i>Buzzards Bay Control<sup>5</sup></i>	156.550 MHz (Ch. 11)	The waters east and north of a line drawn from the southern tangent of Sakonnet Point, Rhode Island, in approximate position latitude 41°27.20' N., longitude 71°11.70' W., to the Buzzards Bay Entrance Light in approximate position latitude 41°23.48' N., longitude 71°02.5' W., and then to the southwestern tangent of Curythunk Island, Massachusetts, at approximate position latitude 41°24.60' N., longitude 70°57.00' 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".
<b>Houston-Galveston</b> —003669954 <i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A) —For Sailing Plans only	The navigable waters north of 29° N., west of 94°20' W., south of 29°49' N., and east of 95°20' W. The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37' N., 95°01.27' W.).
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A) —For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37' N., 95°01.27' W.)
<b>Los Angeles/Long Beach</b> <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3' N., 118°17.6' W.).
<b>Louisville</b> <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 600) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
<b>Lower Mississippi River<sup>6</sup></b> —003669952 <i>New Orleans Traffic</i>	156.700 MHz (Ch. 11)	The navigable waters of the Lower Mississippi River below 29°55.3' N 089°55.6' W (Saxombohm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3' N 089°25.7' W (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes.
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30" N and 090°12'46" W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicular at 29°55.3' N 089°55.6' W (Saxombohm Light) at 86.0 miles AHP.
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 05A)	The navigable waters of the Lower Mississippi River below 30°38.7' N 091°17.5' W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30" N and 090°12'46" W (Upper Twelve Mile Point) at 109.0 miles AHP.

Table 1 to § 161.12(c) – VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring

Center —MMSI <sup>1</sup> —Call Sign <sup>2</sup>	Designated frequency (Channel Designation) —purpose <sup>3</sup>	Monitoring area <sup>3,4</sup>
New York —003669951 New York Traffic	156.550 MHz (Ch. 11) —For Sailing Plans only	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25' N; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9' N; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7' N, longitude 74°01.6' W, in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.600 MHz (Ch. 12) —For vessels at anchor	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25' N; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort Pt, NJ; then north including the waters of the Upper New York Bay south of 40°42.40' N (Brooklyn Bridge) and 40°43.70' N (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25' N (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95' N (Lehigh Valley Draw Bridge).
New York Traffic	156.700 MHz (Ch. 14)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26' N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25' N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40' N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
New York Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26' N; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25' N (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40' N (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur —003669955 Port Arthur Traffic	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.
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.
Prince William Sound —003669958 Vadex Traffic	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.
Puget Sound Seattle Traffic —003669957	156.650 MHz (Ch. 13)	The navigable waters south of 61°05' N, east of 147°20' W, north of 60° N, and west of 146°30' W; and, all navigable waters in Port Valdez.
Puget Sound Seattle Traffic —003669957	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.
Puget Sound Seattle Traffic —003669957	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°17.887' 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°39.467' N. / 123°11.083' W., along the shoreline to Turn Point Light, to Sandy Point on Waldron Island, along the shoreline to Point Alden Bank in position 48°50.399' 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 —003160013	156.725 MHz (Ch. 74)	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 —03160010	156.550 MHz (Ch. 11)	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 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.

Table 1 to § 161.12(c) – VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring

Center	Designated frequency (Channel Designation) —purpose <sup>2</sup>	Monitoring area <sup>3,4</sup>
<b>San Francisco</b> —MMSI <sup>1</sup> —Call Sign		
—003660956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0' W. and north of 37°40.0' N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8' N., 122°34.6' W.) west of 122°42.0' W. and south of 37°40.0' N and excluding the San Francisco Offshore Precautionary Area.
<b>St. Marys River</b> —003660953 <i>St. Marys River Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57' N. (De Tour Reef Light) and 46°38.7' N. (Île Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16' N. and 46°01.57' N. (à la Pointe à Sims Point in Potagannissing Bay and Worsley Bay).

NOTES:

<sup>1</sup> Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth 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.

<sup>2</sup> In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

<sup>3</sup> All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

<sup>4</sup> Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

<sup>5</sup> In addition to the vessels denoted in §161.16 of this chapter, requirements set forth in subpart B of this part also apply to any vessel transiting VMRS Buzzards Bay required to carry a bridge-to-bridge radiotelephone by part 26 of this chapter.

<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.

<sup>7</sup> A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.