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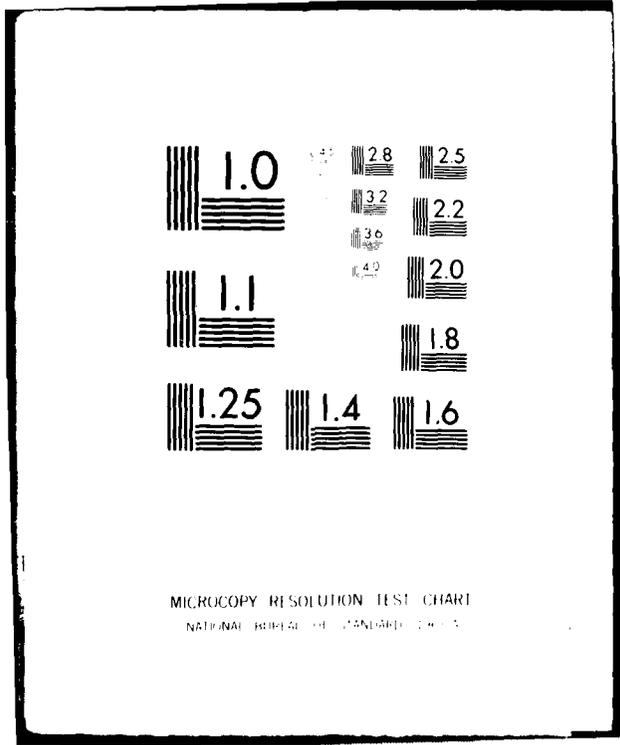
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DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

CG-184

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FOREWORD

This publication contains navigation requirements which must be followed by all vessels while navigating on the western rivers. The statutory rules for preventing collisions of vessels are copied from sections 4233, 4233A, 4233B, 4233C, and 4487 of the Revised Statutes, as amended (33 U.S.C. 301-356, 46 U.S.C. 480). The Rules of the Road regulations established by the Commandant, United States Coast Guard are copied from Part 95 of Title 33, Code of Federal Regulations. Related laws and regulations affecting navigation on the western rivers are also included herein.

This publication replaces the prior edition of September 1, 1966. It includes all changes and amendments to the rules of the road for the western rivers enacted by Congress or published in the Federal Register through August 1, 1972.

The regulations in this pamphlet are contained in the Code of Federal Regulations, Title 33—Navigation and Navigable Waters. Changes to these regulations are published as they occur in the Federal Register and in the Local Notice to Mariners. The Federal Register which is published daily, and the Code of Federal Regulations volumes, which are revised as of 1 January of each year, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Local Notices to Mariners affecting changes to this pamphlet may be obtained from Commander, (oan) Second Coast Guard District, Federal Building, 1520 Market Street, St. Louis, Missouri 63103 or from Commander, (oan) Eighth Coast Guard District, Customhouse, New Orleans, Louisiana 70130.

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The navigation requirements for vessels navigating the high seas and coastal inland waters of the United States are contained in a pamphlet entitled "Rules of the Road, International-Inland," CG-169. The navigation requirements for vessels navigating the Great Lakes are set forth in a pamphlet entitled "Rules of the Road, Great Lakes," CG-172. These pamphlets are published by the Coast Guard as required by statute and may be obtained upon request to Coast Guard Marine Inspection Offices or the Commandant (CAS-2/81), U.S. Coast Guard Headquarters, 400 Seventh Street, SW, Washington, D.C. 20590.

The Coast Guard is responsible for the enforcement of the rules and regulations. It is the duty of all persons navigating or piloting vessels to familiarize themselves with the requirements of these rules and to conform strictly therewith in the navigation of their vessels. To this end, Coast Guard personnel concerned with the administration and enforcement of these laws and regulations will extend every possible assistance.

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THE TERMINOLOGY FOR NUMBERING

This is an explanation of the numbering system used in Coast Guard pamphlets containing regulations and is the same as that used in the Code of Federal Regulations.

The regulations regarding navigation are divided into chapters, subchapters, parts, subparts, sections, paragraphs, subparagraphs, and subdivisions. The parts in each chapter are assigned arabic numbers. The sections have been further subdivided into paragraphs, paragraphs into subparagraphs, and subparagraphs into subdivisions. The terminology for numbering may be described as follows:

<i>Terminology</i>	<i>Example</i>
Part	95
Section	95.01
Paragraph	95.01 (a)
Subparagraph	95.01 (a) (1)
Subdivision	95.01 (a) (1) (i)

STATUTES

(Sections of the Revised Statutes of the United States Relating to the Navigation of Vessels on the Mississippi River and its tributaries, the Atchafalaya River, and the Red River of the North)

ALL VESSELS

SEC. 4233. The following regulations for preventing collisions shall be followed by all vessels upon the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North; and are hereby declared special rules duly made by local authority: (*33 U. S. C. 301.*)

I—PRELIMINARY DEFINITIONS

RULE NUMBERED 1. In the following rules every steam vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a steam vessel.

The words "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor, or made fast to the shore, or aground.

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

The words "distinct blast" in these rules, when applied to whistle signals shall mean a clearly audible blast of any length. (*33 U. S. C. 302.*)

II—LIGHTS, AND SO FORTH

RULE NUMBERED 2. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights, or impair their visibility, shall be exhibited. (*33 U. S. C. 311.*)

RULE NUMBERED 3. A steam vessel when towing another vessel or vessels alongside or by pushing ahead shall carry—

(a) On the starboard side a green light so constructed and fixed as to show the light from ahead and not more than half a point on the port bow to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least three miles.

(b) On the port side a red light so constructed and fixed as to show the light from ahead and not more than half a point on the starboard bow, to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least three miles.

(1) The said green and red side lights shall be fitted with inboard screens painted black and projecting at least three feet forward from the light, so as to prevent these lights from being seen more than half a point across the bow.

(d) At or near the stern, where they can best be seen, two amber lights in a vertical line, one over the other, not less than three feet apart, of such a character as to be visible from aft for a distance of at least two miles, and so screened as not to be visible forward of the beam. (*33 U. S. C. 312.*)

RULE NUMBERED 4. A steam vessel when towing another vessel or vessels on a hawser astern shall carry, in addition to the side lights described in rule 3 (a), (b), and (c) and at a greater height than those lights, in the forward half of the vessel, two bright white lights in a vertical line, one over the other, at least three feet apart. Each of these lights shall be so constructed as to show an unbroken light over an arc of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side and of such a character as to be visible at a distance of at least three miles. (*33 U. S. C. 313.*)

RULE NUMBERED 5. A seagoing steam vessel under way shall carry lights as required by article 2, International Rules, as amended. (*33 U. S. C. 314.*)

RULE NUMBERED 6. A river steamer, by which is meant a river-type steam vessel with two smokestacks in an athwartship line, may carry, in lieu of the lights prescribed by rule 7 (a), the following lights, namely: One red light on the outboard side of the port smokestack and one green light on the outboard side of the starboard smokestack. Such lights shall show forward, aft, and abeam on their respective sides. (*33 U. S. C. 315.*)

RULE NUMBERED 7. (a) A steam vessel underway, except as otherwise provided in these rules, shall carry, in addition to side lights as described in rule 3 (a), (b), and (c), a central range of two white lights, the after light being carried at an elevation higher than the light at the head of the vessel. The headlight shall be so constructed as to show an unbroken light through twenty points of the compass, namely, from right ahead to two points abaft the beam on either side of the vessel, and the after light so as to show all around the horizon.

(b) The lights for barges, canal boats, scows, and other vessels of nondescript type, when in tow of steam vessels, and for ferry-boats, shall be as prescribed by the Commandant, United States Coast Guard. (*33 U. S. C. 316.*)

RULE NUMBERED 8. A sailing vessel under way, and any vessel being towed except barges, canal boats, scows, and other vessels of nondescript type when in tow of steam vessels, shall carry screened side lights as prescribed by rule 3, sections (a), (b), and (c), for a steam vessel, and a stern light as prescribed by rule 10. (*33 U. S. C. 317.*)

RULE NUMBERED 9. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most

visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens. (33 U. S. C. 318.)

RULE NUMBERED 10. (a) A vessel when under way, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of twelve points of the compass, so fixed as to show the light six points from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least two miles. Such light shall be carried as nearly as practicable on the same level as the side lights.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision. (33 U. S. C. 319.)

RULE NUMBERED 11. (a) Sailing pilot vessels, when engaged on their station on pilotage duty, and not at anchor, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, at a distance of at least three miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed ten minutes.

On the near approach of or to other vessels, they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A sailing pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the side lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

(b) A steam pilot vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot vessels, carry, at a distance of eight feet below her white masthead lights, a red light, visible all around the horizon at a distance of at least three miles, and also the side lights required to be carried by vessels when under way.

(c) All pilot vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed above, except that the side lights shall not be shown.

When not engaged on their stations on pilotage duty they shall carry the same lights as other vessels of their class and tonnage. (33 U. S. C. 320.)

RULE NUMBERED 12. Motorboats, when not engaged in towing, shall be lighted as provided by the Motorboat Act of April 25, 1940, as amended. When towing, they shall be subject to the same provisions for lighting as other steam vessels towing. (33 U.S.C. 321.)

RULE NUMBERED 13. (a) Except as provided in paragraph (c) of this rule, a vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least two miles.

(b) Except as provided in paragraph (c) of this rule, a vessel of one hundred and fifty feet or upward in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty feet above the hull, one such light, and at or near the stern of the vessel, at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

(c) The Secretary of the Army may, after investigation, by rule, regulation, or order, designate such areas as he may deem proper as "special anchorage areas"; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of the Army shall deem such change or abolition in the interests of navigation. When anchored within such an area—

(1) a vessel of not more than sixty-five feet in length shall not be required to carry or exhibit the white light required by this rule;

(2) a barge, canal boat, scow, or other nondescript craft of one hundred and fifty feet or upward in length may carry and exhibit the single white light prescribed by paragraph (a) of this rule in lieu of the two white lights prescribed by paragraph (b) of this rule; and

(3) where two or more barges, canal boats, scows, or other nondescript craft are tied together and anchored as a unit, the anchor light prescribed by this rule need be displayed only on the vessel having its anchor down. (*33 U.S.C. 322.*)

RULE NUMBERED 14. The exhibition of any light on board of a vessel of war of the United States or a Coast Guard cutter may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it. (*33 U.S.C. 323.*)

RULE NUMBERED 15. All signals prescribed by this article for vessels under way shall be given—

By "steam vessels" on the whistle or siren.

By sailing vessels and "vessels towed" on the foghorn.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by an obstruction; also with an efficient bell. A sailing vessel of twenty gross tons or upward shall be provided with a similar bell.

In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals described by this article shall be used as follows, namely:

(a) A steam vessel under way and towing another vessel or vessels shall sound, at intervals of not more than one minute, three

distinct blasts of the whistle, of approximately equal length.

(b) A steam vessel under way without a tow shall sound, at intervals of not more than one minute, three blasts of the whistle, the first two blasts to be approximately of equal length, the last blast to be longer.

(c) A steam vessel, with or without a tow, lying to, by which is meant holding her position near or against the bank by using her engines, or temporarily moored to the bank, when a fog signal or other sound is heard indicating the approach of another vessel, shall, if lying to on the right bank, give one tap of the bell to indicate her presence, and if lying to on the left bank, two taps of the bell, at intervals of not more than one minute, such signals to continue until the approaching steam vessel has passed. Right and left bank is understood as facing downstream or with the flow of the current.

(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds, except that the following vessels shall not be required to sound this signal when anchored in a special anchorage area established pursuant to paragraph (c) of rule 13:

(1) a vessel of not more than sixty-five feet in length; and

(2) a barge, canal boat, scow or other nondescript craft. (*33 U.S.C. 331.*)

RULE NUMBERED 16. Every steam vessel shall, in fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, go at a moderate speed. A steam vessel hearing, apparently forward of her beam, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other. (*33 U.S.C. 341.*)

RULE NUMBERED 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel. (*33 U.S.C. 342.*)

III—STEERING AND SAILING RULES

PRELIMINARY—RISK OF COLLISION

Risk of collision can, when circumstances permit, be ascertained

by carefully watching the bearing of an approaching vessel. If the bearing does not appreciably change such risk should be deemed to exist. (*33 U.S.C. 341a.*)

RULE NUMBERED 18. (a) When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, except when one steam vessel is ascending and the other descending a river, it shall be the duty of each to pass on the port side of the other, and to alter course to starboard sufficiently so that this can be done in safety. This maneuver shall require an exchange of one-blast signals when the vessels are not less than one-half mile apart, and either vessel shall blow the first signal which the other shall promptly answer.

(b) When an ascending steam vessel is approaching a descending steam vessel on a river, the signals for passing shall be one distinct blast of the whistle by each vessel if passing port to port, and two distinct blasts of the whistle if passing starboard to starboard.

The pilot of the ascending steam vessel shall give the first signal for passing, which shall promptly be answered by the same signal by the pilot of the descending steam vessel, if safe to do so, and both shall be governed accordingly; but if the pilot of the descending steam vessel deems it dangerous to take the side indicated by the ascending steam vessel, he shall immediately signify that fact by sounding four or more short and rapid blasts, the danger signal, and it shall be the duty of the pilot of the ascending steam vessel to answer by a similar danger signal and the engines of both shall immediately be stopped and backed, if necessary, until signals for passing are given, answered, and understood. After sounding the danger signal by both vessels, the pilot of the descending steam vessel shall indicate by his whistle the side on which he desires to pass, and the pilot of the ascending steam vessel shall govern himself accordingly, the descending steam vessel being entitled to the right-of-way.

The pilot of the descending steam vessel shall not blow the first signal, except that if the other vessel has not whistled when the steam vessels, or the forward end of their tows, if being pushed ahead, are within one-half mile of each other, he shall blow the first danger signal, which shall be promptly answered by a danger signal by the ascending vessel; but whether answered or not, the pilot of the descending vessel shall indicate the side on which he desires to pass, and both vessels shall be governed accordingly. (*33 U.S.C. 343.*)

RULE NUMBERED 19. (a) When two steam vessels are crossing so as to involve risk of collision, other than when one vessel is overtaking another, the vessel which has the other to starboard shall keep out of the way of the other. Either vessel shall give, as a signal of intention to comply with this rule, one distinct blast of her whistle, which the other vessel shall answer with a similar blast: *Provided, however,* That a steam vessel descending a river and towing another vessel or vessels shall be deemed to have the right-of-way over any steam vessel crossing the river, and shall

give as a signal of her intention to hold on across the bow of the other vessel, three distinct blasts of the whistle. The crossing vessel shall immediately reply with a similar signal, and shall keep clear by stopping or going under the stern of the descending vessel.

(b) If from any cause the conditions covered by these situations are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing four or more short and rapid blasts, the danger signal, and both steam vessels shall be stopped and backed if necessary until signals for passing with safety in accordance with these rules are given, answered, and understood. (*33 U.S.C. 344.*)

RULE NUMBERED 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except when the sailing vessel is overtaking the steam vessel, the steam vessel shall keep out of the way of the sailing vessel. This rule shall not give to a sailing vessel the right to hamper the safe passage of a large steam vessel or vessel with tow that is ascending or descending a river. (*33 U.S.C. 345.*)

RULE NUMBERED 21. Every steam vessel, when approaching another vessel so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse. (*33 U.S.C. 346.*)

RULE NUMBERED 22. (a) Notwithstanding anything contained in these rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

(b) When one steam vessel is overtaking another steam vessel, so as to involve risk of collision, and the overtaking vessel shall desire to pass on the right or starboard side of the other vessel, she shall give, as a signal of such desire, one distinct blast of her whistle, and if the overtaken vessel answers with one blast, shall direct her course to starboard; or if the overtaking vessel shall desire to pass on the left or port side of the other vessel, she shall give, as a signal of such desire, two distinct blasts of her whistle and if the overtaken vessel answers with two blasts, shall direct her course to port. However, if the overtaken vessel does not think it is safe for the overtaking vessel to attempt to pass at that time, she shall immediately so signify by giving several short and rapid blasts of her whistle, not less than four, and under no circumstances shall the overtaking vessel attempt to pass until such time as they have reached a point where it can be safely done, and the

overtaken vessel shall have signified her willingness by blowing the proper signal, two blasts for the overtaking vessel to pass on the port side, one blast to pass on the starboard side, which signal shall be answered with a similar signal by the overtaking vessel before passing. After an agreement has been reached the overtaken vessel shall in no case attempt to cross the bow or crowd upon the course of the overtaking vessel. (*33 U.S.C. 347.*)

RULE NUMBERED 23. Where by rules 17, 19, 20, and 22 one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualification of rule 25. Rule Numbered 23(A). A steam vessel of less than sixty-five feet in length which can maneuver easily shall not hamper the safe passage of a large vessel or vessel with tow that is ascending or descending a river. (*33 U.S.C. 348.*)

RULE NUMBERED 24. (a) If, when steam vessels are approaching each other either vessel for any reason fails to understand, or regards as unsafe, the course or intention of the other, the vessel in doubt shall immediately so signify by giving several short and rapid blasts of her whistle, at least four, the danger signal.

(b) Whenever a steam vessel, whether ascending or descending, is nearing a bend in a channel where, from the height of the banks or other cause, a steam vessel approaching from the other direction cannot be seen for a distance of six hundred yards such steam vessel, when within six hundred yards of such bend—or if she have a tow projecting ahead, then when the head of such tow is within six hundred yards of the bend—shall give a signal by three distinct blasts of her whistle, which signal shall be answered by a similar signal given by any approaching steam vessel that may be within hearing around the bend. Should such signal be so answered by a steam vessel upon the farther side of such bend, then, immediately upon sighting each other, the usual signals for meeting and passing shall be given and answered. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

(c) When a steam vessel is moved from her dock, or anchorage, she shall give the same signal as in the case of a steam vessel nearing a bend, but she and any approaching vessel shall be governed by rules 25 and 26 until her course is apparent, and then both vessels shall be governed by the other steering and sailing rules.

(For additional whistle signals and other regulations established by the Commandant,¹ United States Coast Guard, see Pilot Rules

¹ The Coast Guard was transferred to the Department of Transportation and all functions, powers, and duties, relating to the Coast Guard, of the Secretary of the Treasury and of other offices and officers of the Department of the Treasury were transferred to the Secretary of Transportation by Pub. L. 89 670, Oct. 15, 1966, 80 Stat. 931, which created the Department of Transportation. See section 1655 (b) of Title 49, United States Code.

All functions of all officers of the Department of the Treasury, and all functions of all agencies and employees of such Department, were transferred, with certain exceptions, to the Secretary of the Treasury, with power vested in him to authorize their performance or the performance of any of his functions, by any of such officers, agencies, and employees by 1950 Reorg. Plan No. 26, SS 1, 2, eff. July 31, 1950, 15 F. R. 4935, 64 Stat. 1280, set out in the Appendix to Title 5, United States Code. Such Plan excepted from the transfer, the functions of the Coast Guard, and of the Commandant thereof, when the Coast Guard is operating as a part of the Navy under sections 1 and 3 of Title 14, United States Code, Coast Guard.

The Secretary of Transportation delegated to the Commandant of the Coast Guard authority to carry out all the activities of the Coast Guard in 49 CFR 1.46.

for Western Rivers as prescribed under section 4233A.) (*33 U.S.C. 349.*)

RULE NUMBERED 25. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. When such departure becomes necessary neither vessel shall have the right-of-way and both shall navigate with caution until danger of collision is over. (*33 U.S.C. 350.*)

RULE NUMBERED 26. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. (*33 U.S.C. 351.*)

RULE NUMBERED 27. All orders to helmsmen shall be given as follows:

“Right rudder” to mean “Direct the vessel’s head to starboard.”

“Left rudder” to mean “Direct the vessel’s head to port.” (*33 U.S.C. 352.*)

REGULATIONS

SEC. 4233A. (a) The Secretary of the Department in which the Coast Guard is operating shall establish such rules to be observed, on the waters described in section 4233, by steam vessels in passing each other and as to the lights and day signals to be carried on such waters by ferryboats, by vessels and craft of all types when in tow of steam vessels or operating by hand power or horsepower or drifting with the current, and by any other vessels not otherwise provided for, not inconsistent with the provisions of this Act, as he from time to time may deem necessary for safety, which rules are hereby declared special rules duly made by local authority. A pamphlet containing such Act and regulations shall be furnished to all vessels and craft subject to this Act. On vessels and craft over sixty-five feet in length the pamphlet shall, where practicable, be kept on board and available for ready reference.

(b) Except in an emergency, before any rules or any alteration, amendment, or repeal thereof, are established by the Secretary under the provisions of this section, the said Secretary shall publish the proposed rules, alterations, amendments, or repeals and public hearings shall be held with respect thereto on such notice as the Secretary deems reasonable under the circumstances. (*33 U.S.C. 353.*)

PENALTIES

SEC. 4233B. Every licensed or unlicensed pilot, engineer, mate, or master of any steam vessel, and every master or mate of any barge, canal boat, scow, or other nondescript craft, who neglects or refuses to observe the provisions of section 4233, or the regulations established in pursuance of section 4233A, shall be liable to a penalty not exceeding \$500, and for all damages sustained by

any passenger in his person or baggage by such neglect or refusal: *Provided*, That nothing herein shall relieve any vessel, owner, or corporation from any liability incurred by reason of such neglect or refusal. (33 U.S.C. 354.)

SEC. 4233C. Every vessel that shall be navigated without complying with the provisions of section 4233, or the regulations established in pursuance of section 4233A, shall be liable to a penalty of \$500, one-half to go to the informer, for which sum the vessel so navigated shall be liable and may be seized and proceeded against by action in any district court of the United States having jurisdiction of the offense. (33 U.S.C. 355.)

SAFE NAVIGATION

SEC. 4487. On any steamers navigating rivers only, when from darkness, fog, or other cause the pilot or [on] watch shall be of opinion that the navigation is unsafe, or from accident to or derangement of the machinery of the boat the chief engineer shall be of the opinion that the further navigation of the vessel is unsafe, the vessel shall be brought to anchor or moored as soon as it can prudently be done: *Provided*, That if the person in command shall, after being so admonished by either of such officers, elect to pursue such voyage, he may do the same; but in such case both he and the owners of such steamer shall be answerable for all damages which shall arise to the person of any passenger or his baggage from such causes in so pursuing the voyage, and no degree of care or diligence shall in such case be held to justify or excuse the person in command or the owners. (46 U.S.C. 480.)

NAVY OR COAST GUARD VESSELS

SEC. 5. Where any Navy or Coast Guard vessel of special construction, as certified to by the Secretary of the Navy, or the Secretary of Transportation in the case of Coast Guard vessels operating under the Transportation Department, or such official or officials as either may designate, is now or may hereafter by virtue of statute, convention, or treaty, be exempt from compliance with any requirements of the International Rules of the Road, such type of vessel shall similarly be exempt from compliance with any corresponding requirement under the rules specified in this Act. (Sec. 5, 62 Stat. 257; 33 U.S.C. 356.)

REGULATIONS

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER F—NAVIGATION REQUIREMENTS FOR WESTERN RIVERS

PART 95—PILOT RULES FOR WESTERN RIVERS

Sec.	GENERAL	Sec.	
95.01	General instructions.		TOWING OF BARGES
95.02	Demarcation lines between "Rules of the Road—Western Rivers" and "Rules of the Road—Great Lakes."	95.38	Hawser lengths for all tows.
95.03	Definitions.		DISTRESS SIGNALS
95.05	Risk of collision.	95.39	Distress signals.
	VESSELS PASSING EACH OTHER		UNAUTHORIZED USE OF LIGHTS; UNNECESSARY WHISTLING
95.07	Vessels meeting at confluence of two rivers.	95.41	Rule relating to the use of searchlights or other blinding lights.
95.09	Danger and cross signals.	95.43	Rule prohibiting unnecessary sounding of the whistle.
95.11	Narrow channels.	95.45	Rule prohibiting the carrying of unauthorized lights on vessels.
95.13	Approaching bridge span or draw.		LIGHTS AND DAY SIGNALS FOR VESSELS, DREDGES OF ALL TYPES, AND VESSELS WORKING ON WRECKS AND OBSTRUCTIONS, ETC.
95.15	Ascending, descending steam vessels crossing river.	95.51	Scope and applicability.
95.17	Overtaking situation.		LIGHTS AND DAY SIGNALS
95.19	Passing signals.	95.52	Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed.
95.21	Visual signals.	95.53	Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.
95.23	Pamphlet containing pilot rules.	95.54	Dredges held in stationary position by moorings or spuds.
95.25	Diagrams.		
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95.27	Lights for ferryboats.		
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95.36	Lights for barges at bank or dock.		
	LIGHTS FOR RAFTS AND OTHER CRAFT NOT PROVIDED FOR		
95.37	Lights for rafts and other craft.		

<p>Sec. 95.55 Self-propelling suction dredges under way and engaged in dredging operations.</p> <p>95.56 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations.</p> <p>95.57 Lights to be displayed on pipe lines.</p> <p>95.58 Lights generally.</p> <p>95.59 Vessels moored or at anchor.</p> <p>PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS</p> <p>95.60 Passing signals.</p> <p>95.61 Speed of vessels passing floating plant working in channels.</p> <p>95.62 Light-draft vessels passing floating plant.</p>	<p>Sec. 95.63 Aids to navigation marking floating-plant moorings.</p> <p>95.64 Obstruction of channel by floating plant.</p> <p>95.65 Clearing of channels.</p> <p>95.66 Protection of marks placed for the guidance of floating plant.</p> <p style="text-align: center;">WARNING SIGNALS</p> <p>95.70 Warning signal displayed while transferring dangerous cargoes.</p> <p style="text-align: center;">MISCELLANEOUS</p> <p>95.75 Exceptions to the statutory and regulatory requirements for lights, day signals, or other navigational means and appliances when operating under bridges.</p> <p>95.80 Distinctive blue light authorized for use by law enforcement vessels.</p>
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AUTHORITY: The provisions of this Part 95 issued under R.S. 4233 A, as amended, Sec. 6(b) (1), 80 Stat. 937; 33 U.S.C. 353, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b), unless otherwise noted.

GENERAL

§95.01 General instructions. The regulations in this part apply to vessels navigating the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

§95.02 Demarcation lines between "Rules of the Road—Western Rivers" and "Rules of the Road—Great Lakes." (a) The demarcation lines between the "Rules of the Road—Western Rivers" and the "Rules of the Road—Great Lakes" are as follows:

(1) On the Calumet River at the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327).

(2) On the Chicago River at the east side of the Ashland Avenue Bridge (between mile 321 and 322).

(Sec. 3, 60 Stat. 238, and sec. 63, Stat. 545; 5 U.S.C. 552, 14 U.S.C. 633.)

§95.03 Definitions. (a) In this part the words "steam vessel" or "steamer" shall include any vessel propelled by machinery; and the word "barge" shall include barge, canal boat, scow, and any other vessel of nondescript type not otherwise provided for herein.

(b) The phrase "Western Rivers" shall include only the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

§95.05 Risk of collision. Risk of collision can, when circumstances permit, be ascertained by carefully watching the bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

VESSELS PASSING EACH OTHER

§95.07 Vessels meeting at confluence of two rivers. When two steam vessels meet at the confluence of two rivers, the steam vessel which has the other to port shall give the first signal; but in no case shall pilots on steam vessels attempt to pass each other until there has been a thorough understanding as to the side each steam vessel shall take.

§95.09 Danger and cross signals. (a) The alarm or danger signal shall consist of four or more short and rapid blasts. Steam vessels are forbidden to use what has become technically known among pilots as "cross signals," that is, answering one whistle with two, and answering two whistles with one. In all cases and under all circumstances, a pilot receiving either of the whistle signals provided in the rules in this part with which, for any reason, he deems it injudicious to comply, instead of answering it with a cross signal, shall at once observe the provisions of this section.

(b) The pilot of any steam vessel shall sound the alarm or danger signal whenever required by the law, or any of the regulations hereinafter contained; that is to say, as follows:

(1) Whenever it is dangerous to take the side indicated by the passing signal of another vessel; or,

(2) Whenever any steam vessel does not understand or is in doubt regarding the signal of another steam vessel; or,

(3) Whenever, from any cause, one steam vessel is imperiled by another.

§95.11 Narrow channels. When two steam vessels are about to enter a narrow channel at the same time, the ascending steam vessel shall be stopped below such channel until the descending steam vessel shall have passed through it; but should two steam vessels unavoidably meet in such narrow channel, then it shall be the duty of the pilot of the ascending steam vessel to make the proper signals, and when answered the ascending steam vessel shall lie as close as possible to the side of the channel and either stop the engines or move them so as to give the boat only steerage-way; and the pilot of the descending steam vessel shall cause his steam vessel to be worked slowly until he has passed the ascending steam vessel.

§95.13 Approaching bridge span or draw. (a) When two steam vessels are approaching a bridge span or draw from opposite directions and the passing signals have been given and understood, should the pilot of the descending steam vessel deem it dangerous for the steam vessels to pass each other between the piers of such span or draw, he shall sound the alarm or danger signal, and it shall then be the duty of the pilot of the ascending steam vessel to answer with a similar alarm signal, and to slow or stop his engines below such span or draw until the descending steam vessel shall have passed.

(b) If the ascending steam vessel is already in the bridge span or draw, and the descending steam vessel sounds the danger or

alarm signal, it shall be the duty of the ascending steam vessel, if practicable, to drop below the bridge span or draw, and wait until the other steam vessel shall have passed.

§95.15 Ascending, descending steam vessels crossing river. The pilot of an ascending steam vessel shall in no case attempt to cross the river when an ascending or descending steam vessel shall be so near that it would be possible for a collision to ensue therefrom; and conversely, the pilot of a descending steam vessel shall in no case attempt to cross the river when an ascending or descending steam vessel shall be so near that it would be possible for a collision to ensue therefrom.

§95.17 Overtaking situation. When two steam vessels are in the overtaking situation, it is the duty of the steam vessel being overtaken to answer immediately a passing signal of the overtaking steam vessel, either by assenting with the same number of blasts or by dissenting with the danger signal.

§95.19 Passing signals. The passing signals, by the blowing of the whistle, shall be given and answered by pilots, in all weathers, when approaching each other; and, wherever possible, the signals shall be given and answered before the steam vessels, or if towboats pushing tows, the head of such tows, have arrived at a distance of half a mile of each other.

§95.21 Visual signals. All whistle signals shall be further indicated by a visual signal consisting of an amber colored light so located as to be visible all around the horizon for a distance of not less than one mile. This light shall be so devised that it will operate simultaneously and in conjunction with the whistle sounding mechanism, and remain ignited or visible during the same period as the sound signal: *Provided*, That the installation, use, or employment of the amber visual signal required by this section shall be optional in the case of (a) vessels operating upon the Gulf Intracoastal Waterway; (b) vessels operating on the Mississippi River below mile 237 AHP (Belmont Landing) as set forth in map No. 40, "Maps of the Mississippi River, Cairo, Illinois, to the Gulf of Mexico, Louisiana (1944 ed.)," published by the Mississippi River Commission; (c) newly constructed vessels while en route from point of construction to a point in waters where the aforementioned amber visual signal is not required; (d) motorboats of class A and class 1; and (e) motorboats of class 2 and class 3 not engaged in trade or commerce.

§95.23 Pamphlet containing pilot rules. All vessels and craft over 65 feet in length upon the waters described in Section 95.01 shall, where practicable, carry on board and maintain for ready reference copies of the current edition of Coast Guard pamphlet CG-184. Nothing in this section shall require copies of this pamphlet to be carried on board any motorboat as defined by section 1 of the Act of April 25, 1940, as amended (54 Stat. 163; 46 U.S.C. 526).

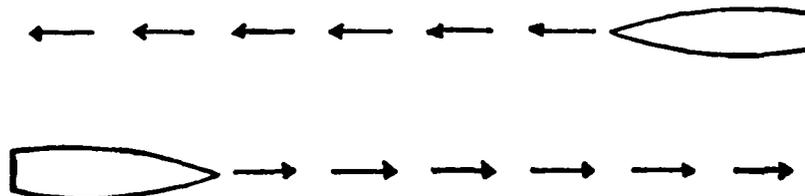
§95.25 Diagrams. The following diagrams are intended to illustrate the working of the system of colored lights and the pilot rules:

FIRST SITUATION



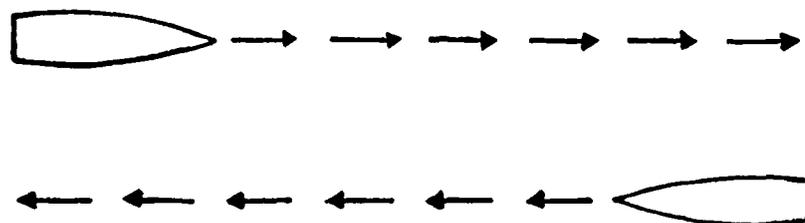
Here the two colored lights visible to each will indicate their meeting end on, or nearly end on, so as to involve risk of collision. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one blast of the whistle, except that when an ascending steam vessel is approaching a descending steam vessel the descending steam vessel has the right-of-way and the vessels shall pass each other on the side determined by the descending steam vessel. The necessary signals for passing shall be given as provided in Rule 18 (page 6).

SECOND SITUATION



In this situation the red light only will be visible to each. Both vessels are evidently passing to port of each other; however, the vessels shall pass each other on the side determined by the descending steam vessel.

THIRD SITUATION



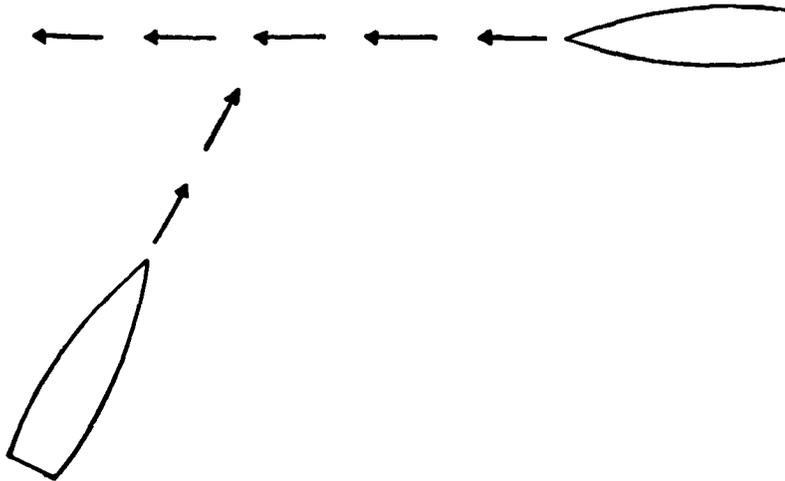
In this situation the green light only will be visible to each. They are therefore passing to starboard of each other; however, the vessels shall pass each other on the side determined by the descending steam vessel.

FOURTH SITUATION



In this situation one steam vessel is overtaking another steam vessel from some point within the angle of two points abaft the beam of the overtaken steam vessel. The overtaking steam vessel may pass on the starboard or port side of the steam vessel ahead after the necessary signals for passing have been given, with assent of the overtaken steam vessel, as prescribed in Rule 22 (page 7).

FIFTH SITUATION



In this situation two steam vessels are crossing so as to involve risk of collision, other than where one steam vessel is overtaking another. The steam vessel which has the other to starboard shall keep out of the way of the other. Either vessel shall give one distinct blast of her whistle, as a signal of her intention, which the other vessel shall answer with a similar blast. However, a steam vessel with tow descending a river shall be deemed to have the right-of-way over any steam vessel crossing the river.

§95.26 Warning signals for Coast Guard vessels while handling or servicing aids to navigation. (a) Coast Guards vessels while engaged in handling or servicing an aid to navigation during the daytime may display from the yard two orange and white vertically striped balls in a vertical line not less than three feet nor more than six feet apart, and during the nighttime may display, in a position where they may best be seen, two red lights in a vertical line not less than three feet nor more than six feet apart.

(b) Vessels, with or without tows, passing Coast Guard vessels displaying this signal, shall reduce their speed sufficiently to insure the safety of both vessels, and when passing within 200 feet of the Coast Guard vessel displaying this signal, their speed shall not exceed 5 miles per hour.

LIGHTS FOR FERRYBOATS AND BARGES

NOTE: Sections 95.27 to 95.35, interpret or apply R.S. 4233, as amended; 33 U.S.C. 316.

§95.27 Lights for ferryboats. (a) The signal lights on ferryboats shall be the same as those of similar steamboats, except that double-end ferryboats shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the starboard side a green light, and on the port side a red light, of such character as to be visible on a dark night with a clear atmosphere at a distance of at least 3 miles, and ~~so~~ constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and

so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

(b) The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen more than half a point across the bow.

(c) Officers in Charge, Marine Inspection,¹ in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships 15 feet above the white range lights.

§95.29 Lights for barges towed ahead or alongside. (a) When one or more barges are being towed by pushing ahead of a steam vessel, or by a combination of pushing ahead and towing alongside of a steam vessel, such tow shall be lighted by a flashing amber light at the extreme forward end of the tow, so placed as to be as nearly as practicable on the centerline of the tow, a green light on the starboard side of the tow, so placed as to mark the maximum projection of the tow to starboard, and a red light on the port side of the tow, so placed as to mark the maximum projection of the tow to port.

(b) When one or more barges are being towed alongside a steam vessel, there shall be displayed a white light at each outboard corner of the tow. If the deck, deckhouse, or cargo of such barge obscures the sidelight of the towing steam vessel, such barge shall also carry a green light upon the starboard side when being towed on the starboard side of a steam vessel; or shall carry a red light on the port side of the barge when being towed on the port side of the steam vessel. If there is more than one such barge being towed abreast, the appropriate colored sidelight shall be displayed from the outer side of the outside barge.

(c) The colored side lights shall be so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to show the light from right ahead to 2 points abaft the beam on their respective sides and of such a character as to be visible at a distance of at least 2 miles, and shall be fitted with inboard screens so as to prevent either light from being seen more than half a point across the centerline of the tow.

(d) The amber light shall flash 50 to 70 times per minute and be so constructed as to show a uniform light over an arc of the horizon of 20 points of the compass, so fixed as to show the light 10 points on each side of the tow, namely, from right ahead to 2 points abaft the beam on either side, and of such character as to be visible at a distance of at least 2 miles.

(e) The white lights shall be so constructed and so fixed as to show a clear, uniform, and unbroken light all around the horizon, and of such a character as to be visible at a distance of at least 2 miles.

(f) All the lights shall be carried at approximately the same

¹ For a definition of an Officer in Charge, Marine Inspection, see 46 C.F.R. 70.10-33, also same section number in Coast Guard publication entitled "Rules and Regulations for Passenger Vessels," CG-256.

height above the surface of the water and shall be so placed with respect thereto as to be clear of and above all obstructions which might tend to interfere with the prescribed arc or distance of visibility.

§95.31 Lights for barges towed astern. (a) When one barge is being towed singly behind a steam vessel, such vessel shall carry four white lights, one on each corner or outermost projection of the bow and one on each corner or outermost projection of the stern.

(b) When two or more barges are being towed behind a steam vessel in tandem, with a hawser length, between vessels of 75 feet or more, such vessels shall carry white lights as follows:

(1) The first vessel in the tow shall carry three white lights, one on each corner or outermost projection of the bow and a white light at the stern amidships.

(2) Each intermediate vessel shall carry two white lights, one at each end amidships.

(3) The last vessel in the tow shall carry three white lights, one on each corner or outermost projection of the stern and a white light at the bow amidships.

(c) When two or more barges are being towed behind a steam vessel in tandem, with a hawser length, between vessels, of less than 75 feet, such vessels shall carry white lights as follows:

(1) The first vessel in the tow shall carry three white lights, one on each corner or outermost projection of the bow and a white light at the stern amidships.

(2) Each intermediate vessel shall carry a white light at the stern amidships.

(3) The last vessel in the tow shall carry two white lights, one on each corner or outermost projection of the stern.

(d) When two or more barges are being towed behind a steam vessel two or more abreast, in one or more tiers, each of the outside barges in each tier shall carry a white light on the outboard corner of the bow and each of the outside barges in the last tier shall carry, in addition, a white light on the outboard corner of the stern.

(e) The white lights shall be so constructed and so fixed as to show a clear, uniform, and unbroken light all around the horizon and of such a character as to be visible at a distance of at least 2 miles. The lights shall be carried at approximately the same height above the surface of the water and shall be so placed with respect thereto as to be clear of and above all obstructions which might tend to interfere with the prescribed arc or distance of visibility.

(R.S. 4233, as amended; 33 U.S.C. 316.)

§95.33 Lights for barges temporarily operating within or without Western Rivers. Nothing in Sections 95.29 and 95.31 shall be construed as compelling barges being towed, when passing through any waters coming within the scope of any regulation where lights for barges are different from those of the waters whereon such barges are usually employed, to change their lights from those required on the waters from which their trip begins or terminates;

but should such barges engage in local employment on waters requiring different lights from those where they are customarily employed, they shall comply with the local rules where employed: *Provided*, That such barges (including canal boats) being towed on the Great Lakes and their connecting waters and the St. Marys River shall comply with the rules prescribing lights for craft being towed on such waters.

§95.36 Lights for barges at bank or dock. (a) Lights for barges at bank or dock in the Mississippi River and its tributaries and in the Atchafalaya River above its junction with the Plaquemine-Morgan City Alternate Waterway shall be as required by this section.

(b) The following barges, when moored in or near a fairway, except those barges exempted under the provisions of paragraph (e) of this section, shall display between the hours of sunset and sunrise the barge lights described in paragraph (c) of this section:

(1) Every barge projecting into a buoyed or restricted channel.

(2) Every barge so moored that it reduces the available navigable width of any channel to less than 250 feet.

(3) Barges moored in fleets more than two barges wide or to a maximum width of over 80 feet, parallel to the bank.

(4) Every barge moored to the bank in any manner other than parallel thereto.

(c) Barges required to be lighted under paragraph (b) of this section shall carry two white lights of such character as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile, so located as to give unobstructed view and arranged as follows:

(1) On a single moored barge, a light on each outboard or channelward corner.

(2) On barges moored in group formation, a light on the upstream outboard or channelward corner of the outer upstream barge and a light on the downstream outboard or channelward corner of the outer downstream barge. In addition, any barge projecting toward or into the channel in such a group formation shall have two white lights similarly placed on the outboard or channelward corners of the barge.

(d) Barges moored in any slip or slough which is used primarily for mooring purposes are exempt from the lighting requirements of this section.

(e) Barges moored in well-illuminated areas of the Illinois River north of Brandon Lock and Dam at Joliet, Ill., shall not be required to display the lights prescribed in paragraph (c) of this section. These areas are as follows:

CHICAGO SANITARY SHIP CANAL

(1) Mile 293.2 to 293.9—Material Service Corp.

(3) Mile 295.2 to 296.1—Material Service Corp. and Commonwealth Edison Co.

- (5) Mile 297.5 to 297.8—Pure Oil Docks.
- (7) Mile 298 to 298.2—Ceco Steel Docks.
- (9) Mile 298.6 to 298.8—Lemont Manufacturing Co.
- (11) Mile 299.3 to 299.4—Mechmar Development Co.
- (13) Mile 299.8 to 300.5 (Stephen St. Bridge)—Tri-Central Oil Co.
- (15) Mile 303 to 303.2—North American Car Corp.
- (17) Mile 303.7 to 303.9—Hannah Inland Waterways Transportation Co.
- (19) Mile 305.7 to 305.8—Publicker Chemical Co.
- (21) Mile 310.7 to 310.9—Shell Oil Co.
- (23) Mile 311 to 311.2—General American Tank Storage Terminal.
- (25) Mile 312.5 to 312.6—Trumbull Asphalt Co.
- (27) Mile 313.8 to 314.2—Lake River Oil Terminal.
- (29) Mile 314.6—Waterways Terminals, Inc.
- (31) Mile 314.8 to 315.3—Commonwealth Edison Co. and Material Service Corp.
- (33) Mile 315.7 to 316—Sanitary District Rock.
- (35) Mile 316.8—Whitewater Petroleum Terminal Co.
- (37) Mile 316.85 to 317.05—Hughes Oil Co.
- (39) Mile 317.5—Socony Vacuum Oil Co.
- (41) Mile 318.4 to 318.9—Commonwealth Edison Co.
- (43) Mile 318.7 to 318.8—Bell Oil Co.
- (45) Mile 320 to 320.3—Globe Fuel & Humble Oil.
- (47) Mile 320.6—American Sugar Refining Co., South Branch of Chicago River and Chicago River.
- (49) Mile 322.3 to 322.4—Commonwealth Edison Co.
- (51) Mile 322.8—Time, Inc.
- (53) Mile 322.9 to 327.2.

CALUMET SAG CHANNEL

- (61) Mile 316.5—Marine Oil Co. unloading piers.

LITTLE CALUMET RIVER

- (71) Mile 321.2—Pump house outfall.
- (73) Mile 322.3—South bank.

CALUMET RIVER

- (81) Mile 328.5 to 328.7—Cargill Grain Elevator.
- (83) Mile 329.2 to 329.4—Continental Grain Elevator.
- (85) Mile 330, west bank to 330.2.
- (87) Mile 331.4 to 331.6—Rail to Water Transfer Corp.
- (89) Mile 332.2 to 332.4—Dundee Cement Co.
- (91) Mile 332.6 to 332.8—Material Service Corp.

(R.S. 4233A, as amended; 33 U.S.C. 353)

LIGHTS FOR RAFTS AND OTHER CRAFT NOT PROVIDED FOR

§95.37 Lights for rafts and other craft. (a) All watercraft, except as herein otherwise provided, navigating any bay, harbor, or river, propelled by hand power, horsepower, or by the current

of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, shall carry one white light forward, not less than 8 feet above the surface of the water.

(b) Rafts propelled by hand power or by the current of the river, or when being towed, or which shall be anchored or moored in or near a channel or fairway, shall carry white lights, as follows:

(1) Rafts of one crib and not more than two in length shall carry one white light.

(2) Rafts of three or more cribs in length and one crib in width shall carry one white light at each end of the raft.

(3) Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

(c) The white light required by this section for rafts and other watercraft shall be carried from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile. The lights for rafts shall be suspended from poles of such height that the light shall not be less than 8 feet above the surface of the water.

(d) Rowing boats under oars shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision. (R.S. 4233, as amended; 33 U.S.C. 316.)

TOWING OF BARGES

§95.38 Hawser lengths for all tows. The length of hawsers, between vessels, shall be limited to no more than 450 feet (75 fathoms). This length shall be the distance measured from the stern of one vessel to the bow of the following vessel. The distance between two vessels should in all cases be as much shorter as the weather or sea will permit.

DISTRESS SIGNALS

§95.39 Distress signals—(a) In the daytime. (1) A gun fired at intervals of about a minute.

(2) The International Code signal of distress indicated by N.C.

(3) The distress signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

(4) Rockets or shells as prescribed below for use at night.

(5) A continuous sounding with a steam whistle or any fog-signal apparatus.

(6) Slowly and repeatedly raising and lowering arms outstretched to each side.

(b) At night. (1) A gun fired at intervals of about a minute.

(2) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).

(3) Rockets or shells, bursting in the air with a loud report

and throwing stars of any color or description, fired one at a time at short intervals.

(4) A continuous sounding with a steam whistle or any fog-signal apparatus.

(R.S. 4405, as amended, 46 U.S.C. 375.)

UNAUTHORIZED USE OF LIGHTS; UNNECESSARY WHISTLING

§95.41 Rule relating to the use of searchlights or other blinding lights. Flashing the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel under way is prohibited. Any person who shall flash or cause to be flashed the rays of a blinding light in violation of the above may be proceeded against in accordance with the provisions of section 4450, R.S., as amended, looking to the revocation or suspension of his license or certificate.

(R.S. 4405, as amended, 46 U.S.C. 375.)

§95.43 Rule prohibiting unnecessary sounding of the whistle. Unnecessary sounding of the whistle is prohibited within any harbor limits of the United States. Whenever any licensed officer in charge of any vessel shall authorize or permit such unnecessary whistling, such officer may be proceeded against in accordance with the provisions of section 4450, R.S., as amended, looking to a revocation or suspension of his license.

(R.S. 4405, as amended, 46 U.S.C. 375.)

§95.45 Rule prohibiting the carrying of unauthorized lights on vessels. Any master or pilot of any vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law, that in any way will interfere with distinguishing the signal lights, may be proceeded against in accordance with the provisions of section 4450, R.S., as amended, looking to a suspension or revocation of his license.

(R.S. 4405, as amended, 46 U.S.C. 375.)

LIGHTS AND DAY SIGNALS FOR VESSELS, DREDGES OF ALL TYPES, AND VESSELS WORKING ON WRECKS AND OBSTRUCTIONS, ETC.

NOTE: The regulations in Sections 95.51 to 95.66, inclusive, are applicable on the western rivers as described in Section 95.01. The same regulations in Sections 80.18 to 80.31a of this chapter are applicable on the harbors, rivers, and inland waters along the Atlantic and Pacific Coasts and the Coast of the Gulf of Mexico. Similar Department of the Army regulations are applicable on the Great Lakes and their connecting and tributary waters as far east as Montreal and are contained in Sections 201.1 to 201.16 of this title.

§95.51 Scope and applicability. (a) The regulations contained in Sections 95.51 to 95.66, inclusive, govern lights and day signals to be displayed by towing vessels with tows on which no signals can be displayed, vessels working on wrecks, dredges, and vessels engaged in laying cables or pipe or in submarine or bank protection operations, lights to be displayed on dredge pipeline, and day signals to be displayed by vessels of more than 65 feet in length moored or anchored in a fairway or channel (Sections 95.52 to 95.59, inclusive), and the passing by other vessels of floating plant working in navigable channels (Sections 95.60 to 95.66, inclusive).

(b) The regulations contained in Sections 95.51 to 95.66, inclusive, are applicable on the western rivers.

LIGHTS AND DAY SIGNALS

§95.52 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed. (a) The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than six feet apart, the lower shape to be carried not less than 10 feet above the deckhouse. The shapes shall be in the form of a double frustum of a cone, base to base, not less than two feet in diameter at the center nor less than eight inches at the ends of the cones, and to be not less than four feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, eight inches in width, and the lower shape to be painted a solid bright red.

(b) By night the towing vessel shall display the regular side-lights, but in lieu of the regular white towing lights shall display four lights in a vertical position not less than 3 feet, nor more than 6 feet apart, the upper and lower of such lights to be white and of the same character as the regular towing lights, and the middle of such lights to be red and of such character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles.

§95.53 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting. (a) Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by Paragraph 95.52(a), except that both shapes shall be painted a solid bright red, but where more than one vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which they can best be seen from all directions.

(b) By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck.

§95.54 Dredges held in stationary position by moorings or spuds. (a) Dredges which are held in stationary positions by moorings or spuds shall display by day two red balls not less than two feet in diameter and carried in a vertical line not less than three feet nor more than six feet apart, and at least 15 feet above the deckhouse and in a position where they can best be seen from all directions.

(b) By night they shall display a white light at each corner, not less than six feet above the deck, and in addition thereto there

shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each out-board corner; not less than six feet above the deck.

§95.55 Self-propelling suction dredges under way and engaged in dredging operations. (a) Self-propelling suction dredges under way and engaged in dredging operations shall display by day two black balls not less than two feet in diameter and carried in a vertical line not less than 15 feet above the deckhouse, and where they can best be seen from all directions. The term "dredging operations" shall include maneuvering into or out of position at the dredging site, but shall not include proceeding to and from the site.

(b) By night self-propelled dredges underway and engaged in dredging operations shall carry, in addition to the regular running lights, two red lights in a vertical line beneath the white masthead light. These red lights shall be not less than 3 feet nor more than 6 feet apart and the upper red light to be not less than 3 feet nor more than 6 feet below the masthead light. They shall also carry on or near the stern two red lights in a vertical line not less than 3 feet nor more than 6 feet apart, to show through 12 points of the compass; that is, from right astern to 6 points on each quarter. The forward red lights and after red lights shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least two miles.

§95.56 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations. (a) Vessels which are moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than two feet in diameter, in a vertical line not less than three feet nor more than six feet apart, the upper ball to be painted in alternate black and white vertical stripes six inches wide, and the lower ball to be painted a solid bright red.

(b) By night they shall display three red lights, carried in a vertical line not less than three feet nor more than six feet apart, in a position where they can best be seen from all directions, with the lowermost light not less than 15 feet above the deck.

(c) Where a stringout of moored vessels or barges is engaged in the operations, three red lights carried as prescribed in paragraph (b) of this section shall be displayed at the channelward end of the stringout. Where the stringout crosses the navigable channel and is to be opened for the passage of vessels, the three red lights shall be displayed at each side of the opening instead of at the outer end of the stringout. There shall also be displayed upon such

stringout one horizontal row of amber lights not less than six feet above the deck, or above the deckhouse where the craft carries a deckhouse, in a position where they can best be seen from all directions, spaced not more than 50 feet apart so as to mark distinctly the entire length and course of the stringout.

§95.57 Lights to be displayed on pipelines. Pipelines attached to dredges, and either floating or supported on trestles, shall display by night one row of amber lights not less than eight feet nor more than 12 feet above the water, about equally spaced and in such number as to mark distinctly the entire length and course of the line, the intervals between lights where the line crosses navigable channels to be not more than 30 feet. There shall also be displayed on the shore or discharge end of the line two red lights, three feet apart, in a vertical line with the lower light at least eight feet above the water, and if the line is to be opened at night for the passage of vessels, a similar arrangement of lights shall be displayed on each side of the opening.

§95.58 Lights generally. (a) All the lights required by Sections 95.52 to 95.57, inclusive, except as provided in Paragraph 95.52(b), shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles. The white lights provided for in Section 95.52(b) shall be visible for at least 3 miles.

(b) The lights required by Section 95.52(b) shall be of the same construction as the regular towing lights. The lights required by Section 95.55(b) shall be of the same construction as the masthead light.

(c) All floodlights or headlights which may interfere with the proper navigation of an approaching vessel shall be so shielded that the lights will not blind the pilot of such vessel.

§95.59 Vessels moored or at anchor. Vessels of more than 65 feet in length when moored or anchored in a fairway or channel shall display between sunrise and sunset on the forward part of the vessel where it can best be seen from other vessels one black ball not less than two feet in diameter.

PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS

§95.60 Passing signals. (a) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the local pilot rules for vessels under way and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(b) When the pipeline from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around

the pipeline or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipeline shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in paragraph (a) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(c) When any pipeline or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

NOTE: The term "floating plant," as used in Sections 95.60 to 95.66, includes dredges, derrick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

§95.61 Speed of vessels passing floating plant working in channels. Vessels, with or without tows, passing floating plant working in channels, shall reduce their speed sufficiently to insure the safety of both the plant and themselves, and when passing within 200 feet of the plant their speed shall not exceed five miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

§95.62 Light-draft vessels passing floating plant. Vessels whose draft permits shall keep outside the buoys marking the ends of mooring lines of floating plant working in channels.

§95.63 Aids to navigation marking floating-plant moorings. Breast, stern, and bow anchors of floating plant working in navigable channels shall be marked by barrel or other suitable buoys. By night approaching vessels shall be shown the location of adjacent buoys by throwing a suitable beam of light from the plant on the buoys until the approaching vessel has passed, or the buoys may be lighted by red lights, visible in all directions, of the same character as specified in Section 95.58(a).

§95.64 Obstruction of channel by floating plant. Channels shall not be obstructed unnecessarily by any dredging or other floating plant. While vessels are passing such plant all lines running therefrom across the channel on the passing side which may interfere with or obstruct navigation shall be slacked to the bottom of the channel.

§95.65 Clearing of channels. When special or temporary regulations have not been prescribed and action under the regulations contained in Sections 95.60 to 95.64, will not afford clear passage, floating plant in narrow channels shall, upon notice, move out of the way of vessels a sufficient distance to allow them a clear passage. Vessels desiring passage shall, however, give the master of the floating plant ample notice in advance of the time they expect to pass.

NOTE: If it is necessary to prohibit or limit the anchorage or movement of vessels within certain areas in order to facilitate the work of improvement, application should be made through official channels for establishment by the Secretary of the Army of special or temporary regulations for this purpose.

§95.66 Protection of marks placed for the guidance of floating plant. Vessels shall not run over anchor buoys, or buoys, stakes,

or other marks placed for the guidance of floating plant working in channels; and shall not anchor on the ranges of buoys, stakes, or other marks placed for the guidance of such plant.

WARNING SIGNALS

§95.70 Warning signal displayed while transferring dangerous cargoes. (a) *At a dock.* While fast to a dock, a vessel during the loading or unloading of hazardous or dangerous cargoes, such as explosives, combustible or inflammable liquids or gases, or certain chemicals in bulk, is required to display a red flag by day or a red light by night.

(b) *At anchor.* When at anchor, a vessel during the loading or unloading of such hazardous or dangerous cargoes is required to display a red flag by day. (No special warning signal is displayed at night.)

NOTE: The regulations in 46 CFR 35.30-1(a), 98.05-50(h), 98.10-45(g), 98.15-45(h), 98.25-90(f), and 146.29-25(o) require vessels to display warning signals when loading or unloading bulk cargoes of inflammable or combustible liquids or gases, elemental phosphorus in water, sulfuric acid, hydrochloric acid, liquid chlorine, or anhydrous ammonia, or military explosives.

MISCELLANEOUS

§95.75 Exceptions to the statutory and regulatory requirements for lights, day signals, or other navigational means and appliances when operating under bridges. (a) Any vessel while passing under a bridge may temporarily lower any lights, day signals, or other navigational means and appliances when required to do so because of the restricted vertical clearance under the bridge. Immediately when clear of the bridge, all lights, day signals, or other navigational means and appliances shall be exhibited as required by law or regulation.

§95.80 Distinctive blue light authorized for use by law enforcement vessels. (a) The use of a distinctive light described in paragraph (b) of this section is authorized for law enforcement vessels, and may be displayed during the day or night, whenever the vessel may be engaged in direct law enforcement activities where identification of the law enforcement vessel is desirable or where necessary for safety reasons. This light when used would be in addition to prescribed lights and day signals required by law or regulations in this part.

(b) The distinctive light prescribed is a blue colored, revolving horizontal beam, low intensity light, rotating or appearing to rotate because of a pulsating effect gained by means of a rotating reflector which causes a flashing or periodic peak intensity effect. The light shall be located at any effective point on the forward exterior of the vessel. A shield or other device, fixed or movable, to restrict the arc of visibility may be used if desired.

(c) The distinctive blue light described in this section may be displayed by law enforcement vessels of the United States, a State, or its political subdivisions, including municipalities, having administrative control over use of navigable waters, duly authorized by a controlling Federal or State governmental agency.

PART 96—INTERPRETIVE RULINGS

SUBPART 96.01—GENERAL PROVISIONS	Sec.
Sec.	96.05-5 Stern lights for all vessels.
96.01-1 Scope.	SUBPART 96.10—STEERING AND SAILING
96.01-10 Penalties and violations.	96.10-1 Vessel moved from dock or anchorage.
SUBPART 96.05—NAVIGATION LIGHTS	
96.05-1 White lights for motorboats carried on centerline.	

AUTHORITY: Provisions for this Part 96 issued under 80 Stat. 383, as amended, sec. 1, 63 Stat. 545, sec. 6(b)(1), 80 Stat. 937; 5 U.S.C. 552, 14 U.S.C. 633, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

SUBPART 96.01—GENERAL PROVISIONS

§96.01-1 Scope. The regulations in this part are interpretive rules with respect to "Rules of the Road" requirements applicable to all vessels while in the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

§96.01-10 Penalties and violations. (a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the "Rules of the Road," as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

SUBPART 96.05—NAVIGATION LIGHTS

§96.05-1 White lights for motorboats carried on centerline. Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all-around white light aft on a motorboat of Class A or 1 may be carried off the centerline.

§96.05-5 Stern lights for all vessels. Rule Numbered 10 of section 4233 of the Revised Statutes of the United States, as amended by the Act of August 14, 1958 (33 U.S.C. 319), requires "a vessel when underway, if not otherwise required by these rules to carry one or more lights visible from aft, shall carry at her stern a white light, * * *" and this requirement shall be applied to all vessels, including but not limited to, tugs, barges, sail vessels, motorboats when propelled by sail alone, etc.

SUBPART 96.10—STEERING AND SAILING

§96.10-1 Vessel moved from dock or anchorage. (a) Rule Numbered 24(c) of section 4233 of the Revised Statutes as amended (33 U.S.C. 349), requires "when a vessel is moved from her dock, or anchorage," to give a prescribed signal of three distinct blasts on her whistle. The phrase "moved from her dock, or anchorage," includes moving from a riverbank mooring or from a mooring of any type.

**SUBCHAPTER D—NAVIGATION REQUIREMENTS
FOR CERTAIN INLAND WATERS**

PART 82—BOUNDARY LINES OF INLAND WATERS

Sec.	GENERAL	Sec.	PACIFIC COAST
82.1	General basis and purpose of boundary lines.	82.120	Juan de Fuca Strait, Wash., and Puget Sound.
82.2	General rules for inland waters.	82.122	Grays Harbor.
	ATLANTIC COAST	82.125	Columbia River Entrance.
82.5	All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Light, Mass.	82.127	Crescent City Harbor.
82.10	Massachusetts Bay.	82.129	Arcata—Humboldt Bay.
82.15	Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and easterly entrance to Long Island Sound.	82.131	Bodega and Tomales Bays.
82.20	New York Harbor.	82.133	San Francisco Harbor.
82.25	Delaware Bay and tributaries.	82.135	Santa Cruz Harbor.
82.30	Chesapeake Bay and tributaries.	82.137	Moss Landing Harbor.
82.35	Charleston Harbor.	82.139	Monterey Harbor.
82.40	Savannah Harbor.	82.141	Estero—Morro Bay.
82.45	St. Simons Sound, St. Andrew Sound, and Cumberland Sound.	82.143	San Luis Obispo Bay.
82.50	St. Johns River, Fla.	82.145	San Pedro Bay.
82.55	Florida Reefs and Keys from Miami to Marquesas Keys.	82.147	Santa Barbara Harbor.
	GULF COAST	82.149	Port Hueneme.
82.60	Florida Keys from Marquesas to Cape Sable.	82.151	Marina del Rey.
82.65	San Carlos Bay and tributaries.	82.153	Redondo Harbor.
82.70	Charlotte Harbor, Fla., and tributaries.	82.155	Newport Bay.
82.80	Tampa Bay and tributaries.	82.157	San Diego Harbor.
82.89	Apalachee Bay, Fla.	82.159	Isthmus Cove (Santa Catalina Island).
82.95	Mobile Bay, Ala., to Mississippi Passes, La.	82.161	Avalon Bay (Santa Catalina Island).
82.100	Mississippi River.		HAWAII
82.103	Mississippi Passes, La., to Sabine Pass, Tex.	82.175	Mamala Bay.
82.106	Sabine Pass, Tex., to Galveston, Tex.		PUERTO RICO AND VIRGIN ISLANDS
82.111	Galveston, Tex., to Brazos River, Tex.	82.200	Bahia de San Juan.
82.116	Brazos River, Tex., to the Rio Grande, Tex.	82.205	Puerto Arecibo.
		82.210	Bahia de Mayaguez.
		82.215	Bahia de Guanica.
		82.220	Bahia de Guayanilla.
		82.225	Bahia de Ponce.
		82.230	Bahia de Jobos.
		82.235	St. Thomas Harbor, St. Thomas.
		82.240	Christiansted Harbor, Island of St. Croix, Virgin Islands.
		82.245	Sonda de Vieques.
			ALASKA
		82.275	Bays, sounds, straits and inlets on the coast of southeastern Alaska between Cape Spencer Light and Sitklan Island.

AUTHORITY: The provisions of this Part 82 issued under sec. 2, 28 Stat. 672, as amended, sec. 6 (b) (1), 80 Stat. 937; 33 U.S.C. 151, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b).

GENERAL

§82.1 General basis and purpose of boundary lines. Under section 2 of the act of February 19, 1895, as amended (28 Stat. 672, 32 U.S.C. 151), the regulations in this part are prescribed to establish the lines dividing the high seas from rivers, harbors, and inland waters in accordance with the intent of the statute and to obtain its correct and uniform administration. The waters inshore of the lines described in this part are "inland waters," and upon them the Inland Rules and pilot rules made in pursuance thereof apply. The waters outside of the lines described in this part are the high seas and upon them the International Rules apply. The regulations in this part do not apply to the Great Lakes or their connecting and tributary waters.

§82.2 General rules for inland waters. At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries for which specific lines are not described in this part, the waters inshore of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids, are inland waters, and upon them the Inland Rules and pilot rules made in pursuance thereof apply, except that Pilot Rules for Western Rivers apply to the Red River of the North, the Mississippi River and its tributaries above Huey P. Long Bridge, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway.

ATLANTIC COAST

§82.5 All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Light, Mass. A line drawn from Sail Rock Lighted Whistle Buoy 1 to the southeasternmost extremity of Long Point, Maine, to the southeasternmost extremity of Western Head; thence to the southeasternmost extremity of Old Man; thence to the southernmost extremity of Double Shot Islands; thence to Libby Island Light; thence to Moose Peak Light; thence to the eastern extremity of Little Pond Head. A line drawn from the southern extremity of Pond Point, Great Wass Island, to the southernmost point of Crumple Island; thence to Petit Manan Light; thence to Mount Desert Light; thence to Martinicus Rock Light; thence to Monhegan Island Light; thence to Seguin Light; thence to Portland Lightship; thence to Boon Island Light; thence to Cape Ann Lighted Whistle Buoy 2.

§82.10 Massachusetts Bay. A line drawn from Cape Ann Lighted Whistle Buoy 2 to Boston Lightship; thence to Cape Cod Light.

§82.15 Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and easterly entrance to Long Island Sound. A line drawn from Chatham Light to Pollock Rip Lightship; thence to Great Round Shoal Channel Entrance Lighted Whistle Buoy GRS; thence to Sankaty Head Light. A line drawn from the westernmost extremity of Smith Point, Nantucket Island,

to No Mans Land Lighted Whistle Buoy 2; thence to Gay Head Light; thence to Block Island Southeast Light; thence to Montauk Point Light on the easterly end of Long Island, N.Y.

§82.20 **New York Harbor.** A line drawn from East Rockaway Inlet Breakwater Light to Ambrose Light; thence to Highlands Light (north tower).

§82.25 **Delaware Bay and tributaries.** A line drawn from Cape May Inlet East Jetty Light to Cape May Harbor Inlet Lighted Bell Buoy 2CM; thence to South Shoal Lighted Bell Buoy 4; thence to the northernmost extremity of Cape Henlopen.

§82.30 **Chesapeake Bay and tributaries.** A line drawn from Cape Henry Light to Cape Henry Buoy 1; thence to Chesapeake Bay Entrance Lighted Bell Buoy CBC; thence to North Chesapeake Entrance Lighted Gong Buoy NCD; thence to Cape Charles Light.

§82.35 **Charleston Harbor.** A line drawn from Charleston Light on Sullivans Island to Charleston Lighted Whistle Buoy 2C; thence to Folly Island Loran tower.

§82.40 **Savannah Harbor.** A line drawn from the southwesternmost extremity of Braddock Point to Tybee Lighted Whistle Buoy T; thence to the southernmost point of Savannah Beach, bearing approximately 278 true.

§82.45 **St. Simons Sound, St. Andrew Sound, and Cumberland Sound.** A line drawn from the tower located 1,700 yards, bearing 068° true from St. Simons Light to St. Simons Lighted Whistle Buoy St. S; thence to St. Andrew Sound Outer Entrance Buoy; thence to St. Marys Entrance Lighted Whistle Buoy STM; thence to Amelia Island Light.

§82.50 **St. Johns River, Fla.** A line drawn from the east end of the north jetty to the east end of the south jetty.

§82.55 **Florida Reefs and Keys from Miami to Marquesas Keys.** A line drawn from the east end of the north jetty at the entrance to Miami harbor, to Miami Lighted Whistle Buoy M; thence to Fowey Rocks Light; thence to Pacific Reef Light; thence to Carysfort Reef Light; thence to Molasses Reef Light; thence to Alligator Reef Light; thence to Tennessee Reef Light; thence to Sombrero Key Light; thence to American Shoal Light; thence to Key West Entrance Lighted Whistle Buoy; thence to Sand Key Light; thence to Cosgrove Shoal Light; thence to westernmost extremity of Marquesas Keys.

GULF COAST

§82.60 **Florida Keys from Marquesas to Cape Sable.** A line drawn from the northwesternmost extremity of Marquesas Keys to Northwest Channel Entrance Lighted Bell Buoy 1; thence to the southernmost extremity of East Cape, Cape Sable.

§82.65 **San Carlos Bay and tributaries.** A line drawn from the northwesternmost point of Estero Island to Caloosa Lighted Bell Buoy 2; thence to Sanibel Island Light.

§82.70 **Charlotte Harbor, Fla., and tributaries.** Eastward of Charlotte Harbor Entrance Lighted Bell Buoy off Boca Grande.

§82.80 **Tampa Bay and tributaries.** A line drawn from the southernmost extremity of Long Key, Fla., to Tampa Bay Lighted Whistle Buoy; thence to Southwest Channel Entrance Lighted Bell Buoy 1; thence to the shore on the northwest side of Anna Maria Key, bearing 109° true.

§82.89 **Apalachee Bay, Fla.** Those waters lying north of a line drawn from Lighthouse Point on St. James Island to Gamble Point on the east side of the entrance to the Aucilla River, Fla.

§82.95 **Mobile Bay, Ala., to Mississippi Passes, La.** Starting from a point which is located 1 mile, 90° true, from Mobile Point Light, a line drawn to Mobile Entrance Lighted Whistle Buoy 1; thence to Ship Island Light; thence to Chandeleur Light; thence in a curved line following the general trend of the seaward, high-water shorelines of the Chandeleur Islands to the southwesternmost extremity of Errol Shoal ($29^{\circ}35.8'$ N. latitude, $89^{\circ}00.8'$ W. longitude); thence to a point 5.1 miles 107° true, from Pass a Loutre Daybeacon.

§82.100 **Mississippi River.** The Pilot Rules for Western Rivers are to be followed in the Mississippi River and its tributaries above the Huey P. Long Bridge.

§82.103 **Mississippi Passes, La., to Sabine Pass, Tex.** A line drawn from a point 5.1 miles, 107° true, from Pass a Loutre Abandoned Lighthouse to South Pass Lighted Whistle Buoy 2; thence to Southwest Pass Entrance Midchannel Lighted Whistle Buoy; thence to Ship Shoal Daybeacon; thence to Calcasieu Channel Lighted Whistle Buoy 20; thence to Sabine Bank Channel Lighted Bell Buoy 18.

§82.106 **Sabine Pass, Tex., to Galveston, Tex.** A line drawn from Sabine Bank Channel Lighted Bell Buoy 18 to Galveston Bay Entrance Channel Lighted Whistle Buoy 1.

§82.111 **Galveston, Tex., to Brazos River, Tex.** A line drawn from Galveston Bay Entrance Channel Lighted Whistle Buoy 1 to Freeport Entrance Lighted Bell Buoy 1.

§82.116 **Brazos River, Tex., to the Rio Grande, Tex.** A line drawn from Freeport Entrance Lighted Whistle Buoy 1 to a point 4,350 yards, 118° true, from Matagorda Light; thence to Aransas Pass Lighted Whistle Buoy AP; thence to a position 10.5 miles, 90° true, from the north end of Lopeno Island ($27^{\circ}00.1'$ N. latitude, $97^{\circ}15.5'$ W. longitude); thence to Brazos Santiago Entrance Lighted Whistle Buoy 1.

PACIFIC COAST

§82.120 **Juan de Fuca Strait, Wash., and Puget Sound.** A line drawn from the northernmost point of Angeles Point to Hein Bank Lighted Bell Buoy; thence to Lime Kiln Light; thence to Kellett Bluff Light; thence to Turn Point Light on Stuart Island; thence to westernmost extremity of Skipjack Island; thence to Patos Island Light; thence to Point Roberts Light.

§82.122 **Grays Harbor, Wash.** A line drawn from Grays Harbor Bar Range Rear Light to Grays Harbor Entrance Lighted Whistle Buoy 3; thence to Grays Harbor Entrance Lighted Whistle Buoy 2; thence to Grays Harbor Light.

§82.125 **Columbia River Entrance.** A line drawn from the west end of the north jetty (above water) to Columbia River South Jetty Bell Buoy 2SJ.

§82.127 **Crescent City Harbor.** A line drawn from Crescent City Outer Breakwater to the highest point in the center of Whaler Island.

§82.129 **Arcata—Humboldt Bay.** A line drawn from the outer end of Humboldt Bay North Jetty to the outer end of Humboldt Bay South Jetty.

§82.131 **Bodega and Tomales Bays.** A line drawn from the northwestern tip of Tomales Point to Tomales Point Lighted Horn Buoy 2; thence to Bodega Harbor Approach Lighted Gong Buoy BA; thence to the southernmost extremity of Bodega Head.

§82.133 **San Francisco Harbor.** A straight line from Point Bonita Light drawn through Mile Rocks Light to the shore.

§82.135 **Santa Cruz Harbor.** A line drawn from Santa Cruz Light to the southernmost projection of Soquel Point.

§82.137 **Moss Landing Harbor.** A line drawn from the west end of Moss Landing Harbor North Breakwater to the west end of the pier located 0.3 miles to the south of Moss Landing Harbor North Breakwater.

§82.139 **Monterey Harbor.** A line drawn from Monterey Harbor Breakwater Light to Monterey Harbor Anchorage Buoy B; thence to Monterey Harbor Anchorage Buoy A; thence to the north end of Monterey Municipal Wharf 2.

§82.141 **Estero—Morro Bay.** A line drawn from the outer end of Morro Bay Entrance East Breakwater to Morro Bay Entrance Lighted Bell Buoy 1; thence to Morro Bay West Breakwater Light.

§82.143 **San Luis Obispo Bay.** A line drawn from the outer end of Whaler Island Breakwater to the southernmost tip of Fossil Point.

§82.144 **Ventura Marina.**

(a) A line drawn from the south end of the detached breakwater to Ventura Marina Light 4.

(b) A line drawn 080° true from the north end of the detached breakwater to shore.

§82.145 **San Pedro Bay.** A line drawn from Los Angeles Light to Los Angeles Main Channel Entrance Light 2; a line drawn from Long Beach Light to Long Beach Channel Entrance Light 2; a line drawn from Long Beach Breakwater East End Light to Anaheim Bay East Jetty Light 5; thence to Anaheim Bay West Jetty Light 6.

§82.147 **Santa Barbara Harbor.** A line drawn from Stearns Wharf Light 4 to Santa Barbara Harbor Lighted Bell Buoy 1; thence to Santa Barbara Harbor Breakwater Light.

§82.149 **Port Hueneme.** A line drawn from Port Hueneme West Jetty Light 1 to the southwest end of Port Hueneme East Jetty.

§82.151 **Marina del Rey.** A line drawn from Marina del Rey Detached Breakwater Light 1 to shore, in the direction 060° true; a line from Marina del Rey Detached Breakwater North Light 2 to shore, in the direction 060° true.

§82.153 **Redondo Harbor.** A line drawn from Redondo Beach East Jetty Light 2 to Redondo Beach West Jetty Light 3.

§82.155 **Newport Bay.** A line drawn from Newport Bay East Jetty Light 4 to Newport Bay West Jetty Light 3.

§82.157 **San Diego Harbor.** A line drawn from the southerly tower of the Coronado Hotel to San Diego Channel Lighted Bell Buoy 5; thence to Point Loma Light.

§82.159 **Isthmus Cove (Santa Catalina Island).** A line drawn from the northernmost point of Lion Head to the north tangent of Bird Rock Island; thence to the northernmost point of Blue Cavern Point.

§82.161 **Avalon Bay (Santa Catalina Island).** A line drawn from White Rock to the northernmost point of Abalone Point.

HAWAII

§82.175 **Mamala Bay.** A line drawn from Barbers Point Light to Diamond Head Light.

PUERTO RICO AND VIRGIN ISLANDS

§82.200 **Bahia de San Juan.** A line drawn from the northwesternmost extremity of Punta del Morro to Puerto San Juan Lighted Buoy 1; thence to Puerto San Juan Lighted Buoy 2; thence to the northernmost extremity of Isla de Cabras.

§82.205 **Puerto Arecibo.** A line drawn from the westernmost extremity of the breakwater through Puerto Arecibo Buoy 1; thence through Puerto Arecibo Buoy 2; thence to shore in line with the Church tower in Arecibo.

§82.210 **Bahia de Mayaguez.** A line drawn from the southernmost extremity of Punta Algarrobo to Bahia de Mayaguez Entrance Lighted Buoy 3; thence to Bahia de Mayaguez Entrance Lighted Buoy 4; thence to the northwesternmost extremity of Punta Guanajibo.

§82.215 **Bahia de Guanica.** A line drawn from the easternmost extremity of Punta Brea through Bahia de Guanica Lighted Buoy 6; thence to the westernmost extremity of Punta Jacinto.

§82.220 **Bahia de Guayanilla.** A line drawn from the southernmost extremity of Punta Ventana through Bahia de Guayanilla entrance Lighted Buoy 2; thence to the southeasternmost extremity of Punta Guayanilla.

§82.225 **Bahia de Ponce.** A line drawn from the southeasternmost extremity of Punta Cuchara through Bahia de Ponce Lighted Buoy 1; thence to Bahia de Ponce Lighted Buoy 2; thence to the southwesternmost extremity of Punta Cabullon.

§82.230 **Bahia de Jobos.** A line drawn from Punta Arenas through Bahia de Jobos Light; thence to Bahia de Jobos entrance Lighted Buoy 2; thence to the southernmost extremity of Cayo Morrillo; thence to the southernmost extremity of Cayos de Pajaros.

§82.235 **St. Thomas Harbor, St. Thomas.** A line drawn from the southernmost extremity of Red Point through West Gregerie Channel Buoy 1; thence to West Gregerie Channel Lighted Buoy 2; thence to the southernmost extremity of Flamingo Point; thence to St. Thomas Harbor Entrance Lighted Buoy 2; thence to the Green Cay.

§82.240 **Christiansted Harbor, Island of St. Croix, Virgin Islands.** A line drawn from Shoy Point to Christiansted Harbor Channel Lighted Buoy 1; thence to stack at Little Princess north-westward of leper settlement.

§82.245 **Sonda de Vieques.** A line drawn from the easternmost extremity of Punta Yeguas, Puerto Rico, to a point 1 mile due south of Puerto Ferro Light; thence eastward in a straight line to a point 1 mile southeast of Punta Este Light, Isla de Vieques; thence in a straight line to the easternmost extremity of Punta del Este, Isla Culebrita. A line from the northernmost extremity of Cayo Norte to Piedra Stevens Lighted Buoy 1; thence to Las Cucarachas Light; thence to Cabo San Juan Light.

ALASKA

§82.275 **Bays, sounds, straits and inlets on the coast of southeastern Alaska between Cape Spencer Light and Sitklan Island.** A line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southernmost extremity of Cape Cross; thence to Cape Edgecumbe Light; thence through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; thence due east to Cape Muzon Light; thence to a point which is 1 mile, 180° true, from Cape Chacon Light; thence to Barren Island Light; thence to Lord Rock Light; thence to the southernmost extremity of Garnet Point, Kanagunut Island; thence to the southeasternmost extremity of Island Point, Sitklan Island. A line drawn from the northeasternmost extremity of Point Mansfield, Sitklan Island, 040° true, to where it intersects the mainland.

SUBCHAPTER G—REGATTAS AND MARINE PARADES

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

<p>Sec. 100.01 Purpose and intent. 100.05 Definition of terms used in this part. 100.10 Coast Guard-State agreements. 100.15 Submission of application. 100.20 Action on application for event assigned to State regulation by Coast Guard-State agreement. 100.25 Action on application for event not assigned to State regulation by Coast Guard-State agreement.</p>	<p>Sec. 100.30 Approval required for holding event. 100.35 Special local regulations. 100.40 Patrol of the regatta or marine parade. 100.45 Establishment of aids to navigation. 100.50 Penalties for violation of regulations.</p>
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AUTHORITY: The provisions of this Part 100 issued under sec. 1, 35 Stat. 69, as amended, sec. 6(b) (1), 80 Stat. 937; 46 U.S.C. 454, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b).

§100.01 Purpose and intent. (a) The purpose of the regulations in this part is to provide effective control over regattas and marine parades conducted on the navigable waters of the United States so as to insure safety of life in the regatta or marine parade area.

§100.05 Definition of terms used in this part. (a) "Regatta" or "marine parade" means an organized water event of limited duration which is conducted according to a prearranged schedule.

(b) "Navigable waters of the United States" means those waters of the United States, including the territorial sea adjacent thereto, the general character of which is navigable, and which, either by themselves or by uniting with other waters, form a continuous waterway on which boats or vessels may navigate or travel between two or more States, or to or from foreign nations. (See Part 2 of this chapter for a description of navigable waters of the United States and determinations made concerning certain specific waters in various States.)

(c) "District Commander" means the Commander of the Coast Guard District in which the regatta or marine parade is intended to be held. (See Part 3 of this chapter for the geographical boundaries of Coast Guard District.)

(d) "State authority" means any official or agency of a State having power under the law of such State to regulate regattas or marine parades on waters over which such State has jurisdiction.

§100.10 Coast Guard-State agreements. (a) The District Commander is authorized to enter into agreements with State authorities permitting, regulation by the State of such classes of regatta or marine parade on the navigable waters of the United States as, in the opinion of the District Commander, the State is able to

regulate in such a manner as to insure safety of life. All such agreements shall reserve to the District Commander the right to regulate any particular regatta or marine parade when he deems such action to be in the public interest.

§100.15 Submission of application. (a) An individual or organization planning to hold a regatta or marine parade which, by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States, shall submit an application to the Coast Guard District Commander having cognizance of the area where it is intended to hold such regatta or marine parade. Examples of conditions which are deemed to introduce extra or unusual hazards to the safety of life include but are not limited to: an inherently hazardous competition, the customary presence of commercial or pleasure craft in the area, any obstruction of navigable channel which may reasonably be expected to result, and the expected accumulation of spectator craft.

(b) Where such events are to be held regularly or repeatedly in a single area by an individual or organization, the Commandant or the District Commander may, subject to conditions set from time to time by him, grant a permit for such series of events for a fixed period of time, not to exceed one year.

(c) The application shall be submitted no less than 30 days prior to the start of the proposed event.

(d) The application shall include the following details:

- (1) Name and address of sponsoring organization.
- (2) Name, address, and telephone of person or persons in charge of the event.
- (3) Nature and purpose of the event.
- (4) Information as to general public interest.
- (5) Estimated number and types of watercraft participating in the event.
- (6) Estimated number and types of spectator watercraft.
- (7) Number of boats being furnished by sponsoring organizations to patrol event.
- (8) A time schedule and description of events.
- (9) A section of a chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

§100.20 Action on application for event assigned to State regulation by Coast Guard-State agreement. (a) Upon receipt of an application for a regatta or marine parade of a type assigned to a State for regulation under a Coast Guard-State agreement, the District Commander will forward the application to the State authority having cognizance of the event. Further processing and decision upon such an application shall be conducted by the State.

§100.25 Action on application for event not assigned to State regulation by Coast Guard-State agreement. (a) Where an event is one of a type not assigned to the State for regulation under a Coast Guard-State agreement (or where no such agreement has been entered), the Commander of a Coast Guard District who

receives an application for a proposed regatta or marine parade to be held upon the navigable waters of the United States within his district shall take the following action:

(1) He shall determine whether the proposed regatta or marine parade may be held in the proposed location with safety of life. To assist in his determination, he may, if he deems it necessary, hold a public hearing to obtain the views of all persons interested in, or who will be affected by, the regatta or marine parade.

(2) He will notify the individual or organization which submitted the application:

(i) That the application is approved, and the nature of the special local regulations, if any, which he will promulgate pursuant to Section 100.35; or,

(ii) That the interest of safety of life on the navigable waters of the United States requires specific change or changes in the application before it can be approved; or,

(iii) That the event requires no regulation or patrol of the regatta or marine parade area; or,

(iv) That the application is not approved, with reasons for such disapproval.

§100.30 Approval required for holding event. (a) An event for which application is required under Paragraph 100.15(a) shall be held only after approval of such event by the District Commander, except that applications referred to a State under Section 100.10 shall be governed by the laws of that State.

§100.35 Special local regulations. (a) The Commander of a Coast Guard District, after approving the plans for the holding of a regatta or marine parade within his district, is authorized to promulgate such special local regulations as he deems necessary to insure safety of life on the navigable waters immediately prior to, during, and immediately after the approved regatta or marine parade. Such regulations may include a restriction upon, or control of, the movement of vessels through a specified area immediately prior to, during, and immediately after the regatta or marine parade.

(b) After approving the plans for the holding of a regatta or marine parade upon the navigable waters within his district, and promulgating special regulations thereto, the Commander of a Coast Guard District shall give the public full and adequate notice of the dates of the regatta or marine parade, together with full and complete information of the special local regulations, if there be such. Such notice should be published in the local notices to mariners.

(c) The special local regulations referred to in paragraph (a) of this section, when issued and published by the Commander of a Coast Guard District, shall have the status of regulations issued pursuant to the provisions of section 1 of the act of April 28, 1908, as amended (46 U.S.C. 454).

§100.40 Patrol of the regatta or marine parade. (a) The Commander of a Coast Guard District in which a regatta or marine parade is to be held may detail, if he deems the needs of safety

require, one or more Coast Guard vessels to patrol the course of the regatta or marine parade for the purpose of enforcing not only the special local regulations but also for assistance work and the enforcement of laws generally.

(b) The Commander of a Coast Guard District may also utilize any private vessel or vessels to enforce the special local regulations governing a regatta or marine parade provided such vessel or vessels have been placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, for such purpose by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof. Any private vessel so utilized shall have on board an officer or petty officer of the Coast Guard who shall be in charge of the vessel during the detail and responsible for the law enforcement activities or assistance work performed by the vessel during such detail. Any private vessel so utilized will display the Coast Guard ensign while engaged in this duty.

(c) The Commander of a Coast Guard District may also utilize any private vessel or vessels placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof, to patrol the course of the regatta or marine parade for the purpose of promoting safety by performing assistance work, effecting rescues, and directing the movement of vessels in the vicinity of the regatta or marine parade. Vessels utilized under the authority of this paragraph are not authorized to enforce the special local regulations or laws generally.

§100.45 Establishment of aids to navigation. (a) The Commander of a Coast Guard District will establish and maintain only those aids to navigation as he deems necessary to assist in the observance and enforcement of the special local regulations issued by him. Such aids to navigation will be in accordance with Section 62.01-35 of this chapter. All other aids to navigation incidental to the holding of a regatta or marine parade shall be considered as private aids to navigation coming within the purview of Section 66.01 of this chapter.

§100.50 Penalties for violation of regulations. (a) An individual or organization who violates any provision of these regulations, or any regulation or order issued pursuant to these regulations shall be subject to the following penalties as provided in section 457 in Title 46, U.S. Code:

(1) A licensed officer shall be liable to suspension or revocation of license in the manner now prescribed by law for incompetency or misconduct.

(2) Any person in charge of the navigation of a vessel other than a licensed officer shall be liable to a penalty of \$500.

(3) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a penalty of \$500, unless the violation of regulations shall have occurred without his knowledge.

(4) Any other person shall be liable to a penalty of \$250.

(b) The Commandant of the Coast Guard is authorized and empowered to mitigate or remit any penalty herein provided for in the manner prescribed by law for the mitigation or remission of penalties for violation of the navigation laws. (See 46 CFR 2.50-1 to 2.50-40, inclusive, for procedures regarding assessment, mitigation or remission of penalties.)

**DEPARTMENT OF THE ARMY RULES AND REGULATIONS GOVERN-
ING THE DISPLAY OF SIGNALS ON, AND THE OPERATION OF, ALL
CRAFT and Accessories Working on Wrecks, Engaged in Dredging, Survey-
ing, or Other Work of Improvement, and the Use and Navigation of the
Waters in the Vicinity, in the Great Lakes and Their Connecting and Tribu-
tary Waters as far East as Montreal, the Red River of the North, and the
Rivers Whose Waters Flow into the Gulf of Mexico, and their Tributaries**

Section 7 of the River and Harbor Act of August 8, 1917, as amended (33 U.S.C. 1), provides as follows:

It shall be the duty of the Secretary of the Army to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500 or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

In pursuance of the above-quoted law, the following regulations have been prescribed.

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TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 201—GENERAL REGULATIONS¹

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), the general regulations contained in 33 CFR, Part 201, Sections 201.0 to 201.16, inclusive, are revoked, effective on and after March 1, 1948, and the following Sections 201.1 to 201.16, inclusive, are substituted therefor:

Sec.		Sec.	
201.1	Scope and applicability of Part.		ing, bank grading, dike construction, revetment, or other bank protection operations.
	LIGHTS AND DAY SIGNALS	201.7	Lights to be displayed on pipe lines.
201.2	Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is being towed.	201.8	Lights generally.
		201.9	Vessels moored or at anchor.
201.3	Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.		PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS
201.4	Dredges held in stationary position by moorings or spuds.	201.10	Passing signals.
201.5	Self-propelling suction dredges under way and engaged in dredging operations.	201.11	Speed of vessels passing floating plant working in channels.
201.6	Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sink-	201.12	Light-draft vessels passing floating plant.
		201.13	Aids to navigation marking floating-plant moorings.
		201.14	Obstruction of channel by floating plant.
		201.15	Clearing of channels.
		201.16	Protection of marks placed for the guidance of floating plant.
		201.20	Lights for Great Lakes Pilot vessels.

AUTHORITY: The provisions of this Part 201, issued under sec. 4, 28 Stat. 362, as amended; 33 U.S.C. 1.

§201.1 Scope and applicability of part. (a) The regulations contained in this part govern lights and day signals to be displayed by towing vessels with tows on which no signals can be displayed, vessels working on wrecks, dredges, and vessels engaged in laying cables or pipe or in submarine or bank protection operations, lights to be displayed on dredge pipe line, and day signals to be displayed by vessels of more than 65 feet in length moored or anchored in a fairway or channel (Sections 201.2 to 201.9, inclusive), and the passing by other vessels of floating plant working in navigable channels (Sections 201.10 to 201.16, inclusive).

¹ The regulations in this part copied from the Code of Federal Regulations of the United States of America, as amended (13 F. R. 150). The regulations reprinted herein are only those containing general requirements and are not all the regulations of the Corps of Engineers, Department of the Army.

(b) The regulations contained in this part are applicable on the Great Lakes and their connecting and tributary waters as far east as Montreal ("Great Lakes"), and on the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries ("Western Rivers"). Similar Coast Guard regulations, applicable on the harbors, rivers, and inland waters of the United States except the "Great Lakes" and the "Western Rivers," are contained in Sections 80.18 to 80.31a, of this title.

LIGHTS AND DAY SIGNALS

§201.2 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed. (a) The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than six feet apart, the lower shape to be carried not less than 10 feet above the deck house. The shapes shall be in the form of a double frustum of a cone, base to base, not less than two feet in diameter at the center nor less than eight inches at the ends of the cones, and to be not less than four feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, eight inches in width, and the lower shape to be painted a solid bright red.

(b) By night the towing vessel shall display the regular side lights, but in lieu of the regular white towing lights shall display four lights in a vertical position not less than three feet nor more than six feet apart, the upper and lower of such lights to be white, and the two middle lights to be red, all of such lights to be of the same character as the regular towing lights.

§201.3 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.

(a) Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by Section 201.2 (a), except that both shapes shall be painted a solid bright red, but where more than one vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which they can best be seen from all directions.

(b) By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck.

§201.4 Dredges held in stationary position by moorings or spuds. (a) Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than

two feet in diameter and carried in a vertical line not less than three feet nor more than six feet apart, and at least 15 feet above the deck house and in a position where they can best be seen from all directions.

(b) By night they shall display a white light at each corner, not less than six feet above the deck, and in addition thereto shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than six feet above the deck.

§201.5 Self-propelling suction dredges under way and engaged in dredging operations. (a) Self-propelling suction dredges under way and engaged in dredging operations shall display by day two black balls not less than two feet in diameter and carried in a vertical line not less than 15 feet above the deck house, and where they can best be seen from all directions. The term "dredging operations" shall include maneuvering into or out of position at the dredging site, but shall not include proceeding to and from the site.

(b) By night they shall carry, in addition to the regular running lights, two red lights of the same character as the white masthead light and in a vertical line beneath that light, the red lights to be not less than three feet nor more than six feet apart and the upper red light to be not less than four feet nor more than six feet below the masthead light, and on or near the stern two red lights in a vertical line not less than four feet nor more than six feet apart, to show through four points of the compass; that is, from right astern to two points on each quarter.

§201.6 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations. (a) Vessels which are moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than two feet in diameter, in a vertical line not less than three feet nor more than six feet apart, the upper ball to be painted in alternate black and white vertical stripes six inches wide, and the lower ball to be painted a solid bright red.

(b) By night they shall display three red lights, carried in a vertical line not less than three feet nor more than six feet apart, in a position where they can best be seen from all directions, with the lowermost light not less than 15 feet above the deck.

(c) Where a stringout of moored vessels or barges is engaged in the operations, three red lights carried as prescribed in paragraph (b) of this section shall be displayed at the channelward end of the stringout. Where the stringout crosses the navigable chan-

nel and is to be opened for the passage of vessels, the three red lights shall be displayed at each side of the opening instead of at the outer end of the stringout. There shall also be displayed upon such stringout one horizontal row of amber lights not less than six feet above the deck, or above the deck house where the craft carries a deck house, in a position where they can best be seen from all directions, spaced not more than 50 feet apart so as to mark distinctly the entire length and course of the stringout.

§201.7 Lights to be displayed on pipe lines. Pipe lines attached to dredges, and either floating or supported on trestles, shall display by night one row of amber lights not less than eight feet nor more than 12 feet above the water, about equally spaced and in such number as to mark distinctly the entire length and course of the line, the intervals between lights where the line crosses navigable channels to be not more than 30 feet. There shall also be displayed on the shore or discharge end of the line two red lights, three feet apart, in a vertical line with the lower light at least eight feet above the water, and if the line is to be opened at night for the passage of vessels, a similar arrangement of lights shall be displayed on each side of the opening.

§201.8 Lights generally. (a) All the lights required by Sections 201.2 to 201.7, except as provided in Paragraphs 201.2 (b) and 201.5 (b), shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least two miles.

(b) The lights required by Paragraph 201.2 (b) to be of the same character as the regular towing lights, and the lights required by Paragraph 201.5 (b) to be of the same character as the masthead light, shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least five miles.

(c) All floodlights or headlights which may interfere with the proper navigation of an approaching vessel shall be so shielded that the lights will not blind the pilot of such vessel.

§201.9 Vessels moored or at anchor. Vessels of more than 65 feet in length when moored or anchored in a fairway or channel shall display between sunrise and sunset on the forward part of the vessel where it can best be seen from other vessels one black ball not less than two feet in diameter.

PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS

§201.10 Passing signals. (a) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal prescribed in the local pilot rules for vessels under way and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal

and the approaching vessel shall slow down or stop and await further signal from the plant.

(b) When the pipe line from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipe line or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipe line shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in paragraph (a) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(c) When any pipe line or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

Note: The term "floating plant" as used in Sections 201.10 to 201.16, includes dredges, derrick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

§201.11 Speed of vessels passing floating plant working in channels. Vessels, with or without tows, passing floating plant working in channels, shall reduce their speed sufficiently to insure the safety of both the plant and themselves, and when passing within 200 feet of the plant their speed shall not exceed five miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

§201.12 Light-draft vessels passing floating plant. Vessels whose draft permits shall keep outside the buoys marking the ends of mooring lines of floating plant working in channels.

§201.13 Aids to navigation marking floating-plant moorings. Breast, stern, and bow anchors of floating plant working in navigable channels shall be marked by barrel or other suitable buoys. By night approaching vessels shall be shown the location of adjacent buoys by throwing a suitable beam of light from the plant on the buoys until the approaching vessel has passed, or the buoys may be lighted by red lights, visible in all directions, of the same character as specified in Paragraph 201.8 (a).

§201.14 Obstruction of channel by floating plant. Channels shall not be obstructed unnecessarily by any dredging or other floating plant. While vessels are passing such plant all lines running therefrom across the channel on the passing side which may interfere with or obstruct navigation shall be slacked to the bottom of the channel.

§201.15 Clearing of channels. When special or temporary regulations have not been prescribed and action under the regulations contained in Sections 201.10 to 201.14, will not afford clear passage, floating plant in narrow channels shall, upon notice, move out of the way of vessels a sufficient distance to allow them a clear passage. Vessels desiring passage shall, however, give the master of the floating plant ample notice in advance of the time they expect to pass.

NOTE: If it is necessary to prohibit or limit the anchorage or movement of vessels within certain areas in order to facilitate the work of improvement, application should be made through official channels for establishment by the Secretary of the Army of special or temporary regulations for this purpose.

§201.16 Protection of marks placed for the guidance of floating plant. Vessels shall not run over anchor buoys, or buoys, stakes, or other marks placed for the guidance of floating plant working in channels; and shall not anchor on the ranges of buoys, stakes, or other marks placed for the guidance of such plant.

§201.20 Lights for Great Lakes pilot vessels. (a) A power driven pilot vessel when engaged on pilotage duty and under way:

(1) Shall carry a white light at the masthead at a height of not less than 20 feet above the hull, visible all round the horizon at a distance of at least 3 miles and at a distance of 8 feet below it a red light similar in construction and character. If such a vessel is of less than 65 feet in length the vessel may carry the white light at a height of not less than 9 feet above the gunwale and the red light at a distance of 4 feet below the white light.

(2) Shall carry the sidelights prescribed by Great Lakes Rule 3 (33 U.S.C. 252) or by the Act of April 25, 1940 (46 U.S.C. 526b), as appropriate, and a white light at the stern showing an unbroken light over an arc of the horizon of 135° , so fixed as to show the light $67\frac{1}{2}^\circ$ from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles.

(3) Shall show one or more flareup lights at intervals not exceeding 10 minutes. An intermittent white light visible all round the horizon may be used in lieu of flareup lights.

(b) A sailing pilot vessel when engaged on pilotage duty and under way:

(1) Shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles.

(2) Shall be provided with the sidelights prescribed in paragraph (a) (2) of this section or the portable lanterns prescribed by Great Lakes Rule 8 (33 U.S.C. 257), as appropriate, and shall, on the near approach of or to other vessels, have such lights ready for use, and shall show them at short intervals to indicate the direction in which the pilot vessel is heading, but the green light shall not be shown on the port side nor the red light on the starboard side. The vessel shall also carry the stern light prescribed in paragraph (a) (2) of this section.

(3) Shall show one or more flareup lights at intervals not exceeding 10 minutes.

(c) A pilot vessel when engaged on pilotage duty and not under way shall carry the lights and show the flares prescribed in paragraphs (a) (1) and (3) or (b) (1) and (3) of this section, as appropriate, and if at anchor shall also carry the anchor lights prescribed in Great Lakes Rule 9 (33 U.S.C. 258).

(d) A pilot vessel when not engaged on pilotage duty shall show the lights or shapes for a similar vessel of the same length.

[Regs., Jan. 30, 1967, ENGCW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1).

EXCERPTS FROM THE ACT OF APRIL 25, 1940,

AN ACT TO AMENDED LAWS FOR PREVENTING COLLISIONS OF VESSELS,
TO REGULATE THE EQUIPMENT OF CERTAIN MOTORBOATS ON THE
NAVIGABLE WATERS OF THE UNITED STATES, AND FOR OTHER
PURPOSES

Motorboat defined; inspection

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the word "motorboat" where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length except tugboats and towboats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: Provided, That the engine, boiler, or other operating machinery shall be subject to inspection by the Coast Guard, and to its approval of the design thereof, on all said motorboats, which are more than forty feet in length, and which are propelled by machinery driven by steam. (46 U.S.C. 526.)

Classes of motorboats

SEC. 2. Motorboats subject to the provisions of this Act shall be divided into four classes as follows:

Class A. Less than sixteen feet in length.

Class 1. Sixteen feet or over and less than twenty-six feet in length.

Class 2. Twenty-six feet or over and less than forty feet in length.

Class 3. Forty feet or over and not more than sixty-five feet in length. (46 U.S.C. 526a.)

Lights

SEC. 3. Every motorboat in all weathers from sunset to sunrise shall carry and exhibit the following lights when under way, and during such time no other lights which may be mistaken for those prescribed shall be exhibited:

(a) Every motorboat of classes A and 1 shall carry the following lights:

* First. A bright white light aft to show all around the horizon.

Second. A combined lantern in the fore part of the vessel and lower than the white light aft, showing green to starboard and red to port, so fixed as to throw the light from right ahead two points abaft the beam on their respective sides.

(b) Every motorboat of classes 2 and 3 shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel; namely, from right ahead to two points abaft the beam on either side.

Second. A bright white light aft to show all around the horizon and higher than the white light forward.

Third. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The said side lights shall be fitted with inboard screens of sufficient height so set as to prevent these lights from being seen across the bow.

(c) Motorboats of classes A and 1 when propelled by sail alone shall carry the combined lantern, but not the white light aft, prescribed by this section. Motorboats of classes 2 and 3, when so propelled, shall carry the colored side lights, suitably screened, but not the white lights, prescribed by this section. Motorboats of all classes, when so propelled, shall carry, ready at hand, a lantern or flashlight showing a white light which shall be exhibited in sufficient time to avert collision.

(d) Every white light prescribed by this section shall be of such character as to be visible at a distance of at least two miles. Every colored light prescribed by this section shall be of such character as to be visible at a distance of at least one mile. The word "visible" in this Act, when applied to lights, shall mean visible on a dark night with clear atmosphere.

(e) When propelled by sail and machinery any motorboat shall carry the lights required by this section for a motorboat propelled by machinery only.

(f) Any motorboat may carry and exhibit the lights required by the Regulations for Preventing Collisions at Sea, 1948, Act of October 11, 1951 (65 Stat. 406-420; 33 U.S.C. 143-147d), as amended, in lieu of the lights required by this section. (46 U.S.C. 526b.)

Whistles

SEC. 4. Every motorboat of class 1, 2, or 3, shall be provided with an efficient whistle or other sound-producing mechanical appliance. (46 U.S.C. 526c.)

Bells

SEC. 5. Every motorboat of class 2 or 3 shall be provided with an efficient bell. (46 U.S.C. 526d.)

* * * * *

Exemptions for outboard racing motorboats

SEC. 9. The provisions of sections 4, 5, and 8 of this Act shall not apply to motorboats propelled by outboard motors while competing in any race previously arranged and announced or, if such boats be designed and intended solely for racing, while engaged in such navigation as is incidental to the tuning up of the boats and engines for the race. (46 U.S.C. 526h.)

* * * * *

Pilot rules not required

SEC. 12. Motorboats shall not be required to carry on board copies of the pilot rules. (46 U.S.C. 526k.)

* NOTE: On motorboats of classes A and 1 the aft white all around light or the 12 point white stern light may be located off the centerline. (33 CFR 85.05-1).

Authority to arrest for negligent operation

SEC. 15. Any officer of the United States authorized to enforce the navigation laws of the United States, shall have power and authority to swear out process and to arrest and take into custody, with or without process, any person who may commit any act or offense prohibited by section 13, or who may violate any provision of said section: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of some one of the aforesaid officials: *Provided further*, That whenever an arrest is made under the provisions of this act, the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the alleged against him, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in cases of crimes against the United States. (46 U.S.C. 526n.)

Penalty for other violations of act

SEC. 16. If any motorboat or vessel subject to any of the provisions of this act is operated or navigated in violation of this act or any regulation issued thereunder, the owner or operator, either one or both of them, shall, in addition to any other penalty prescribed by law, be liable to a penalty of \$100: *Provided*, That in the case of motorboats or vessels subject to the provisions of this act carrying passengers for hire, a penalty of \$200 shall be imposed on the owner or operator, either one or both of them, thereof for any violation of section 6, 7, or 8 of this act or of any regulations pertaining thereto. For any penalty incurred under this section the motorboat or vessel shall be held liable and may be proceeded against by way of libel in the district court of any district in which said motorboat or vessel may be found. (46 U.S.C. 526o.)

Regulations; enforcement

SEC. 17. The Commandant of the Coast Guard shall establish all necessary regulations required to carry out in the most effective manner all of the provisions of this act, and such regulations shall have the force of law. The Commandant of the Coast Guard or any officer of the Coast Guard authorized by the Commandant may, upon application therefor, remit or mitigate any fine, penalty, or forfeiture incurred under this act or any regulation thereunder relating to motorboats or vessels, except the penalties provided for in section 14 hereunder. The Commandant of the Coast Guard shall establish such regulations as may be necessary to secure the enforcement of the provisions of this act by any officer of the United States authorized to enforce the navigation laws of the United States. (46 U.S.C. 526p.)

Exemptions

SEC. 18. The proviso contained in the last paragraph of section 2 of the Act of May 11, 1918 (40 Stat. 549), shall apply also with like force and effect to motorboats as defined in this act.

Motorboats as defined in this act are hereby exempted from the provisions of Revised Statutes 4399, as amended (48 Stat. 125). (46 U.S.C. 526q.)

* * * * *

Application of Act, "State" defined

SEC. 22. (a) This Act applies to every motorboat or vessel on the navigable waters of the United States, Guam, the Virgin Islands, Commonwealth of Puerto Rico, and the District of Columbia, and every motorboat or vessel owned in a State and using the high seas except that the provisions of this Act other than sections 12, 18, and 19 do not apply to boats as defined in and subject to the Federal Boat Safety Act of 1971.

(b) As used in this Act—

The term "State" means a State of the United States, Guam, the Virgin Islands, Commonwealth of Puerto Rico, and the District of Columbia.

(c) Any vessel, to the extent that it is subject to the Small Passenger Carrying Vessel Act, May 10, 1956 (70 Stat. 151), or to any other vessel inspection statute of the United States, is exempt from the provisions of this Act.

(d) Nothing contained in this Act shall be deemed to exempt from the antitrust laws of the United States any conduct that would be unlawful under such laws, or to prohibit under the antitrust laws of the United States any conduct that would be lawful under such laws.

(e) Regulations previously issued under statutory provisions repealed, modified, or amended by this Act continue in effect as though promulgated under the authority of this Act until expressly

abrogated, modified, or amended by the Secretary under the regulatory authority of this Act.

(f) Any criminal or civil penalty proceeding under the Motorboat Act of 1940, as amended, or the Federal Boating Act of 1958, as amended, for a violation which occurred before the effective date of this Act may be initiated and continue to conclusion as though the former Acts had not been amended or repealed hereby.

**EXCERPTS FROM THE FEDERAL BOAT
SAFETY ACT OF 1971**

Applicability

SEC. 4. (a) This Act applies to vessels and associated equipment used, to be used, or carried in vessels used, on waters subject to the jurisdiction of the United States and on the high seas beyond the territorial seas for vessels owned in the United States.

* * *

(c) This Act, except those sections where the content expressly indicates otherwise, does not apply to—

(1) foreign vessels temporarily using waters subject to United States jurisdiction;

(2) military or public vessels of the United States, except recreational-type public vessels;

(3) a vessel whose owner is a State or subdivision thereof, which is used principally for governmental purposes, and which is clearly identifiable as such;

(4) ships' lifeboats.

* * * * *

Prohibited Acts

SEC. 12 (a)

* * *

(c) No person may use a vessel in violation of this Act or regulations issued thereunder.

(d) No person may use a vessel, including one otherwise exempted by section 4(c) of this Act, in a negligent manner so as to endanger the life, limb, or property of any person. Violations of this subsection involving use which is grossly negligent, subject the violator, in addition to any other penalties prescribed in this Act, to the criminal penalties prescribed in section 34.

* * * * *

Rendering of Assistance in Casualties

SEC. 16. (a) The operator of a vessel, including one otherwise exempted by subsection 4(c) of this Act, involved in a collision, accident, or other casualty, to the extent he can do so without serious danger to his own vessel, or persons aboard, shall render all practical and necessary assistance to persons affected by the collision, accident, or casualty to save them from danger caused by the collision, accident, or casualty. He shall also give his name, address, and the identification of his vessel to any person injured and to the owner of any property damaged. The duties imposed by this subsection are in addition to any duties otherwise imposed by law.

THE FEDERAL BOAT SAFETY ACT OF 1971, EXCERPTS FROM 59

(b) Any person who complies with subsection (a) of this section or who gratuitously and in good faith renders assistance at the scene of a vessel collision, accident, or other casualty without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance or for any act or omission in providing or arranging salvage, towage, medical treatment, or other assistance where the assisting person acts as an ordinary, reasonably prudent man would have acted under the same or familiar circumstances.

* * * * *

Criminal Penalties

SEC. 34. Any person who willfully violates section 12(c) of this Act or the regulations issued thereunder shall be fined not more than \$1,000 for each violation or imprisoned not more than one year, or both.

Civil Penalties

SEC. 35. (a)

* * *

(b) In addition to any other penalty prescribed by law any person who violates any other provision of this Act or the regulations issued thereunder shall be liable to a civil penalty of not more than \$500 for each violation. If the violation involves the use of a vessel, the vessel, except as exempted by subsection 4(c) of this Act, shall be liable and may be proceeded against in the district court of any district in which the vessel may be found.

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SUBCHAPTER M—COAST GUARD VESSELS

PART 135—LIGHTS FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

CROSS REFERENCE: For Navigational Light Waivers for certain classes and types of naval vessels issued by the Department of Defense, Department of the Navy, see 32 CFR Part 706, Navigational Light Waivers, and Part 707, Distinctive Lights Authorized for Submarines.

Sec.		Sec.	
135.01	Purpose of regulations	135.40	International Rules and Inland Rules; vertical separation of range lights.
135.10	Definition of terms used in this part.	135.45	International Rules; height of forward masthead light.
135.15	General findings and certifications.	135.47	International Rules; vertical separation of towing lights.
135.20	Extent of compliance.	135.50	Great Lages Rules; horizontal separation of range lights.
135.25	International Rules: horizontal separation of range lights.		
135.35	International Rules and Inland Rules height and arc of visibility of after anchor light.		

AUTHORITY: The provisions of this Part 135 issued under sec. 1, 59 Stat. 590, sec. 2, 77 Stat. 194, sec 6(b)(1), 80 Stat. 937; 33 U.S.C. 360, 1052. 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b), unless otherwise noted.

§135.01 **Purpose of regulations.** The regulations in this part set forth findings, certifications, exemptions from certain statutory requirements, and those requirements found or certified to be feasible for Coast Guard vessels, by reason of special construction, with respect to the number, position, range of visibility, or arc of visibility of the lights required to be displayed by vessels when navigating on the high seas or navigable waters of the United States, its territories or possessions.

§135.10 **Definition of terms used in this part—(a) International Rules.** The term “International Rules” means the “Regulations for Preventing Collisions at Sea, 1960,” as set forth in section 4 of the act of September 24, 1963 (77 Stat. 195–210; 33 U.S.C. 1061–1094).

(b) **Inland Rules.** The term “Inland Rules” means the rules for the navigation of rivers, harbors, and inland water of the United States, except (1) the Great Lakes and their connecting and tributary waters as far east as Montreal, (2) the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereinto and their tributaries, (3) that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and (4) the Red River of the North, as set forth in the act of June 7, 1897, as amended (30 Stat. 96–103, as amended; 33 U.S.C. 154–232).

(c) **Great Lakes Rules.** The term “Great Lakes Rules” means the act to regulate navigation on the Great Lakes and their con-

necting and tributary waters of February 8, 1895, as amended (28 Stat. 645-650, as amended; 33 U.S.C. 241-294).

§135.15 General findings and certifications. (a) It is hereby found that the Coast Guard vessels of special construction described in this part cannot comply with certain applicable statutory requirements, enumerated in various sections of this part, relating to the lights required to be displayed by vessels when navigating on the high seas or navigable waters of the United States, its territories or possessions, without seriously affecting the military characteristics and functions of the vessels concerned.

(b) It is hereby found and certified that the requirements regarding lights, as stated in the various sections of this part, which will be carried by the Coast Guard vessels described, conform as closely as feasible to the applicable statutory requirements.

§135.20 Extent of compliance. Except as provided otherwise in this part, the Coast Guard vessels described in this part are in full compliance with the other provisions of the applicable International Rules, Inland Rules, or Great Lakes Rules governing the areas where the vessels are being operated.

§135.25 International Rules; horizontal separation of range lights. (a) Rules 2 (a) (iii), International Rules, requires in part that the minimum horizontal separation between the forward masthead light and the after range light shall be at least 45 feet (33 U.S.C. 1062 (a) (iii)). Because of special construction, the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The following Auxiliary vessel shall carry the forward masthead light and the after range light with a horizontal separation of 34-feet:

USCGC Storis (WAGB-38).

(c) The following Icebreakers carry the forward masthead light and after range light with a horizontal separation of 23 feet or more:

USCGC Burton Island (WAGB-283).

USCGC Edisto (WAGB-284).

USCGC Glacier (WAGE-4).

USCGC Northwind (WAGB-282).

USCGC Southwind (WAGB-280).

USCGC Staten Island (WAGB-278)

USCGC Westwind (WAGB-281).

(d) (Reserved)

(e) The following Buoy Tenders, Class 180-A, shall carry the forward masthead light and after range light with a horizontal separation of 24 feet:

USCGC Balsam (WLB-62).

USCGC Cactus (WLB-270).

USCGC Citrus (WLB-300).

USCGC Clover (WLB-292).

USCGC Conifer (WLB-301).

USCGC Cowslip (WLB-277).
 USCGC Evergreen (WAGO-295).
 USCGC Gentian (WLB-290).
 USCGC Laurel (WLB-291).
 USCGC Madrona (WLB-302).
 USCGC Sorrel (WLB-296).

(f) The following Buoy Tenders, Class 180-B, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Buttonwood (WLB-306).
 USCGC Ironwood (WLB-297).
 USCGC Papaw (WLB-308).
 USCGC Planetree (WLB-307).
 USCGC Sweetgum (WLB-309).

(g) The following Buoy Tenders, Class 180-C, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Basswood (WLB-388).
 USCGC Bittersweet (WLB-389).
 USCGC Blackhaw (WLB-390).
 USCGC Blackthorn (WLB-391).
 USCGC Firebush (WLB-393).
 USCGC Hornbeam (WLB-394).
 USCGC Iris (WLB-395).
 USCGC Mallow (WLB-396).
 USCGC Mariposa (WLB-397).
 USCGC Sagebrush (WLB-399).
 USCGC Salvia (WLB-400).
 USCGC Sassafras (WLB-401).
 USCGC Sedge (WLB-402).
 USCGC Spar (WLB-403).
 USCGC Sweetbrier (WLB-405).

(h) All patrol cutters, medium endurance, 210-foot class, shall carry the forward masthead light and the after range light with a horizontal separation of not less than 18 feet.

(i) The following patrol cutters, medium endurance, 143' class, carry the forward masthead light and the after range light with a horizontal separation of 40 feet or more:

USCGC Modoc (WMEC-194).
 USCGC Comanche (WMEC-202).

(Sec. 5, 62 Stat. 257, sec. 4, 77 Stat. 203; 33 U.S.C. 356, 1073).

§135.35 International Rules and Inland Rules; height and arc of visibility of after anchor light. (a) Rule 11 (b), International Rules, and Article 11, Inland Rules, require that the anchor light at the stern shall be not less than 15 feet lower than the forward anchor light, and also require that this light be visible all around the horizon (33 U.S.C. 1071(b), 180). Because of special construction the Coast Guard vessel named in this section cannot comply with these requirements and is, therefore, exempted.

(b) The following Auxiliary vessel shall carry the after anchor light at a height of 10 feet below the forward anchor light and the arc of visibility of the after anchor light shall be an arc of approximately 240 degrees, that is, from right aft to 120 degrees to port and 120 degrees to starboard:

USCGC Courier (WTR-410).

§135.40 Vertical separation of range lights. (a) Rule 2(a) (iii), International Rules, and Article 2 (a), (e), Inland Rules, require that the vertical separation between the forward masthead light and the after range light shall be at least 15 feet (33 U.S.C. 1062 (a) (iii), 172 (a), (e)). Because of special construction the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The vertical separation between the forward masthead light and the after range light for the following Coast Guard Cutters is:

USCGC Modoc (WMEC-194)	10'7½"
USCGC Comanche (WMEC-202)	10'7½"

(Sec. 5, 62 Stat. 250, sec. 4, 77 Stat. 203; 33 U.S.C. 356, 1073).

§135.45 Height of forward masthead light. (a) Because of special construction, the Coast Guard Cutters named in paragraph (b) cannot comply with the requirements of Rule 2(a) (iii) of the International Regulations (33 U.S.C. 1062(a) (iii)) and are exempted as allowed by 33 U.S.C. 1052.

(b) The height of the forward masthead light for the Coast Guard Cutter in the following class is:

143' WMEC Class	at least 28'0"
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(Sec. 5, 62 Stat. 250, sec. 4, Rule 13 (b), 77 Stat. 203; 33 U.S.C. 356, 1073).

§135.47 Vertical separation of towing lights. (a) Rule 3(a), International Rules, requires in part that "A power-driven vessel * * * when towing and the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet, shall carry three white lights in a vertical line one over the other, so that the upper and lower lights shall be the same distance from, and not less than 6 feet above or below the middle light. * * *" (33 U.S.C. 1063). Because of special construction, the Coast Guard vessels described in this section cannot comply with this requirement and are therefore exempted.

(b) All Coast Guard cutters of the 82-foot and 95-foot WPB Classes, and of the 65-foot WYTL Class, when required to display towing lights consisting of three white lights in a vertical line one over the other, display such lights in a vertical line so that the upper and lower lights are the same distance from, and not less than 3 feet above or below the middle light.

§135.50 Great Lakes Rules; horizontal separation of range lights. (a) Rule 3(e), Great Lakes Rules, requires in part that the minimum horizontal separation between the forward masthead light and the after range light shall be more than 50 feet (33 U.S.C. 252 (e)). Because of special construction, the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The following Buoy Tenders, Class 180-A, shall carry the forward masthead light and after range light with a horizontal separation of 24 feet:

USCGC Tupelo (WLB-303).

USCGC Woodbine (WLB-289).

(c) The following Buoy Tender, Class 180-B, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Mesquite (WLB-305).

(d) The following Buoy Tenders, Class 180-C, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Acacia (WLB-406).

USCGC Bramble (WLB-392).

USCGC Sundew (WLB-404).

USCGC Woodrush (WLB-407).

(e) The following Icebreaker shall carry the forward masthead light and after range light with a horizontal separation of 36 feet:

USCGC Mackinaw (WAGB-83).

(f) The following Icebreakers carry the forward masthead light and after range light with a horizontal separation of 23 feet:

USCGC Burton Island (WAGB-283).

USCGC Edisto (WAGB-284).

USCGC Glacier (WAGB-4).

USCGC Northwind (WAGB-282).

USCGC Southwind (WAGB-280).

USCGC Staten Island (WAGB-278).

USCGC Westwind (WAGB-281).

SUBCHAPTER M—COAST GUARD VESSELS

PART 136—SHAPES (DAY SIGNALS) FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

Sec.		Sec.	
136.01	Purpose of regulations.	136.25	International Rules; vessels not under command or engaged in certain operations and displaying two black balls.
136.10	Definition of terms used in this part.	136.30	International Rules; vessels engaged in certain occupations and displaying three shapes.
136.15	General findings and certification.		
136.20	Extent of compliance.		

AUTHORITY: The provisions of this Part 136 issued under sec. 1, 80 Stat. 383, 388 as amended, sec. 5, 62 Stat. 257, sec. 4, 77 Stat. 203, sec. 6(b)(1), 80 Stat. 937; 5 U.S.C. 552.

§136.01 Purpose of regulations. (a) The regulations in this part set forth findings, certifications, and exemptions from certain statutory requirements, and those requirements found or certified to be feasible for Coast Guard vessels, by reason of special construction, with respect to the number, position, range of visibility or arc of visibility of shapes (day signals) required to be displayed during the daytime by vessels when navigating on the high seas or navigable waters of the United States, its territories or its possessions.

§136.10 Definition of terms used in this part. (a) *International Rules.* The term "International Rules" means the "Regulations for Preventing Collisions at Sea, 1960," as set forth in section 4 of the Act of September 24, 1963 (77 Stat. 195-210; 33 U.S.C. 1061-1094).

(b) *Inland Rules.* The term "Inland Rules" means the rules for the navigation of rivers, harbors, and other inland waters of the United States, except (1) the Great Lakes and their connecting and tributary waters as far east as Montreal, (2) the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereinto and their tributaries, (3) that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and (4) the Red River of the North; as set forth in the act of June 7, 1897, as amended (30 Stat. 96-103, as amended, 33 U.S.C. 154-232).

§136.15 General findings and certification. (a) It is hereby found that the Coast Guard vessels of special construction described in this part cannot comply with certain applicable statutory requirements, enumerated in various sections of this part, relating to the shapes (day signals) required to be displayed by vessels when navigating on the high seas or navigable waters of the

United States, its territories or possessions, without seriously affecting the military characteristics and functions of the vessels concerned.

(b) It is hereby found and certified that the requirements regarding shapes (day signals), as stated in the various sections of this part, which will be carried by the Coast Guard vessels described, conform as closely as feasible to the applicable statutory requirements.

§136.20 Extent of compliance. (a) Except as provided otherwise in this subchapter, the Coast Guard vessels described in this part are in full compliance with the other provisions regarding shapes (day signals) of the applicable International Rules or Inland Rules governing the areas where the vessels are being operated.

§136.25 International Rules; vessels not under command or engaged in certain operations and displaying two black balls. (a) Rule 4(a), International Rules, requires in part that a vessel which is not under command shall by day carry "in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter" (33 U.S.C. 1064). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with such requirements and are therefore exempt.

(b) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary display the required two black balls or shapes with a vertical separation of not less than 4 feet between them.

§136.30 International Rules; vessels engaged in certain occupations and displaying three shapes. (a) Rule 4(c) and Rule 11(d), International Rules, require in part that a vessel "engaged in laying or picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations," including "when at anchor," shall carry and display 3 shapes, each 2 feet in diameter, in a vertical line one over the other so the upper and lower shapes shall be the same distance from, and not less than 6 feet above or below, the middle shape (33 U.S.C. 1064(c), 1071(d)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with these requirements and are therefore exempt.

(b) Rule 11(e), International Rules, requires in part that a vessel aground by day "shall carry, where they can best be seen, 3 black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart" (33 U.S.C. 1071(e)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with this requirement and are therefore exempt.

(c) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary shall display where they can best be seen, three black balls or shapes required by Rule 4(c) and Rule 11(d) or (e), International Rules, in a vertical line with a vertical separation of not less than 1 foot between them.

TITLE 32—NATIONAL DEFENSE
Chapter VI—Department of the Navy
Subchapter B—Navigation

PART 706—NAVIGATIONAL LIGHT WAIVERS

Sec.		of the Navy under 33 U.S.C.
706.1	Purpose of regulations.	360 and 1052.
706.2	Certifications of the Secretary	

AUTHORITY: The provisions of this Part 706 issued under sec. 1, 59 Stat. 590, sec. 2, 77 Stat. 194 (33 U.S.C. 360, 1052).
CROSS-REFERENCE: For lights of Coast Guard vessels of special construction, see 33 CFR Part 135.

§706.1 Purpose of regulations. (a) All ships are warned that, when U.S. naval vessels are met on the high seas or on navigable waters of the United States during periods when navigational lights may be displayed, certain navigational lights of some naval vessels may vary from the requirements of the Regulations for Preventing Collisions at Sea, 1960, 33 U.S. Code sections 1061-1094, and rules applicable to the navigable waters of the United States, as to number, position, range of visibility or arc of visibility. These differences are necessitated by reasons of military function or special construction of the naval ships. An example is the aircraft carrier where the two white lights are in most instances on the island superstructure considerably displaced from the center or keel line of the vessel when viewed from ahead. Certain other naval vessels cannot comply with the horizontal separation requirements of the white lights, and the two white lights on even large naval vessels, such as some cruisers will thus appear to be crowded together when viewed from a distance. Other naval vessels may also have unorthodox navigational light arrangements or characteristics when seen either underway or at anchor.

(b) Naval vessels may also be expected to display certain other lights. These lights include, but are not limited to, different colored recognition light signals, landing lights on carriers, and pulsating red lights to indicate speed to other naval ships. These lights may sometimes be shown in combination with navigational lights.

(c) During peacetime naval maneuvers, naval ships, alone or in company, may also dispense with showing any lights, though efforts will be made to display lights on the approach of shipping.

(d) 33 U.S. Code, sections 360 and 1052 provide that the requirements of the Regulations for Preventing Collisions at Sea, 1960, the Inland Rules, the Great Lakes Rules, and Western River Rules, as to the number, position, range of visibility, or arc of visibility of lights required to be displayed by vessels, shall not apply to any vessel or class of vessels of the Navy where the

Secretary of the Navy shall find or certify that, by reason of special construction or purpose, it is not possible for such vessel or class of vessels to comply with the statutory provisions as to lights.

(e) This part consolidates and codifies certificates of the Secretary of the Navy under 33 U.S.C. 360 and 1052. It has been determined that, because of their construction, it is not possible for the classes or types of naval vessels listed in this part to comply with all of the requirements of the statutes enumerated in sections 360 and 1052, Title 33, United States Code.

§706.2 Certifications of the Secretary of the Navy under 33 U.S.C. 360 and 1052. The Secretary of the Navy hereby finds and certifies that the classes or types of vessels listed in this section are naval vessels of special construction and that, with respect to the position of the navigation lights listed in this section, it is not possible to comply with the requirements of the statutes enumerated in sections 360 and 1052 of Title 33, United States Code. The Secretary of the Navy further finds and certifies that the navigation lights listed in this section conform as closely as feasible to the applicable statutory requirements.

NAVIGATIONAL LIGHT WAIVERS

TABLE ONE

Vessel class or type	Distance in feet of the forward 20-point white light below minimum required height (based on requirements of International Rule 2(a) (iii))	Distance in feet below minimum required vertical separation between forward and after 20-point white lights (based on requirements of International Rule 2(a) (iii))	Ratio of horizontal to vertical separation of the two 20-point white lights (based on International Rule 2(a) (iii) which requires ratio of 3.0 to 1)	Minimum distance horizontally in feet between forward and after 20-point white lights	
CRUISERS:					
CA (Heavy Cruiser) -----	None -----	None -----	0.9 or greater to 1.	29 or greater.	
CAG (Guided Missile Heavy Cruiser) -----					
CG(N) (Guided Missile Cruiser) -----					
CL (Light Cruiser) -----					
CLG (Guided Missile Light Cruiser) -----					
AIRCRAFT CARRIERS:					
T AKV (MSTS Auxiliary Cargo Ship) -----	11 or less -----	2 or less -----	0.7 or greater to 1.	20 or greater.	
LPH (Amphibious Assault Ship) -----					
CVA (Attack Aircraft Carrier) -----					
CVS (ASW Support Aircraft Carrier) -----	25 -----	None -----	2.0 or greater to 1.	30 or greater.	
CC2 (Command Ship converted from aircraft carrier) -----	25 or less -----	None -----	3.0 or greater to 1.	30 or greater.	
AGMR 2 (Major Communications Relay Ship converted from aircraft carrier) -----	14 or less -----	None -----	3.0 or greater to 1.	45 or greater.	
AVT (Auxiliary Aircraft Transport) -----	AUXILIARIES:				
ADG (Degaussing Vessel) -----	40 or less -----	3 or less -----	0.9 or greater to 1.	19 or greater.	
AG (Miscellaneous) -----					
AGB (Icebreaker) -----					
AGS (Surveying Ship) -----					
AKS (General Stores Issue Ship) -----					
AN (Net Laying Ship) -----					
APB (Self-Propelled Barracks Ship) -----					
ARSD (Salvage Lifting Vessel) -----					
AVB (Advanced Aviation Base Ship) -----					
AVM (Guided Missile Ship) -----					
AVP (Small Seaplane Tender) -----					
DESTROYERS:					
DD (Destroyer) -----	18 or less -----	3 or less -----	0.9 or greater to 1.	17 or greater.	
DDE (Escort Destroyer) -----					
DDG (Guided Missile Destroyer) -----					
DDR (Radar Picket Destroyer) -----					
DL (Frigate) -----					
DLG (Guided Missile Frigate) -----					
AMPHIBIOUS WARFARE VESSELS:					
APD (High Speed Transport) -----	40 or less -----	5 or less -----	1.0 or greater to 1.	21 or greater.	
IFS (Inshore Fire Support Ship) -----					
LSD (Dock Landing Ship) -----					
LST (Tank Landing Ship) -----	19 or less -----	None -----	3.0 or greater to 1.	158 or greater.	
LSM (Medium Landing Ship) -----					
LSMR (Landing Ship Medium rocket) -----					

RULES OF THE ROAD—WESTERN RIVERS

PATROL VESSELS:				
DE (Escort Vessel) -----	} 17 or less -----	5 or less -----	1.0 or greater to 1.	19 or greater.
DER (Radar Picket Escort Vessel).				
PC (Submarine Chaser) ..				
PCE (Escort) -----				
PCER (Rescue Escort) ---	} None -----	None -----	After white light not carried.	
PC(H) (Hydrofoil Patrol Craft).				
PGM (Motor Gunboat) ---	7 or less	None -----	1.3 or greater to 1.	19 or greater.
MINE VESSELS:				
MHC (Minehunter Coastal).	} 16 or less -----	3 or less -----	0.6 or greater to 1.	8 or greater.
MSF (Minesweeper Fleet).				
MSS (Minesweeper Special).				
SERVICE VESSELS:				
YG (Garbage Lighter Self-Propelled).	} 16 or less -----	5 or less -----	0.6 or greater to 1.	12 or greater.
YV (Drone Aircraft Catapult Control Craft).				
Self-propelled Crane (No hull classification).				
SUBMERSIBLES:				
NR-1 (Nuclear-Powered Research Vehicle).	10 -----			After white light neither required nor carried.

TABLE TWO

SUBMARINES

(a) One, 20-point white light is generally carried in the forward part of the vessel and will not be less than 15 feet above the hull. This light is visible over a maximum arc of 27 points, that is from right ahead to $5\frac{1}{2}$ points (62 degrees) abaft the beam on either side.

(b) A second, 20-point or other white light is not installed.

(c) Side lights may be visible simultaneously across the bow. The side lights may also be visible 30 degrees abaft the beam.

(d) Lights required by International Rule 4 are not installed.

(e) The white light showing to the stern will be visible over a maximum arc of 23 points of the compass, that is from right astern to $11\frac{1}{2}$ points (approximately 126 degrees) to either side. This light is not installed at the stern but may be located from 20 to 190 feet forward of the stern.

(f) The forward anchor light may be carried up to a maximum of 60 feet aft of the stem and is carried at a height not less than 6 feet above the hull. The after anchor light may be carried at a greater height.

NOTES

1. The after range light when carried by naval vessels is a 20-point white light as required by International Rule 2(a)(ii).

2. The arc of visibility of the after 20-point white light on certain heavy cruisers (CA) may be obstructed by as much as one point when viewed from ahead.

3. On aircraft carriers (CVA and CVS) and aircraft carrier types (LPH, T-AKV and AVT), the following additional variations exist:

a. The two 20-point white lights (masthead light and range light) are located at a maximum distance of 94 feet to the left of the keel line when viewed from ahead. (This distance is measured perpendicularly from the keel line to the two white lights.)

b. The forward anchor lights are located a maximum of 8 feet vertically below the uppermost continuous deck (two lights at the same level). These lights are located forward and on either side of the vessel.

c. The after anchor lights are located a maximum of 31 feet vertically below the uppermost continuous deck (two lights at the same level). These lights are located aft and on either side of the vessel.

4. On certain command ships and major communications relay ships (CC2 and AGMR-2 types converted from aircraft carrier hull), the following additional variations exist:

a. Towing lights, when displayed, will meet the requirements for vertical separation; however, the lower light will be located 3-9 feet above the hull.

b. Five degrees of the arc of visibility of the range light on the CC-2 type ships is obstructed at a point commencing approximately $2\frac{1}{2}$ points forward of the port beam.

c. The number and position of the forward and after anchor lights for CC-2 type ships are the same as those of other classes of aircraft carriers described in Notes 3b and 3c of this section.

d. The lights mentioned in Table One with respect to CC-2 and AGMR-2 type ships are located on the center or keel line.

e. The masthead light shall be carried at a height of 15 feet or more above the hull.

5. On mechanized landing craft (LCM) and certain utility landing craft (LCU) only one 20-point white light is installed and is located in the after part of the ship. Also in certain utility landing craft, the 20-point white light is located 11 feet or less to the left of the keel when viewed from ahead.

6. On 94-foot aircraft rescue boats (no hull classification) and motor-torpedo boats (PT), the 20-point white light is located at a maximum of 14 feet below the required height (based on International Rule 2(a)(iii)).

7. On motor-torpedo boats (PT) the lower towing light is located at a maximum of 4 feet below the required height (based on International Rule 3(a)).

8. On hydrofoil patrol craft (PC(H) class):
- The masthead and anchor lights shall be located on the centerline and two feet aft of the amidship point instead of in the forepart of such vessels.
 - The anchor light shall be carried at a height above the hull of more than 20 feet.
9. On self-propelled crane (no hull classification) considerable reduction in the all around visibility of anchor lights exists. Two sets of "not under command" lights are installed, one set on either side of the superstructure (based on International Rule 4(a)).
10. Great Lakes—Naval vessels operating on the Great Lakes shall carry their navigational lights and shapes at the positions complying with the Regulations for Preventing Collisions at Sea, 1960, except as follows: For naval vessels under 150 feet in length requiring only one white light under the Regulations for Preventing Collisions at Sea, 1960, an additional all around white light will be carried which in some cases may be carried less than 50 feet abaft the forward light. In addition, the after white range light required by Rule 3(c), Great Lakes Rules, is a 20-point white light, so fixed as to show the light 10 points on each side of the vessel, that is, from right ahead to two points abaft the beam on either side. These vessels will, however, carry the white light stern light required by Rule 10, Regulations for Preventing Collisions at Sea, 1960, to light the vessel aft. At anchor these vessels will display in lieu of the two lights forward and two lights aft, Rule 9, Great Lakes Rules, a single all around white anchor light forward and a single all around white anchor light aft located in accordance with Rule 11 (a) and (b), Regulations for Preventing Collisions at Sea, 1960, as modified for aircraft carriers and aircraft carrier types by NOTE 3 of this section. Submarines will be lighted as provided by Table Two.
- On motor gunboats (PGM), guided missile destroyers known as the DDG-2 Class, and on destroyer-type vessels when engaged in towing vessels or objects exceeding 600 feet in length, the two lower of the three towing 20-point white lights will be separated from 3 feet to 15 feet vertically in lieu of the prescribed 6-foot separation. On radome equipped PGM's, the three towing lights shall be carried in a vertical line, equally spaced and not less than 3 feet apart in lieu of the prescribed 6-foot separation (based on International Rule 3(a)).
12. On Mine Countermeasures Support Ships (MCS 1 Class), the after anchor light will be carried at a height not less than 4 feet lower than the forward anchor light in lieu of the required 15 feet (based on International Rule 11(b)). The after 20-point white light will be obstructed, in arc of visibility, for approximately 1° when viewed from dead ahead.
13. On motor gunboats (PGM), the three task lights shall be carried in a vertical line, equally spaced and not less than 3 feet apart in lieu of the prescribed 6-foot separation (based on International Rule 4(c)).
14. On Side Loaded Warping Tugs the 20-point white light (masthead light) will be located 55½ feet, or approximately two-thirds of the vessel's length, aft of the bow, rather than in the forepart of the vessel (based on International Rule 2(a)(i) and Inland Article 2(a)). Also, this light will be located 5 feet to starboard of the vessel's centerline.
15. On Landing Craft Repair Ships (ARL) the lower two towing lights in the three-light presentation (based on International Rule 3(a) and Inland Article 3(a)) will be obstructed when viewed from off the vessel's port and starboard bow. There will be a 1.5° arc of obstruction, from 10° through 11.5°, relative to the vessel's head; and a 2.5° arc of obstruction, from 346° through 348.5°, relative to the vessel's head.

**PART 707—DISTINCTIVE LIGHTS AUTHORIZED FOR
SUBMARINES**

§707.1 Display of distinctive lights by submarines. (a) In accordance with Rule 13(a), International Rules, and Article 13, Inland Rules, the Secretary of the Navy has authorized the display of a distinctive light by U.S. Naval submarines in international waters and in the inland waters of the United States. The light will be exhibited in addition to the presently prescribed navigational lights for submarines.

(b) The normal navigational lights of submarines have been found to be easily mistaken for those of small vessels when in fact submarines are large deep draft vessels with limited maneuvering characteristics while they are on the surface. The newly authorized light is expected to promote safety at sea by assisting in the identification of submarines.

(c) United States submarines may therefore display an amber rotating light producing 90 flashes per minute visible all around the horizon at a distance of at least 3 miles, the light to be located not less than 2 feet and not more than 6 feet above the masthead light.

(Sec. 1 (art. 13), 30 Stat. 99, sec. 4 (rule 13(a)), 77 Stat. 203; 33 U.S.C. 182, 1073(a)).

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Part 26—Vessel bridge-to-bridge radiotelephone regulations

Sec.		26.06	Maintenance of radiotelephone; failure of radiotelephone.
26.01	Purpose.	26.07	English language.
26.02	Definitions.	26.08	Exemption procedures.
26.03	Radiotelephone required.	26.09	List of exemptions. [Reserved]
26.04	Use of the designated frequency.	26.10	Penalties.
26.05	Use of radiotelephone.		

AUTHORITY: The provisions of this Part 26 issued under 85 Stat. 164: 33 U.S.C.A. secs. 1201-1208; 49 CFR 1.46 (c) (2).

§26.01 Purpose.—(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part—

(1) Requires the use of the vessel bridge-to-bridge radiotelephone;

(2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;

(3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

26.02 Definitions.—For the purpose of this part and interpreting the Act—

“Secretary” means the Secretary of the Department in which the Coast Guard is operating;

“Act” means the “Vessel Bridge-to-Bridge Radiotelephone Act”, 33 U.S.C.A. sections 1201-1208;

“Length” is measured from end to end over the deck excluding sheer;

“Navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended,” means those waters governed by the Navigation Rules for Harbors, Rivers, and Inland waters (33 U.S.C. sec. 151 et seq.), the Navigation Rules for Great Lakes and their Connecting and Tributary Waters (33 U.S.C. sec. 241 et seq.), and the Navigation Rules for Red River of the North and Rivers emptying into Gulf of Mexico and Tributaries (33 U.S.C. sec. 301 et seq.);

“Power-driven vessel” means any vessel propelled by machinery; and

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

§26.03 Radiotelephone required.—(a) Unless an exemption is granted under §26.09 and except as provided in subparagraph (4) of this paragraph, section 4 of the Act provides that—

- (1) Every power-driven vessel of 300 gross tons and upward while navigating;
- (2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;
- (3) Every towing vessel of 26 feet or over in length while navigating; and
- (4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels; *Provided*, That an unmanned or intermittently manned floating plant under the control of a dredge need not be required to have separate radiotelephone capability;

Shall have a radiotelephone capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission, after consultation with other cognizant agencies, for the exchange of navigational information.

(b) The radiotelephone required by paragraph (a) of this section shall be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended.

§26.04 Use of the designated frequency.—(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, 33 U.S.C.A. section 1207 (a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

NOTE: The Federal Communications Commission has designated the frequency 156.65 MHz for the use of bridge-to-bridge radiotelephone stations.

§26.05 Use of radiotelephone.—Section 5 of the Act states—

(a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing contained herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

§26.06 Maintenance of radiotelephone; failure of radiotelephone.—Section 6 of the Act states—

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

§26.07 English language.—No person may use the services of, and no person may serve as a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C.A. section 1204 unless he can speak the English language.

§26.08 Exemption procedures.—(a) Any person may petition for an exemption from any provision of the Act or this part;

(b) Each petition must be submitted in writing to U.S. Coast Guard (M), 400 Seventh Street SW., Washington, DC 20590, and must state—

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

§26.09 List of Exemptions.—[Reserved]

§26.10 Penalties.—Section 9 of this Act states—

(a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulations hereunder; or whoever, being designated by the master or person in charge of a vessel subject to the Act to pilot or direct the movement of a vessel fails to enforce or comply with the Act or the regulations hereunder—is liable to a civil penalty of not more than \$500 to be assessed by the Secretary.

(b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than \$500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

This amendment shall become effective January 1, 1973.

APPENDIX
COAST GUARD DISTRICT COMMANDERS AND MERCHANT
MARINE ACTIVITIES

District	Title	City	State	Address
1st	Commander, 1st Coast Guard District	Boston	Massachusetts	02203 J. F. Kennedy Federal Bldg., Government Center.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	Portland	Massachusetts	02109 427 Commercial St.
2d	do	Providence	Maine	04112 P.O. Box 108, Pearl Street Station.
	do	do	Rhode Island	02903 104 Customhouse.
	Commander, 2d Coast Guard District	St. Louis	Missouri	63103 Federal Bldg., 1520 Market St.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	Missouri	63101 Suite 1128, 210 N. 12th St.
	do	Paducah	Kentucky	42001 P.O. Box 1400, Avondale Station.
	do	Dubuque	Iowa	52001 Box 695.
	do	Cincinnati	Ohio	45202 Room 4020, Federal Office Bldg., 550 Main St.
	do	Louisville	Kentucky	40202 360-380A Federal Bldg., 600 Federal Place.
	do	Memphis	Tennessee	38103 856 Federal Bldg., 167 No. Main St.
	do	Nashville	Tennessee	37203 670 U.S. Court House, 801 Broadway.
	do	Pittsburgh	Pennsylvania	15219 312 Stanwix St.
do	Huntington	West Virginia	25725 P.O. Box 2412.	
3d	Commander, 3d Coast Guard District	New York	New York	10004 Governors Island.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Battery Park Bldg.
	do	Albany	New York	12207 313 Federal Bldg.
	do	Philadelphia	Pennsylvania	19106 Customhouse.
5th	Commander, 5th Coast Guard District	Fortsmouth	Virginia	23105 Federal Bldg., 431 Crawford St.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Federal Bldg., Room 200.
	do	Wilmington	North Carolina	28401 101 Federal Bldg.
	do	Baltimore	Maryland	21202 Customhouse.
7th	Commander, 7th Coast Guard District	Miami	Florida	33130 Room 1018, Federal Bldg., 51 SW. 1st Ave.
	Chief, Merchant Marine Safety Division	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Suite 301, 501 NE 1st Ave.
	do	Tampa	Florida	33601 P.O. Box 3172.
	do	Charleston	South Carolina	29403 625 Federal Bldg., 334 Meeting St.
	do	Savannah	Georgia	31402 P.O. Box 8191.
	do	Jacksonville	Florida	32201 P.O. Box 4398.
	do	San Juan	Puerto Rico	00904 P.O. Box 3666.

8th	Commander, 8th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do do do do do	New Orleans do do Mobile Port Arthur Galveston Corpus Christi Houston	Louisiana 70130 do do Alabama 33602 Texas 77640 Texas 77550 Texas 78401 Texas 77011	Customhouse. Do. 201 Gateway Bldg., 124 Camp St. 563 Federal Bldg. Federal Bldg., Customhouse 5th and Austin Ave. 201 Customhouse. P.O. Box 1621. 7300 Wingate St.
9th	Commander, 9th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do do do do do do	Cleveland do do Buffalo Detroit Duluth Toledo Saint Ignace Chicago	Ohio 44199 do Ohio 44114 New York 14203 Michigan 48226 Minnesota 55802 Ohio 43604 Michigan 49781 Illinois 60617	1240 East 9th St. Do. 1055 East 9th St. 440 Federal Bldg., 121 Ellicott St. 424 Federal and Courthouse Bldg. Canal Park. 5101 Federal Bldg., 234 Summit St. Municipal Bldg. 10101 South Ewing Ave.
11th	Commander, 11th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Long Beach do San Pedro	California 90802 do California 90731	Heartwell Bldg., 19 Pine Ave. Do. (Los Angeles-Long Beach). 2035 Customhouse. 300 S. Ferry St. B St. Pier.
12th	Commander, 12th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	San Diego San Francisco do do	California 92101 California 94126 do do	530 Sansome St. Do. Station B, Box 2029. 618 2d Ave.
13th	Commander, 13th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Seattle do Portland	Washington 98104 do do Oregon 97204	Do. Do. Do. 496 Federal Bldg., 511 NW Broadway.
14th	Commander, 14th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Honolulu do do Guam	Hawaii 96813 Hawaii 96813 do do	677 Ala Moana Ave. 610 Fort St. Do. Marianas.
17th	Commander, 17th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Juneau do do Anchorage	Alaska 99801 do do Alaska 99501	P.O. Box 3 5000. Do. Do. P.O. Box 1286.

MERCHANT MARINE DETAILS	LOCAL ADDRESS
BREMEN	Merchant Marine Detail Officer, USCG, American Consulate General, 1, Praesident Kennedy Platz, BREMEN, Germany.
ROTTERDAM	Merchant Marine Detail Officer, USCG American Consulate General, Vlasmarkt 1, ROTTERDAM, Netherlands.
YOKOHAMA	Merchant Marine Detail Officer, USCG, North Pier, YOKOHAMA, Japan.
SAIGON	Merchant Marine Detail Officer, USCG, American Embassy, 4 Thong Nhut, SAIGON, Viet Nam.
MANILA	Merchant Marine Detail Officer, USCG, APO San Francisco 96528
SINGAPORE	Merchant Marine Detail Officer, USCG, American Embassy FPO San Francisco 96699

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