

**COLREGS AND INLAND NAVIGATION RULE AMENDMENTS
(1990 - 2013)**

RECORD OF CHANGES			
CHANGE NUMBER	DATE OF CHANGE	DATE EFFECTIVE	SOURCE
01	04/02/1998	06/03/1998	63 FR 5728
01 COLREGS	11/29/2001	11/29/2001	IMO A.920(10)
02	06/19/2008	06/19/2008	73 FR 34998
02 COLREGS	11/29/2007	12/01/2009	IMO A.1004(25)
03	04/15/2010	05/17/2010	75 FR 19544
04	06/21/2012	06/21/2012	77 FR 37305
05	07/01/2013	07/01/2013	78 FR 39163

INTERNATIONAL Rule 3(a), IMO Resolution A.910(22) amended it by adding “**WIG craft**” before “and seaplanes”.

INTERNATIONAL Rule 3, IMO Resolution A.910(22) amended it by adding paragraph (m):

(m) The term "Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

INTERNATIONAL Rule 8(a), IMO Resolution A.910(22) amended it by adding “**be taken in accordance with the Rules of this Part and shall,**” before “if the circumstances”.

INTERNATIONAL Rule 18, IMO Resolution A.910(22) amended it by adding paragraph (f):

(f)(i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;

(ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

INTERNATIONAL Rule 23(c), IMO Resolution A.910(22) amended it by renumbering paragraph (c) to (d) and adding paragraph (c):

(c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

INTERNATIONAL Rule 27(f) & its Caption, 77 FR 37305 amended each instance of “mineclearance” to “**mine clearance**”.

INLAND Rule 27(f) & its Caption, 77 FR 37305 amended each instance of “mineclearance” to “**mine clearance**”.

INTERNATIONAL Rule 31, IMO Resolution A.910(22) amended it by adding “**or a WIG craft**” before “to exhibit”.

INTERNATIONAL Rule 33(a), IMO Resolution A.910(22) amended it by removing “and a bell” and adding in its place “**a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle,**”. Insert a footnote after “a whistle”:

INTERNATIONAL Rule 35(i) & (j), IMO Resolution A.910(22) amended them by renumbering paragraph (i) and (j), respectively; and, adding paragraph (i):

(i) A vessel of 12 meters or more but less than 20 meters in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.

INLAND Rule 38(d), 75 FR 19544 amended each instance of “the effective date of these Rules” to “**the effective date of the Inland Navigation Rules Act of 1980 (Pub. L. 96-591)**”.

INLAND Rule 38(d)(vi), 78 FR 39163 amended “all around” to “all-around”.

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Annexes

INLAND Annex I, § 84.01(b), 77 FR 37305 amended “(meters₃)” to “(cubic meters)”.

INTERNATIONAL Annex I, § 2(d), IMO Resolution A.910(22) amended "prescribed in Rule 23(c)(i)" to "prescribed in Rule 23(d)(i)" [due to renumbering for Rule 23(c)].

INLAND Annex I, § 84.03(f)(2), 77 FR 37305 amended “Rule 27(b)(i)” to “Rule 27(b)(1)”. Insert a footnote after “Rule 27(b)(1)”:

INLAND Annex I, § 84.07, 77 FR 37305 amended each instance of “(i)” or “(ii)” to “(1)” or “(2)”, respectively. Insert a footnote after “Rule 26(c)(1)” and “Rule 27(b)(1) and (2)”:

INTERNATIONAL Annex I, § 13, IMO Resolution A.910(22) amended it to:

13. High-speed craft

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27 degrees.

(b) On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17\Psi)C}{1000} + 2$$

where:

“y” is the height of the mainmast light above the foremast light in meters;

“a” is the height of the foremast light above the water surface in service condition in meters;

“Ψ” is the trim in service condition in degrees;

“C” is the horizontal separation of masthead lights in meters.

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

INLAND Annex I, § 84.25, 77 FR 37305 amended it to:

§ 84.25 Approval.

The construction of lights and shapes and the installation of lights on board the vessel must satisfy the Commandant, U.S. Coast Guard.

INLAND Annex II, § 85.1, 77 FR 37305 amended “Rule 26(b)(i) and (c)(i)” to “Rule 26(b)(1) and (c)(1)”, respectively.

INTERNATIONAL Annex III, § 1(a), IMO Resolution A.910(22) amended it to:

1. Whistles

(a) Frequencies and range audibility

The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700 Hz (+/-1%) **for a vessel of 20 meters or more in length, or 180-2100 Hz (+/-1%) for a vessel of less than 20 meters in length** and which provide the sound pressure levels specified in paragraph 1(c) below.

INTERNATIONAL Annex III, § 1(c), IMO Resolution A.910(22) amended it [and the NOTE] to:

(c) Sound signal intensity and range of audibility

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 meter from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700 Hz (+/-1%) **for a vessel of 20 meters or more in length**, or 180-2100 Hz (+/-1%) for a vessel of less than 20 meters in length, of not less than the appropriate figure given in the table below.

The range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 percent probability in conditions of still air on board a vessel having average background

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noise level at the listening posts (taken to be 68 dB in the octave band centered on 250 Hz and 63 dB in the octave band centered on 500 Hz).

<i>Length of vessel in meters</i>	<i>1/3rd-octave band level at 1 meter in dB referred to $2 \times 10^{-5} \text{ N/m}^2$</i>	<i>Audibility range in nautical miles</i>
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75.....	130	1
Less than 20.....	120* ¹ 115* ² 111* ³	0.5

*¹ When the measured frequencies lie within the range 180-450 Hz

*² When the measured frequencies lie within the range 450-800 Hz

*³ When the measured frequencies lie within the range 800-2100 Hz

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

INTERNATIONAL Annex III, § 2(b), IMO Resolution A.910(22) amended it by removing "and shall be not less than 200 mm for vessels of 12 meters or more but of less than 20 meters in length".

INTERNATIONAL Annex IV, § 1(l) & (m), IMO Resolution A.1004(25) amended them to:

- (l) a distress alert by means of digital selective calling (DSC) transmitted on:
 - (i) VHF channel 70, or
 - (ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;
- (m) a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station;

INTERNATIONAL Annex IV, § 3, IMO Resolution A.1004(25) amended " , the Merchant Ship Search and Rescue Manual" to "Maritime Search and Rescue Manual, Volume III".

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COLREG Demarcation Lines, 33 CFR 80

§ 80.90.5, 63 FR 5728 amended it by adding quotation marks around the 1st instance of “**vessel at anchor**”.

§ 80.110(b), 78 FR 79163 amended it by adding “,” after “43°40.6' N.”.

§ 80.120(b), 78 FR 79163 amended it by removing the word “Harbor”, and, adding “,” after “42°35.1' N.”.

§ 80.145(b) & (c), 78 FR 79163 amended them by adding “,” after “41°29.1' N.” and “41°28.5' N.”.

§ 80.501(d), 78 FR 79163 amended it by adding “,” after “39°18.2' N.” and “39°17.6' N.”.

§ 80.505(c), 78 FR 79163 amended it by adding “,” after “37°52.6' N.”.

§ 80.520(a) & (b), 78 FR 79163 amended “35°11.8” N to “35°11.85' N.”, “75°44.9' W” to “75°43.9' W.”; and, northeastern to “northeasternmost”.

§ 80.525(c), (d) & (e), 78 FR 79163 amended them by adding “,” after “34°38.7' N.”, “77°06.0' W.”, and “34°38.5' N.”; and paragraphs (d) and (e) to:

(d) A line drawn from the easternmost extremity on the southern side of New River Inlet at latitude 34°31.5' N., longitude 77°20.6' W., to the seaward tangent of the shoreline on the northeast side on New River Inlet.

(e) A line drawn across New Topsail Inlet between the closest extremities of the shore on either side of the inlet parallel with the general trend of the highwater shoreline.

§ 80.530(a), 78 FR 79163 amended it by adding “,” after “33°52.4' N.” and “78°00.1' W.”.

§ 80.703(f), 78 FR 79163 amended it to:

(f) A north-south line drawn from the northernmost extremity of Cape Island Point to Murphy Island.

§ 80.707(a) & (b), 78 FR 79163 amended them to:

(a) A line drawn from the westernmost point on Cape Romain to the southeasternmost point on Raccoon Key.

(b) A line drawn from the westernmost extremity of Raccoon Key to the northernmost extremity of Northeast Point.

§ 80.712(f), 78 FR 79163 amended 32°13.7' N to “32°13.0' N”

§ 80.715, 73 FR 34998 amended “(Range Rear)” to “**Range Rear**”.

§ 80.715, 78 FR 79163 amended it to:

A line drawn from the southernmost tank on Hilton Head Island charted in approximate position latitude 32°06.7' N., longitude 80°49.3' W., to Bloody Point Range Rear Light; thence to Tybee Light.

§ 80.720(a) & (b), 78 FR 79163 amended it by adding “,” after “31°05.9' N.”, “31°01.6' N.”, “81°25.2' W.”, “81°23.7' W.”, and “30°58.5' N.”.

§ 80.735(a) & (f), 78 FR 79163 amended it by adding “,” after “25°45.0' N.”, “80°08.6' W.”, “25°19.3' N.”, “80°16.0' W.”, and “24°49.3' N.”.

§ 80.738(b), 73 FR 34998 amended it to:

(b) A line drawn from Puerto San Juan Light to position 18°28'30" N, 066°08'24" W, at the northwest extent of Isla de Cabras across the entrance of San Juan Harbor.

§ 80.738(b), 78 FR 79163 amended “18°28'30" N, 066°08'24" W.” to “18°28.5' N., 066°08.4' W.”.

§ 80.740, 78 FR 79163 amended it by adding “,” after “24°48.8' N.” and “80°49.6' W.”.

§ 80.745(a) & (c), 78 FR 79163 amended them by adding “,” after “25°41.8' N.” and “81°20.2' W.”.

§ 80.748(d), 78 FR 79163 amended it by adding “,” after “26°05.7' N.”.

§ 80.757(g), 78 FR 79163 amended it by adding “,” after “29°16.6' N.” and “83°06.7' W.”.

§ 80.757(h), 78 FR 79163 amended it to:

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(h) A north-south line drawn through Suwannee River Mcgriff Pass Daybeacons 30 and 31 across the Suwannee River.

§ 80.805(c), 73 FR 34998 amended “(Range Rear)” to “**Range Rear**”.

§ 80.805(d), 78 FR 79163 amended it to:

(d) A line drawn from the south shore of Southwest Cape at longitude 84°22.7' W., to Dog Island Reef East Light 1; thence a straight line to the easternmost extremity of Dog Island.

§ 80.825, 77 FR 37305 amended it by removing paragraphs (d) and (e).

§ 80.830(a), 78 FR 79163 amended it to:

(a) A line drawn from the seaward extremity of the Southwest Pass West Jetty located at coordinate latitude 28°54.5' N., longitude 89°26.1' W.; thence following the general trend of the seaward, highwater jetty and shoreline in a north, northeasterly direction to Old Tower latitude 28°58.8' N., longitude 89°23.3' W.; thence to westernmost point near Pass du Bois; thence to coordinate latitude 29°05.2' N., longitude 89°24.3' W.; thence a curved line following the general trend of the highwater shoreline to Point Au Fer Island except as otherwise described in this section.

§ 80.835(a) & (f), 78 FR 79163 amended them by adding “,” after “29°25.0' N.”, “29°25.3' N.”, and “29°45.7' N.”.

§ 80.1110, 78 FR 79163 amended “Point Jetty Light 6” to “Point Jetty Light 4” and “Breakwater Light 5” to “Breakwater Light 3”.