Box 19
#39

GENERAL REGULATIONS OF THE CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY, AND THE UNITED STATES COAST GUARD

Governing lights and day signals to be displayed by towing vessels, vessels working on wrecks, dredges, and vessels engaged in other submarine or bank protection operations, lights to be displayed on dredge pipe lines, day signals to be displayed by vessels more than 65 feet in length moored or anchored in a fairway or channel, and the passing of floating plant working in navigable channels.

§ 201.1 **Scope and applicability of regulations.** (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 lines, and day signals to be displayed by vessels of more than 65 feet in length moored or anchored in a fairway or channel (§§ 201.2 to 201.9, inclusive), and the passing by other vessels of floating plant working in navigable channels (§§ 201.10 to 201.16, inclusive).

(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 §§ 80.18 to 80.31a, inclusive, of this title.

NOTE.—This publication contains both the Corps of Engineers and the Coast Guard regulations, which are identical except as noted. §§ 201.1 to 201.16, inclusive, prescribed by the Secretary of the Army 24 Dec. 1947, 800.211–ENGWR, 13 F. R. 150, under authority of 33 U. S. C. 1. §§ 80.18 to 80.31a, inclusive, issued by the Commandant, U. S. Coast Guard, 11 Dec. 1947, 13 F. R. 152, under authority of 33 U. S. C. 157, 80 Stat. 102, as amended by P. L. 544, 80th Cong. These regulations reprinted from Chapters II and I of Title 33, Code of Federal Regulations.

LIGHTS AND DAY SIGNALS

§ 201.2 (80.18) **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 6 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 2 feet in diameter at the center nor less than 8 inches at the ends of the cones, and to be not less than 4 feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, 8 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 the two middle lights to be red, all of such lights to be of the same character as the regular towing lights.

§ 201.3 (80.19) **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 § 201.2 (a) (80.18 (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 6 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 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck.

§ 201.4 (80.20) **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 2 feet in diameter and carried in a vertical line not less than 3 feet nor more than 6 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 6 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 3 feet nor more than 6 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 6 feet above the deck.

§ 201.5 (80.21) **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 2 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 3 feet nor more than 6 feet apart and the upper red light to be not less than 4 feet nor more than 6 feet below the masthead light, and on or near the stern two red lights in a vertical line not less than 4 feet nor more than 6 feet apart, to show through four points of the compass; that is, from right astern to two points on each quarter.

§ 201.6 (80.22) **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 2 feet in diameter, in a vertical line not less than 3 feet nor more than 6 feet apart, the upper ball to be painted in alternate black and white vertical stripes 6 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 3 feet nor more than 6 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 6 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 (80.23) **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 8 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, 3 feet apart, in a vertical line with the lower light at least 8 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 (80.24) **Lights generally.** (a) All the lights required by §§ 201.2 (80.18) to 201.7 (80.23), inclusive, except as provided in §§ 201.2(b) (80.18(b)) and 201.5(b) (80.21(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.

(b) The lights required by § 201.2(b) (80.18(b)) to be of the same character as the regular towing lights, and the lights required by § 201.5(b) (80.21(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 5 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 (80.25) **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 2 feet in diameter.

NOTE.—Insofar as the Great Lakes and their connecting and tributary waters as far east as Montreal are concerned, the above section is superseded by paragraph (a) of Rule 30, added by an act of Congress approved 18 March 1948 (33 U. S. C. 295), which reads as follows:

Between sunrise and sunset every vessel over 65 feet in length when at anchor shall carry forward, where it can best be seen, one black ball not less than 2 feet in diameter.

PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS

§ 201.10 (80.26) **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 §§ 201.10 (80.26) to 201.16 (80.31a), inclusive, includes dredges, derrick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

§ 201.11 (80.27) **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 5 miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

§ 201.12 (80.28) **Light-draft vessels passing floating plant.** Vessels whose draft permits shall keep outside of the buoys marking the ends of mooring lines of floating plant working in channels.

§ 201.13 (80.29) **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 § 201.8(a) (80.24(a)).

NOTE.—§ 80.29 concludes with the following proviso:

That the foregoing provisions of this section shall not apply to the following waters of New York Harbor and adjacent waters: The East River, the North River (Battery to Spuyten Duyvil), the Harlem River and the New York and New Jersey Channels (from the Upper Bay through Kill Van Kull, Newark Bay, Arthur Kill, and Raritan Bay to the Lower Bay).

§ 201.14 (80.30) **Obstruction of channel by floating plant.** Channels shall not be obstructed unnecessarily by any dredge 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 (80.31) **Clearing of channels.** When special or temporary regulations have not been prescribed and action under the regulations contained in §§ 201.10 (80.26) to 201.14 (80.30), inclusive, 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 (80.31a) **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.

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