

USCG NAVIGATIONAL RULES as they pertain to non motorized boats.
SCORA abridged Study Guide

- * These rules pertain to the Laws of Non-Motorized Boating (outriggers, kayaks, canoes, rafts) in California.
- * They are NOT the entire set of Navigational Rules.
- * See disclaimer at end of study guide.
- * The use of quote marks("...") are the suggested assumptions.

Rule #1

Application: These Rules apply to all vessels that are managed by persons.

" We fit this category, steers persons fit the definition of a master (skipper). "

Rule #2

Responsibility: (a) Nothing in these rules shall exonerate any vessel or the owner, master, crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seaman.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances including the limitations of these vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

" The steersman is responsible for the actions of the crew and in command of the outriggers action"

Rule #5

Lookout: Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and risk of collision.

" The stoker is a lookout for circumstances from the bow position"
and " the steers persons is the overall person for watching all directions for potential situations"

Rule #7

Risk of Collision : (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

" Anticipate situations and avoid them by using evasive action"

Rule #8

Action to Avoid Collision: a) Any action taken to avoid collision shall be taken in accordance with the rules of this subpart (Rules 4-19) and shall, if circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

" Make positive moves to avoid collision under the Rules: stay within proper traffic movement and know your location in traffic schemes, change your course, reduce your speed to safe controlled speed, lookout, use sound devices, use of flashlights at dusk, etc."

Rule #9

Narrow Channel: (a) A vessel proceeding along the course of a narrow channel or fairway shall keep to the outer limit of the channel or fairway which lies on the starboard side as is safe and practicable.

" Stay to the right in the harbors and channels"

Rule #10 Traffic separation schemes

b) A vessel using traffic scheme shall: Proceed in the appropriate traffic lane in the general direction of that traffic flow for that lane;

"Do not go against the flow of traffic in those lanes"

g) A vessel shall not anchor in a traffic lane and shall avoid those areas for stopping

" Don't sit within traffic lanes for your critique sessions."

Rule #25

Lights: (d) A vessel under oars shall exhibit an all around white light or have ready at hand an electric torch which shall be exhibited in sufficient time to prevent collision.

"At dusk take a flashlight "

Rule #32

Sound Signals Definition: Whistle means any sound signaling appliance capable of producing the prescribed blasts and which complies with specifications in Annex III to these Rules (33CFR part 86).

"You must have some means to make an efficient sound signal to use in the avoidance of collisions. That would be the whistle around your neck."

USCG Code of Federal Regulation

175.15: Each vessel will carry one (1) approved PFD for each person on board that vessel. And they need to be readily accessible. 12 & Under must wear them.

" At Iron Races they are to be within the hull and readily accessible ".

"At 9 man races, with separate escort boats being used, the option is: that vessel shall have on board those required amount for the passengers and outrigger paddlers in the canoe OR the canoe shall have the required amount on board the canoe"

"At youth events when there are sufficient safety boats, wearing them, on 12 and under, is exempted, but that is a call from the coach knowing their paddlers abilities, the proper life jackets shall be readily accessible in the canoe."

**INCIDENT REPORTS: Send to California State Parks c/o Division of Boating and Waterways, Accident Unit, PO Box 942596, Sacramento , Ca.

* Fill out incident report within 24 for any property damage over \$500 and Physical damage requiring more than General First Aid.

Forms available on line.

* There is a Non reporting fine of \$1000.

* A copy of this filled out form needs to be sent to the insurance Chairman.

NOTE:

* The United States government has accepted these mandates as rule and procedures for seagoing vessels and there captains.

* They are what is used in a court of law to govern the decisions of the courts regarding boating incidents.

* They are also what is used by the marine enforcement, harbor patrol, and other aquatic safety personnel, when watching over marine activities.

* These are NOT the entire set of rules.

* These are presented as a study guide for our association as the accepted Navigational Rules of the Road.

* So, if further reading is desired, then go to the Department of Homeland Security/ United States Coast Guard, they have it in PDF formate.

* All of these mandates and guidelines are what a prudent and reasonable person would follow as Rules of the Road on the water.