



Steersman Accreditation Study Guide

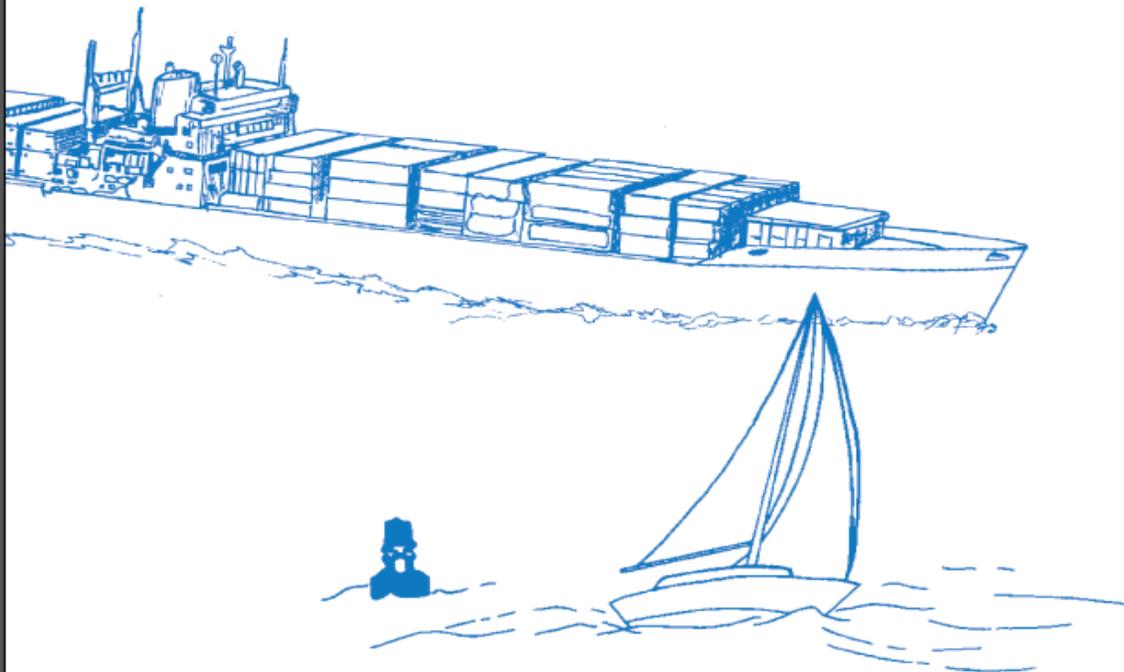
Abridged for SCORA Steersman

Department of
Homeland Security
**United States
Coast Guard**



Navigation Rules and Regulations Handbook

- Containing – International and Inland Rules of the Road
and their respective annexes
- Bridge-to-Bridge Radiotelephone Regulations
 - Vessel Traffic Management Regulations
 - Other pertinent regulations for waterway users



August 2014 edition

USCG Navigation Rules as they pertain to non-motorized boats

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

Rule #1

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

“We fit this category; steerspersons fit the master skipper definition”

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 rule or of the neglect of any precaution which may be required by the ordinary practice of seamen.

(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”

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 stroker is a lookout for circumstances from the bow” and “the steersperson is the overall person for watching all directions for potential situation.”

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 9Rules 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: proper traffic movement and location in traffic schemes, change course, reduce to safe speed, lookout, sound devices, flashlights, 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 B6).

“You must have some means to make an efficient sound signal to use in 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. Any they need to be readily accessible. 12 & under must wear them.

“At Iron Race they are to be within the hull and readily accessible.”

“At 9man 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 unders, is exempt but that is a call from the coach knowing their paddlers’ abilities. The proper lifejacket shall be readily accessible in the canoe.”

Incident Reporting:

Fill out the Coast Guard incident report within 24 hours for any property damage over \$500 and physical damage requiring more than general First Aid. There is a non-reporting fine of \$1,000. A copy of this form needs to be submitted to the Insurance Committee.

Send to:

California State Parks c/o Division of Boating and Waterways

Accident Unit

PO Box 942596

Sacramento, CA

NOTE: The US Government has accepted these mandates as rules and procedures for seagoing vessels and their 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 website, they have it in a PDF. All of these mandates and guidelines are what a prudent and reasonable person would follow as Rules of the Road on the water.