§ 164.03

Coast Guard, DHS

164.39 Steering gear: Foreign tankers.
164.40 Devices to indicate speed and distance.
164.41 Electronic position fixing devices.
164.42 Rate of turn indicator.
164.44 Automatic Identification System (AIS).
164.46 Automatic Identification System (AIS).
164.51 Deviations from rules: Emergency.
164.53 Deviations from rules and reporting: Non-operating equipment.
164.55 Deviations from rules: Continuing operation or period of time.
164.61 Marine casualty reporting and record retention.
164.70 Definitions.
164.72 Navigational-safety equipment, charts or maps, and publications required on towing vessels.
164.74 Towline and terminal gear for towing astern.
164.76 Towline and terminal gear for towing alongside and pushing ahead.
164.80 Tests, inspections, and voyage planning.
164.82 Maintenance, failure, and reporting.


§ 164.02 Applicability exception for foreign vessels.

(a) Except as provided in §164.46(a)(2) of this part, including §§164.38 and 164.39, this part does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.


§ 164.03 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the Federal Register and the material
§ 164.41 Electronic position fixing devices.

(a) Each vessel calling at a port in the continental United States, including Alaska south of Cape Prince of Wales, except each vessel owned or bareboat chartered and operated by the United States, or by a state or its political subdivision, or by a foreign nation, and not engaged in commerce, must have a satellite navigation receiver with—

(1) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(2) Position updates derived from satellite information during each usable satellite pass.

(b) A system that is found by the Commandant to meet the intent of the Federal Radionavigation Plan must have the following capabilities:

1. Use dGPS to sense the position of the vessel and determine the time of the position using Universal Coordinated Time (UTC);
2. Fully use the broadcast type 1, 2, 3, 5, 6, 7, 9, and 16 messages, as specified in RTCM Recommended Standards for Differential NAVSTAR GPS Service in determining the required information;
3. Achieve a position error which is less than ten meters (32.8 feet) 2 distance root mean square (2 drms) from

§ 164.42 Rate of turn indicator.

Each vessel of 100,000 gross tons or more constructed on or after September 1, 1984 shall be fitted with a rate of turn indicator.


(a) Until December 31, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under § 165.1704 of this subchapter must do so by an installed Automatic Identification System Shipborne Equipment (AISSE) system consisting of:

1. Twelve-channel all-in-view Differential Global Positioning System (dGPS) receiver;
2. Marine band Non-Directional Beacon receiver capable of receiving dGPS error correction messages;
3. VHF—FM transceiver capable of Digital Selective Calling (DSC) on the designated DSC frequency; and
4. Control unit.

(b) An AISSE must have the following capabilities:

1. Use dGPS to sense the position of the vessel and determine the time of the position using Universal Coordinated Time (UTC);
2. Fully use the broadcast type 1, 2, 3, 5, 6, 7, 9, and 16 messages, as specified in RTCM Recommended Standards for Differential NAVSTAR GPS Service in determining the required information;
3. Achieve a position error which is less than ten meters (32.8 feet) 2 distance root mean square (2 drms) from