

# **ASSOCIATED BRITISH PORTS**

**P O BOX 1, PORT HOUSE, NORTHERN GATEWAY,  
HULL HU9 5PQ**

---

## **STANDING NOTICE TO MARINERS**

---

**(No. S.H. 15)**

### **R I V E R H U M B E R**

#### **DANGERS IN THE USE OF VHF RADIO IN COLLISION AVOIDANCE**

**THE ATTENTION OF OWNERS, MASTERS, DECK OFFICERS AND PILOTS** is drawn to The Maritime and Coastguard Agency Marine Guidance Note MGN 167 (M&F):

This Notice draws attention to the use of VHF radio in an attempt to avoid an impending collision.

Paragraph 5 of this Guidance Note states:-

“Although the practice of using VHF radio as a collision avoidance aid may be resorted to on occasions, especially in pilotage waters, the risks described in this Note should be clearly understood and the Collision Regulations complied with.”

Mariners are reminded of the provisions of Rule 9(a) of the “International Regulations for Preventing Collisions at Sea” which states:

“A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.”

Mariners are further advised of byelaw 14(1) and 15(1) of “The Humber Navigation Byelaws 1990”, which state:-

14(1) The master of a vessel shall navigate the vessel with due care and caution and at a speed and in a manner which shall not endanger the safety of any person or any other vessel or cause damage thereto or to a floating navigational mark or mooring or other property;

AND

*/continued....*

15(1) Subject to the provisions of paragraph (2) of this bye-law, where a power-driven vessel is navigating against the tidal stream the master of the vessel shall, on approaching bends in the Humber or fairways or bridges, reduce speed or stop the vessel as necessary, so as to allow any other vessel navigating with the tidal stream to pass clear of the vessel.

The attention of Masters, Deck Officers and Pilots NAVIGATING THE TRENT, in particular, is drawn to the use of VHF to confirm specific agreement on passing manoeuvres, sometimes in contravention of the collision regulations. Such use should only be in situations where there is no other alternative.

Alternatives such as reducing speed in sufficient time to avoid a close passing situation, or rounding up and stemming the tide, should be considered before looking to pass on the wrong side.

Before any such agreement is reached the identity and position of the other vessel should be known, not assumed. When no contact has been established then all passing manoeuvres shall be Red to Red.

Standing Notice to Mariners S.H. 15 dated 1<sup>st</sup> January 2001 issued by Associated British Ports is hereby cancelled.

**CAPT. P.J. COWING,  
HARBOUR MASTER, HUMBER**

20<sup>th</sup> January 2006