

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

USE OF VHF RADIO & AIS IN COLLISION AVOIDANCE

THE ATTENTION OF OWNERS, MASTERS, DECK OFFICERS AND PILOTS is drawn to The Maritime and Coastguard Agency Marine Guidance Note MGN 324 (M&F):

This Notice draws attention to the use of VHF radio and AIS in collision avoidance

Paragraph 13 of this Guidance Note states:-

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

Furthermore, APPENDIX III of MGN 324 (M+F) states:-

USE OF AIS IN COLLISION AVOIDANCE SITUATIONS

39. The potential of AIS as an anti collision device is recognised and AIS may be recommended as such a device in due time.

40. Nevertheless, AIS information may be used to assist collision avoidance decision making. When using the AIS in the ship to ship mode for anti collision purposes, the following precautionary points should be borne in mind:

a. AIS is an additional source of navigational information. It does not replace, but supports, navigational systems such as radar target tracking and VTS; and

b. The use of AIS does not negate the responsibility of the OOW to comply at all times with the Collision Regulations

41. The user should not rely on AIS as the sole information system, but should make use of all safety relevant information available

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.

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."

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 1st January 2001 issued by Associated British Ports is hereby cancelled.

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

14th April 2009