



UKSR Large Yacht Services
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Letter of No Objection

To Whom it May Concern

The marine Automatic Identification System ('AIS') is a SOLAS system for the safety of navigation, with requirements set by the International Maritime Organisation ('IMO'). UK Navigation requirements under the authority of the MCA, are entirely reflective of SOLAS, with no additional or lesser requirements.

Our position regarding the use of AIS installed on tenders and similar vessels while under tow is as follows:

1. We have no objection to vessels under 300GT fitting AIS systems although they are not required to do so. If they do then they must be in accordance with international standards - IEC 62287-1 for Class B, IEC 62287-2 for Class B+ and RED (Radio Equipment Directive) in force until the end of the BREXIT transition period. So, MCA has no objection to a tender having an AIS fitted.
2. To prevent saturation of the AIS network and to ensure that AIS is not used in infringement of SOLAS requirements, AIS should be switched off when the tender is aboard or under tow.
3. If the tow is lost and the tender is potentially causing a navigation hazard to other vessels, then transmitting an AIS signal would be useful. The Master of the Mothership is reminded of their obligations in this circumstance under SOLAS Chapter V/31.
4. If the tender is being used away from the mothership then we have no objection to the AIS being turned on providing it is programmed correctly.

With kindest regards

Yours Sincerely

Adam Jackson
Head of Large Yacht Services for the MCA