

# USA SHIPBOARD AIS DATA ENTRY GUIDELINES



## Dynamic Data, should be provided via external sensors and always be operational, accurate and continuously updated

- ✓ Type of positioning source should be accurately identified, i.e. GPS, GLONASS, surveyed/manual input; this same source should provide vessel position in 1/10 sec. of latitude & longitude, the accuracy (Hi = <10 meters, Low = >10 meters) of the reported position, course over ground in 1/10 degrees, and speed over ground in 1/10 knots.
- ✓ Heading and Rate of Turn input is required of vessels of 150 or 50,000 gross tonnage (UTC) or greater, respectively.

## Voyage Related Data should be manually inputted and updated as necessary

- ✓ Navigation Status, should reflect the actual status of the vessel, i.e. at anchor, underway using engines, engaged in fishing, etc.
- ✓ Static Draft, should reflect the actual draft of the vessel or its maximum design draft (if the actual draft is unknown).
- ✓ Destination, should also indicate place of origination, and, should be composed in the following formats: Origination Port>Destination Port or those on published schedules (e.g. ferries) may use this format: Port or Berth<>Port or Berth.
- ✓ Estimated Time of Arrival (ETA) to destination, expressed in Universal Time Coordinated (GMT).

## Static Data should be manually inputted at installation and password protected—remember your password you will need it to reinstall

- ✓ Maritime Mobile Service Identifier (MMSI) number, call sign, and vessel name should reflect what is on the vessel's official radio station license. Names should NOT include precursors or designators, such as MV, F/V, P/C, OSV, S/V, TUG, etc. Vessel names longer than 20 characters\spaces should NOT be abbreviated or truncated; except fleet vessels, which should include the segment of its name that is unique to it, such that MYGREATFLEETWORKBOAT 12345 becomes MYGREATFLEETWO 12345; MYGREATFLEETWORKBOAT ANNE or MYGREATFLEETWORKBOAT BETH becomes MYGREATFLEETWOR ANNE or MYGREATFLEETWOR BETH. An unnamed vessel should be identified by its official or state registration number: US#122456 or US#CA1234YZ; or if unnumbered, e.g. tenders, by its parent ship name and a numerical designator that distinguishes it amongst others: PARENTSHIP NAME X (X = 1, 2 ,3, ...).
- ✓ IMO Number, if one assigned, should be provided; otherwise leave blank (do NOT use vessel's official documentation number).
- ✓ Dimensions, which are calculated in reference to the position-fixing antenna location and inputted as ABCD values, i.e. .... and denote the overall length (A+B) and breadth (C+D) of the vessel (expressed in meters NOT feet and each value must be ≥1).
- ✓ Type of vessel, which is either selected from an AIS menu or manually inputted, shall be composed from the Table below.



## Text Data, AIS texting may be used to exchange navigation safety-related information; other texting including TEST texts are prohibited.

Compose the Vessel Type code by selecting the appropriate 1 <sup>st</sup> and 2 <sup>nd</sup> (or 3 <sup>rd</sup> ) digits. The terms used are as defined in IMO SOLAS or 46 U.S.C. 2101; italicized wording denotes additional text than what is in the AIS standard (ITU-R M1371-1).				
1 <sup>st</sup> digit	2 <sup>nd</sup> digit (1x)	2 <sup>nd</sup> digit (3x)	2 <sup>nd</sup> digit (5x)	3 <sup>rd</sup> digit (10x)
0 – Not available or no ship	0 – All ships of this type	0 – Fishing, i.e. commercially engages in the catching, taking, or harvesting of fish	0 – Pilot vessel	0 – Other type of U.S. commercial vessel not otherwise identified in this Table
1 – Reserved for future use	1 – Carrying DG ( <i>Dangerous Goods</i> ), HS ( <i>Hazardous Substances</i> ), or MP ( <i>Marine Pollutant</i> ), IMO hazard or pollutant category A/X; or carrying 150 or more passengers for hire	1 – Towing, i.e. commercial vessel engaged in or intending to engage in the service of pulling, pushing, or hauling along side, or any combination of pulling, pushing, or hauling along side.	1 – Search and rescue vessels, i.e. all USCG and USCG Auxiliary small boats	1 – Vessel that moves certain dangerous cargo
2 – WIG or Seaplanes	2 – Carrying DG, HS, or MP, IMO hazard or pollutant category B/Y; or carrying 50 or more passengers for hire.	2 – Engaged in towing and length of the tow exceeds 200 m (656 ft) or breadth exceeds 25 m (82 ft)	2 – Tugs or workboats not engaged in towing	2 – Scientific, Survey or Research Ships
3 – Other vessels, see right column (3x)	3 – Carrying DG, HS, or MP, IMO hazard or pollutant category C/Z; or carrying 12 or more passengers for hire.	3 – Engaged in dredging or underwater operations	3 – Port or fish tenders	3 – Training or School Ships
4 – HSC or Domestic Passenger Ferry	4 – Carrying DG, HS, or MP, IMO hazard or pollutant category D/OS; or carrying less than 12 passengers for hire.	4 – Engaged in diving or salvage operations	4 – Response vessels with anti-pollution facilities or equipment	4 – Fish Processing Vessels
5 – Special Craft, see right column (5x)	5 – Reserved for future use	5 – Engaged in military operations	5 – Law enforcement vessels, i.e. USCG cutters, marine police boats	5 – Offshore Supply or Crew Vessels
6 – Passenger ships	6 – Reserved for future use	6 – Sailing ship or vessel (other than a Training or School Vessel)	6 – Spare – for assignments to local vessels, i.e. tenders associated with a parent vessel	6 – Pleasure craft / Recreational motorboat (open-cabin)
7 – Cargo / Freight ships	7 – Reserved for future use	7 – Pleasure craft/ Recreational motorboat (closed-cabin)	7 – Spare – for assignments to local vessels engaged in a regatta or marine event	7 – Houseboat
8 – Tanker(s) or tank vessels	8 – Reserved for future use	8 – Reserved for future use	8 – Medical transports (as defined in the 1949 Geneva Conventions and Addition Protocols) or other non-law enforcement public safety vessels	8 – Pleasure craft / Recreational boat (other)
9 – Other types of ship, see right column (10x)	9 – No additional information	9 – Reserved for future use	9 – Ships according to RR Resolution No. 18 (Mob-83) or other public vessels	9 – Non-self-propelled vessels

Broadcasting inaccurate or outdated AIS data may subject a person to civil penalties not to exceed \$25,000 for each violation (46 USC §70119)