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**06 January 2025**

**Marine Advisory: 02/2025**

**SUBJECT: Rudder Angle Indicators for Widebody Container Vessels calling Houston, USA**

**Dear Shipowners/Operators/Masters:**

### **Purpose**

The purpose of this Advisory is to inform shipowners, operators, and master's about an amendment to the Houston Pilots Navigation Safety Guidelines which now restricts navigation to daylight hours for widebody container vessels without an all-round rudder angle indicator.

### **Background**

In a meeting of the Houston Pilots in February 2024, the Houston Pilots Navigation Safety Guidelines was amended to further restrict navigation above B-18 to daylight hours for widebody container vessels without an all-around rudder angle indicator with effect from 1 January 2025. Before this date, navigation above B-18 was restricted to daylight hours for widebody tankers and bulk-carriers without all-around rudder angle indicators. Wide body vessels are vessels with a beam of 120 ft (36.576 meters) and greater.

### **Requirement**

From 1 January 2025, widebody container vessels intending to transit the Houston Ship Channel above B-18 during hours of darkness shall be installed with an all-around rudder angle indicator. Consistent with requirements for vessels transiting the Panama and Suez Canal, the all-around rudder angle indicator should clearly show in degrees the position and direction of the rudder or rudders and be mounted on overhead panels located close to the forward bulkhead as possible for efficient view by the Pilot at a centerline conning station. It should be noted that an all-around rudder angle indicator located aft of the centerline Pilot conning station does not meet this requirement.

A copy of the updated version of the Houston Pilots Navigation Safety Guidelines can be found on: [https://houston-pilots.com/media/0gujli2q/nav\\_safety\\_guidelines\\_121124.pdf](https://houston-pilots.com/media/0gujli2q/nav_safety_guidelines_121124.pdf)

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