



**REPUBLIC OF
THE MARSHALL ISLANDS**

**OFFICE OF THE
MARITIME ADMINISTRATOR**

Marine Notice

No. 7-041-6

Rev. 12/11

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Nautical Chart and Publication Carriage Requirements.

- References:**
- (a) Marshall Islands Maritime Regulation 7.41.12
 - (b) Marshall Islands Marine Notice 1-000-3
 - (c) International Convention on Safety of Life at Sea, 1974 (SOLAS 74), Chapter V (Revised 2006), Regulations 19 and 27
 - (d) Marshall Islands Marine Guideline 7-41-1
 - (e) IMO Assembly Resolution A.817(19), Appendix 6
 - (f) Marshall Islands Technical Circular 1 Rev. 1, Section 2
 - (g) IMO Maritime Safety Committee Resolution MSC.232(82), Appendix 7
 - (h) STCW Convention, 1978, as amended – Regulation II/1-3

PURPOSE:

Reference (a) above requires Masters of vessels registered in the Marshall Islands to ensure that their vessel carries adequate and up-to-date charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the vessel's intended voyage. This Notice provides detailed requirements for the carriage of the nautical charts and publications in order to ensure the safety of navigation and protection of the environment. Carriage requirements for other publications are discussed in reference (b) above. This Notice supersedes Rev. 8/09 and reflects the addition of Reference (h) above and new section 2.6 on ECDIS training requirements.

APPLICABILITY:

This Notice is applicable to all vessels, including fishing vessels, over 150 gross tons (GT) that are registered in the Marshall Islands and that are engaged on an international voyage.

REQUIREMENTS:

1.0 General Requirement

- 1.1 Consistent with Regulations 19.2 and 27 of reference (c) above, vessels shall carry the nautical charts and publications necessary to plan and display the vessel's route for the intended voyage, and to plot and monitor the vessel's position throughout the voyage. In addition, vessels shall carry nautical charts and publications that might be needed to safely enter a harbor of safe refuge along the intended route.

2.0 Nautical Charts

- 2.1 All vessels should carry an adequate portfolio of corrected, nautical charts for the vessel's planned voyage. All charts should be of a large enough scale and have enough detail to make safe navigation of the area possible. Guidelines for maintaining a regular and efficient system for updating nautical charts are contained in reference (d) above.
- 2.2 Masters should ensure that any charts required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.
- 2.3 In accordance with Regulation 2.2 of reference (c) above nautical charts must be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution.
- 2.4 As provided by Regulation 19.2.1.4 of reference (c) above, vessels may use an Electronic Chart Display and Information System (ECDIS) to either partly or fully fulfill this chart carriage requirement, provided however, and bearing in mind that a worldwide ECDIS portfolio of Electronic Navigational Charts (ENC) coverage has not yet been achieved, the following conditions must be met:
 - .1 An appropriate portfolio of back-up paper charts is onboard and ready for use. The number of charts kept as a back-up shall be decided by the owner or Master. The Administration has no minimum or maximum requirement, but the backup portfolio should be of sufficient number and scale to ensure safe navigation to a port of safe refuge should electronic chart navigation become impossible.
 - .2 Other back up arrangements, including a second ECDIS, that are discussed in reference (e) above may be used to meet the back-up requirement of Regulation 19.2.1.5 of reference (c) above, subject to appropriate consideration being given to 2.4.1 above and 2.4.4 below.
 - .3 It should be possible to operate ECDIS and all equipment for its normal functioning when supplied by an emergency source of electrical power in accordance with Chapter II-1, Regulation 43.2.4, of the 1974 SOLAS Convention.
 - .4 Changing from one source of power supply to another or any interruption of the supply for a period of up to 45 seconds should not require the equipment to be manually re-initialized (reference (e) above).
 - .5 Provided the applicable requirements of reference (f) above are satisfied, the ECDIS must be type approved by another State that is a Party to the applicable convention or a Marshall Islands Recognized Organization on behalf of a Party to the applicable convention. An ECDIS that has been type approved under the European Union (EU) Marine Equipment Directive (MED) is also acceptable.

.6 In accordance with reference (g) above if an ECDIS is operated in the Raster Chart Display System (RCDS) mode in areas where ENC's are not available an appropriate portfolio of up-to-date paper charts should be carried on board and be readily available to the mariner.

2.5 Shipowners, operators, Masters and officers of merchant ships are advised that after the existing paragraph 2.9 of SOLAS Chapter V, Regulation 19, new paragraphs 2.10 and 2.11 are going to be added to require ECDIS as follows:

“2.10 Ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) as follows:

- .1 passenger ships of 500 gross tonnage and upwards constructed on or after 1 July 2012;
- .2 tankers of 3,000 gross tonnage and upwards constructed on or after 1 July 2012;
- .3 cargo ships, other than tankers, of 10,000 gross tonnage and upwards constructed on or after 1 July 2013;
- .4 cargo ships, other than tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage constructed on or after 1 July 2014;
- .5 passenger ships of 500 gross tonnage and upwards constructed before 1 July 2012, not later than the “first survey” on or after 1 July 2014;
- .6 tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2015;
- .7 cargo ships, other than tankers, of 50,000 gross tonnage and upwards constructed before 1 July 2013, not later than the first survey on or after 1 July 2016;
- .8 cargo ships, other than tankers, of 20,000 gross tonnage and upwards but less than 50,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2017; and
- .9 cargo ships, other than tankers, of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2018.

2.11 Administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”

Sufficient planning should be anticipated to comply with these new regulatory requirements well in advance of the applicable “first survey” date. Refer to the Unified interpretation of the term “first survey” referred to in SOLAS regulations (MSC.1/Circ.1290).

2.6 Shipowners, operators, Masters and officers of merchant ships are advised that after 1 January 2012 the STCW Convention as amended by the Manila Amendments in Regulation II/1-3 will require approved training in the use of ECDIS as follows (see also publication MI-118 *Requirements for Seafarer Certification*):

- .1 Every deck officer standing a navigation watch on an ECDIS equipped vessel must be certified as competent in the use of ECDIS to maintain the safety of navigation. Every Master and Chief Mate (First Officer) standing a navigation watch on an ECDIS equipped vessel must be certified as competent to maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making.
- .2 To operate Type Approved ECDIS, navigation officers are required to complete two (2) levels of training:
 - .1 Generic (simulator) Training, to include:
 - .1 knowledge of the capability and limitations of ECDIS operations including a thorough understanding of electronic navigational chart data, data accuracy, presentation rules, display options and other chart data formats as well as the dangers of over-reliance; and
 - .2 proficiency in operation, interpretation and analysis of information obtained from ECDIS including the use of functions that are integrated with other navigation systems, safe monitoring and adjustment of information, confirmation of vessel position by alternative means, efficient use of settings to ensure conformance to operational procedures, adjustment of settings and values to suit the present conditions and situational awareness while using ECDIS.
 - .2 Type Specific Training is to be completed prior to an officer assuming a navigational watch and is intended to familiarize the watch officer with the basic operation of the ECDIS equipment aboard the vessel to which they are assigned, including route planning and execution.

3.0 Nautical Publications

- 3.1 At a minimum, vessels should carry sailing directions, lists of lights, notices to mariners, tide tables, and current table for the vessel's planned voyage. Other publications, including a nautical almanac and coast pilots (where issued) should also be carried. Guidelines for maintaining a regular and efficient system for correcting nautical publications are contained in reference (d) above.
- 3.2 Masters should ensure that any nautical publications required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.

- 3.3 Nautical publications should be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution. All nautical publications should be currently corrected.
- 3.4 Electronic nautical publications may be used to either partly or fully fulfill the requirements of references (a) and (c) above provided the following conditions are met:
- .1 Nautical publications required for voyage planning (examples include sailing directions, coast pilots, light lists, etc.): Either an electronic or paper back-up must be provided. All back-up copies must be corrected and ready for use when needed. When an electronic back-up is carried, portions of the publication needed for the planned voyage should be printed and included with the voyage plan.
 - .2 Nautical publications required for navigation while the vessel is enroute between ports (examples include tide and current tables, nautical almanacs, sight reduction tables, etc.): A corrected paper copy must be provided.
 - .3 Shipowner/operators are advised to refer to Marine Notice 1-000-3 on required publications.