

Subject

Replacing Paper Charts with ECDIS on board Isle of Man vessels

# **ClassNK**

## ***Technical Information***

No. TEC-0824

Date 11 August 2010

To whom it may concern

The Government of Isle of Man has notified ClassNK, by Shipping Notice MSN 026, of the requirements for ECDIS with regards to the hardware and training required.

The outlines are given hereunder.

- Following configurations for nautical charts (SOLAS Ch.V/19) are acceptable;
  - 1 x Paper chart folio
  - 2 x ECDIS
  - 1 x ECDIS plus 1 x Paper chart folio
- The ECDIS must be type approved according to the IMO relevant Resolutions;
- When two ECDIS units are carried they must both work completely separately;
- In areas for which ENC are not available RNC or a full folio of paper charts shall be carried for that area;
- ENC and Paper charts are the latest version and kept up to date;
- If ECDIS is used as the primary means of navigation then the ECDIS operator (Master and officers) needs to have completed an IMO model course for ECDIS training; and
- If the vessel intends to operate with ECDIS only, then this should be listed as part of the critical equipment as described by ISM Code 10.3 and regular testing of standby arrangement established.

For any questions about the above, please contact:

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Attachment:

1. MANX SHIPPING NOTICE MSN 026

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MSN 026

Revised April 2010

DEPARTMENT OF ECONOMIC DEVELOPMENT

## REPLACING PAPER CHARTS WITH ECDIS

**The Objective for this MSN Notice is to outline the requirements for ECDIS (Electronic Chart Display and Information System) on board Isle of Man Ships with regards to the hardware and training required.**

**Most regulations and notices are available on the Isle of Man Government web site: [www.iomshipregistry.com](http://www.iomshipregistry.com) or by contacting [marine.survey@gov.im](mailto:marine.survey@gov.im)**

### Definitions

#### Electronic Navigational Chart (ENC)

Digital chart data complying with The International Hydrographic Organisations (IHO) chart data transfer standard S-57. These charts can only be produced by or on the authority of a government authorised Hydrographic Office or other relevant government institution.

#### Raster Navigational Chart (RNC)

Digital raster copy of an official paper chart complying with IHO Product Specifications RNC (S-61) and can only be issued by, or on the authority of a national Hydrographic office.

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The Isle of Man accepts the following configurations for nautical charts (as defined in SOLAS Ch V Reg 19) on board Isle of Man vessels:

- 1 x Paper Chart folio.
- 2 x ECDIS.
- 1 x ECDIS plus 1 x Paper Chart folio.

The ECDIS units (hardware) must be type approved according to IMO SOLAS 74 (as amended) Chapter V/19.2.1.4 and Resolution A.817(19) if installed on or after 1<sup>st</sup> January 1996 but before 1<sup>st</sup> January 2009 OR Resolution MSC.232(82) if installed or after 1<sup>st</sup> January 2009 and (International Electrotechnical Commission) IEC. There should be a document on board the vessel stating this approval and this should be available for third party inspection.

When 2 ECDIS units (hardware) are carried they must both work completely separately. The second ECDIS must be connected to an independent power supply and a separate GPS position input.

In areas for which ENC's are not available RNC's should be provided. This must be backed up with a reduced paper chart folio sufficient for safe navigation.

In areas where neither ENC's or RNC's are available a full folio of paper charts shall be carried for that area.

Adequate provisions should be made to ensure that all paper charts and electronic charts are the latest version and kept up to date.

## TRAINING

The Isle of Man Ship Registry requires all Masters and Officers to have complied with the minimum standard as per STCW Table A-II/1 and to have undergone an ECDIS training course.

### 1) STCW Table A-II-1

Both ECDIS and paper charts are referred to in STCW Table A-II/1.

### 2) ECDIS Course

Taking into account 1), if ECDIS is used as the primary means of navigation then the ECDIS operator needs to have completed an ECDIS course that is in accordance with IMO model course 1.27.

## ISM

If the vessel intends to operate with ECDIS only, then this should be listed as part of the critical equipment as described by ISM Code 10.3 and regular testing of standby arrangements established.

The Company has a responsibility to ensure all personnel are given proper familiarisation with their duties and equipment. Therefore, if a vessel is equipped with a compliant ECDIS as the primary means of navigation, then they must ensure that the operator is properly trained before joining. Company guidelines should be provided in this instance.

The Company will additionally need to provide amendments to their Safety Management System in way of additional procedures and instructions reflecting the changes applicable to the implementation of ECDIS and the safety of navigation as applied to Isle of Man vessels within the Company.

### Joining a vessel at short notice with no ECDIS training

In the case of a person being required to join a vessel at short notice due to an exceptional circumstances and has not received ECDIS training in accordance with IMO Model Course 1.27, the Company is to provide onboard, by way of Computer Based Training or equivalent, training which satisfies the requirements of IMO Model Course 1.27. This training must be deemed suitable by the Isle of Man Ship Registry, so that he or she is fully familiar with ECDIS and the equipment on board the vessel. A record of this training is to be maintained on board. No responsibility for a watch should be given until the Officer has completed training to the satisfaction of the Master.

This is only on a case by case basis and the Isle of Man Ship Registry must be informed prior to this occurring.

Isle of Man Ship Registry  
April 2010

Please note - *The Isle of Man Ship Registry cannot give Legal Advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.*