

M-Notices - April 2010 Telegraph

MIN 366 (M+F) – Changes to MCA’s 2002 SOLAS V publication 1, arising out of amendments to SOLAS chapter V

A number of amendments to the Safety of Life at Sea (SOLAS) convention came into legal effect in the UK on 31 December 2008. These relate to the survey, certification and compliance of ships that are required to transmit Long Range Identification and Tracking (LRIT) information.

MIN 366 gives guidance on the new regulations for onboard provision and testing of LRIT systems. It notes that the UK has appointed authorised testing application service providers, and lists these providers along with contact numbers.

In addition to the general requirements for shipboard radio equipment, there are now some requirements specific to LRIT systems. These are detailed in the M-note, along with changes to port state notice of arrival. There is also some information about the reporting steps to take in the event of LRIT failure or the deliberate decision to stop transmitting.

MIN 373 (M+F) – Radio: operational guidance on the use of VHF radio and automatic identification systems (AIS) at sea; guidance on Nav SN.Circ.227 corrigenda

This note provides information on a change in AIS hazard-reporting procedure. The hazard or pollutant categories A,B, C and D have now been replaced with corresponding categories X, Y, Z and OS, using the same AIS transmission digits 1, 2, 3 and 4. This was necessitated by a change in the labelling of the categories of noxious liquid substances in Marine Environment Protection Committee resolution MEPC.118(52).

As new AIS equipment is installed, the change to the new categories will progressively be implemented. However, the previous categorisation will continue to be used on older AIS equipment, and MIN 373 stresses that AIS users and surveyors should be aware of this.

MIN 377 (M+F) – Guidance of the completion of the notification form required under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) regulations 2003 (SI 2003/1809), as amended

This note reports that ‘It has come to the attention of the MCA that there is an inconsistent approach, on the part of some users, to the completion of the waste notification form.’ In particular, the column headed ‘Port at which remaining waste will be delivered’ is often left blank or completed with ‘N/A’. This is not suitable, as these forms are subject to audit by the MCA. If no port name is available due to operational reasons, the column

should be completed with the word ‘unknown’.

MIN 377 also gives information on where to obtain further guidance on completing the notification form.

MGN 405 (M+F) – Consolidated European Reporting System (CERS): exemption arrangements under the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 (as amended)

EU regulations require sea-going vessels over 300 gt and 45m length to notify the relevant authorities if they are carrying dangerous or polluting goods. The UK has decided that vessels operating exclusively within UK categorised waters are not ‘sea-going’, and may therefore be exempt from the notification requirement. MGN 405 gives more information on the notification regulations and explains how specific ships or scheduled services can apply for an exemption.

MGN 406 (M+F) – Use of barbecues and pig roasts on ships and fishing vessels

This note alerts owners, operators, managers, seafarers and fishermen to the dangers associated with the use of barbecues and similar equipment onboard vessels.

The key points are:

- there should be a documented procedure to follow, and everyone should be familiar with it
- a risk assessment must be carried out before using the equipment
- there are more safety factors to take into account when using charcoal or a gas appliance

MGN 406 gives some general reminders about setting up barbecue equipment on an open deck, away from confined spaces, overhanging awnings and so on. It also explains matters such as how to cool used coals, how to check for leaks in gas cylinders and how to dispose of ashes legally.

MSN 1817 (M+F) Amendment 1 – Consolidated European Reporting System (CERS): 1. Ship arrival and departure notifications, including additional requirements for ships carrying dangerous or polluting goods; 2. Reporting requirements in the event of an accident/incident

This notice amends MSN 1817. It gives detailed changes to a number of paragraphs, noting which words should be deleted and which added. Some of the changes relate to the procedure whereby certain vessels are exempt from the notification requirements for dangerous or polluting goods – see also MGN 405. Other amendments clarify the previous wording by, for example, being more specific about a vessel’s size, or they update a reference to another piece of legislation.