

M-Notices - July 2010 Telegraph

MIN 382 (M+F) – Amendments to Mandatory Requirements Recently Agreed at the International Maritime Organisation

The large number of amendments to IMO mandatory instruments and the size of the documentation involved mean that it is not practicable to publish the information in a Marine Information Note. MIN 382 gives details of how to find the amendments on the MCA website. If a hard copy is preferred, please contact the International Liaison Team.

MIN 386 (M) – Written Examination Dates 2010/11: Deck and Engineer Officers (Merchant Navy)

MIN 387 (M) – Written Examination Dates 2010/11: Engineer Officers (Yachts and Sail Training Vessels)

These notes set out certificate of competency examination dates between September 2010 and August 2011. MIN 387 also points out that, in addition to these fixed dates, some of the examinations on the yacht syllabus will be on demand at the request of a training provider giving a minimum of 14 days' notice.

MIN 391 (M) – Navigation: Vessel Traffic Services V103 and Local Port Services Course Dates 2010-2011

This note sets out the IALA V103 and LPS course dates available to UK port and harbour authorities between June 2010 and August 2011. The dates have been arranged following consultation with the two training institutes offering the courses: South Tyneside College and Fleetwood Nautical Campus (Blackpool and the Fylde College).

Candidates should contact the training institutes for full course details and to determine any accredited prior learning.

Further information about VTS training in the UK can be found in MGN 318 (M+F) – Training and certification of VTS personnel.

MIN 392 (M) – Research Project 599: The Human Element – a Guide to Human Behaviour in the Shipping Industry

This note draws attention to a new publication investigating the effect of human behaviour on maritime safety. This is a result of a year-long research project jointly commissioned by the MCA, BP Shipping, Teekay Shipping and the Standard P&I Club.

The new publication, **The Human Element – a Guide to Human Behaviour in the Shipping Industry**, explains the complex interaction of human element issues in the maritime industry and argues that managing the human element needs to take place simultaneously at all levels onboard ship, within companies and amongst regulators. The book provides guidance on how the issues can be addressed, which is intended to feed into policy-making as well as for use in day-to-day operations. Printed copies of the book can be obtained from The Stationery Office: customer.services@tso.co.uk, and for electronic versions: human.element@mcga.gov.uk.

MIN 393 (M) – Research Project 600: Lashing at Sea

The Lashing@Sea Project was a three-year investigation of cargo-securing practice on ro-ro, heavy-lift and large container ships. The research was backed by a consortium of commercial organisations and government bodies, including the MCA. It was carried out by Marin in the Netherlands.

The project's objectives were to make lashing systems more effective, to increase the efficiency of lashing systems and to minimise the risk of damage to the environment. MIN 393 summarises the conclusions as follows. Accelerations on ships are dominated by:

- extreme roll motions for transverse loads
- pitch/heave and impulsive wave loads for vertical loads
- rigid body response for smaller ships
- dynamic amplification for larger container ships due to hull flexibility

On the design aspect, it was found that the effects of flexible hull response and container row interaction are not included in the design models, and this can result in the actual securing loads and stack loads being far greater than anticipated. On the operational side, two aspects were considered [to be significant]: the effects of continuous operational relevance (design quality) and the vessel's handling in severe weather (sea keeping).

An executive summary of the Lashing@Sea report can be found on the MCA website (type Lashing@Sea into the search box). It includes some text in Dutch as well as English.

MGN 411 (M+F) – Training and Certification Requirements for the Crew of Fishing Vessels and their Applicability to Small Commercial Vessels and Large Yacht

This notice sets out requirements for safety training on all fishing vessels for new entrants and experienced fishermen, including:

- additional voluntary training courses for fishing vessels of less than 16.5m registered length
- how to book a training course and requirements for proof of attendance
- certification requirements for fishing vessels of 16.5m registered length and over
- acceptance of a skipper's ticket for small commercial vessel operations
- acceptance of fishing certificates of competency for use on small commercial vessels and large yachts
- enforcement of the requirements