

M-Notices March 2011

MIN 403 (M+F) – MARPOL Amendments to Annex I: Amendments to Regulations 1, 12, 13, 17 and 38 of Annex I of MARPOL and a New Chapter 8 Dealing with Ship-to-Ship Transfers

The purpose of this note is to inform the industry of updates to Annex I of MARPOL. The amendments to Regulations 1, 12, 13, 17 and 38 are concerned with the management of oil residue (sludge) and oily bilge water. In some places, the amendments simply involve inserting new terms or definitions, but there are also several paragraphs dealing with new requirements for tanks and discharge mechanisms.

The new chapter 8 is entitled 'Prevention of pollution during transfer of oil cargo between oil tankers at sea'. As MIN 403 explains, the regulations in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) conducted on or after 1 April 2012. The chapter also sets out the notification requirements for STS operations taking place within the territorial waters of MARPOL signatories.

MIN 404 (M+F) – Clarification of Dyslexia Policy: Examination and Assessment Procedures

Candidates undertaking an MCA written examination conducted by SQA/IAMI may be allowed an extra 15 minutes for each hour of normal examination time if they have been diagnosed as dyslexic by an educational psychologist or a specialist dyslexia teacher (with qualifications as defined in MIN 404). Previously, a diagnosis only from an educational psychologist was accepted, but the policy has been amended to accept a wider range of assessors.

The use of readers, amanuenses (scribes) or computers in examinations are not permitted, but certain other aids such as tinted film are allowed. Dyslexia is the only specific learning difficulty for which the MCA has a policy of making examination concessions.

MIN 404 sets out the actions required of candidates, college tutors and examination centres in order to notify the MCA of a candidate's dyslexia and obtain the examination concessions.

MIN 405 (M+F) – Training for ECDIS as Primary Means of Navigation

Masters and deck officers of UK-flagged vessels which have Electronic Chart Display and Information Systems (ECDIS) as their primary means of navigation are required under safe manning and port state control regulations to have completed both generic and ship-specific ECDIS training. This note is to clarify what training is acceptable.

The completion of any one of the following will be recognised as meeting the ECDIS generic training requirements:

- a NARAS course (operational or management) completed after 1 January 2005
- an MCA-approved ECDIS course based on the ECDIS section of the MNTB NARAS training guide (second – 2004 – or subsequent edition)

- an ECDIS programme based on the IMO model ECDIS course (1.27) approved by the MCA
- an ECDIS programme based on the IMO model ECDIS course (1.27) approved by the maritime administration of an EU member state

Masters and officers should ensure that they obtain completion certificates from the courses they attend, to present to port state control officers on request.

Ship-specific ECDIS training should relate to the make and model of the equipment fitted on the ship on which a seafarer is currently serving, and it will be necessary to attend a training course for each different system he or she is expected to operate. MIN 405 stresses that the MCA does not accept 'trickle-down' training (i.e. where one officer trains another), as 'inevitably, this leads to incomplete knowledge of the equipment's capabilities, and especially the lesser-used functions, being passed on'. Instead, training must be delivered by the equipment's manufacturer, the manufacturer's approved agent or a trainer who has attended an approved programme.

The ship-specific training should build on the generic ECDIS training and concentrate on the functionality and effective use of the system onboard. The training should cover the following areas as a minimum:

- familiarisation with available functions
- familiarisation with the menu structure
- display setup
- setting of safety values
- recognition of alarms and malfunction indicators and the actions to be taken
- route planning and route monitoring
- changing over to backup systems
- loading charts and licences
- updating of software

MGN 430 (F) – Fishing Vessels: Checks on Crew Certification and Drills

This note provides guidance on the checks that MCA surveyors will make regarding crew certification and drills on fishing vessels. These include ensuring that the correct certificates of competency are held and safety training courses have been undertaken by skippers and crew, checking that written health and safety policies are in place and completed risk assessments have been carried out and witnessing or confirming that emergency drills have been carried out.