



REPUBLIC OF
THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR

Marine Guideline

No. 7-41-1

Rev. Jun/2021

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

SUBJECT: Safety of Navigation

- References:**
- (a) COLREG, *Convention on the International Regulations for Preventing Collisions at Sea, 1972*, Consolidated Edition 2003
 - (b) SOLAS, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2020
 - (c) **STCW including 2010 Manilla Amendments:** *STCW Convention and STCW Code: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers*, 2017 Edition
 - (d) **IMO MSC.1/Circ.1503**, *ECDIS – Guidance for good practice [MSC.1/Circ.1503/Rev.1](#)*, issued 16 June 2017
 - (e) **RMI Requirements for Seafarer Certification**, [MI-118](#)
 - (f) **RMI Marine Notice [1-000-3](#)**, *Requirements on Carriage of Publications on Board Ships*
 - (g) **RMI Marine Notice [7-038-4](#)**, *Principles of Watchkeeping*
 - (h) **RMI Marine Notice [7-041-6](#)**, *Nautical Chart and Publication Carriage and Electronic Chart Display and Information System (ECDIS) Requirements*

PURPOSE

This guideline reminds watchkeepers of the operational factors affecting safe navigation and the performance and accuracy of navigational equipment required by SOLAS. It addresses:

- Electronic Chart Display Information Systems (ECDIS);
- navigation chart correction;
- speed input to automatic radar plotting aids (ARPA)-equipped radars; and
- traffic separation lanes.

This Guideline replaces rev. 11/12 with updated information. The title has been changed to *Safety of Navigation*.

APPLICABILITY

This Guideline applies to:

1. All ships fitted with shipborne navigational systems and equipment, including ECDIS and ARPA-equipped radar.
2. Those ships which under SOLAS V/27 must have adequate and up-to-date nautical charts and nautical publications¹ (such as sailing directions, lists of lights, notices to mariners, and tide tables) for the intended voyage.

GUIDELINES

1.0 Information Services for Safety of Navigation

1.1 Nautical Chart Services

- .1 Nautical chart services may be used to obtain, correct, or update nautical charts. These services provide navigational products in digital or printed format.
- .2 To ensure safe and secure transmission and delivery, chart information from a service should be standardized:
 - (a) in format;
 - (b) data authentication; and
 - (c) distribution methods.
- .3 A list of nautical chart service distributors is in MN [1-000-3](#).

1.2 Nautical Publications Services

- .1 Nautical publications services may be used to obtain, correct and use digital or printed nautical publications.
- .2 Nautical publications include nautical charts, and information on ports and navigational aids, both ashore and at sea. They also contain contact information of authorities and services for a sea area or port, such as sailing directions, light lists, notices to mariners, tide tables and other nautical publications.
- .3 Updates and corrections to nautical publications may be received electronically without any delays in the delivery. Other distribution methods can be time-consuming and may introduce risks.

1. Refer to SOLAS V/2 for the definition of “nautical chart or nautical publication”.

1.3 Maritime Safety Information Services

Services (e.g., NAVTEX, SafetyNET services, or Notices to Mariners) used to obtain information on navigational warnings and meteorological forecasts and warnings should be applied for the voyage.

2.0 Navigational Chart Correction and Use

2.1 Watchkeepers should take notice of these items:

- .1 As required by SOLAS V/27, electronic navigation charts (ENCs) used must be up-to-date. The Administrator recommends that they conform to the latest applicable International Hydrographic Organization (IHO) [standards in force](#).
- .2 The IHO offers an [online catalog](#) of charts for the world's seas, oceans, and navigable waters.
- .3 The IHO provides coastal State information on the [use of paper charts](#) and on ECDIS used in the Raster Chart Display Mode when ENCs are unavailable.
- .4 Users of ECDIS planning and executing a voyage should consult the IHO [Information Papers](#) on the safety implications of using ENC data beyond its intended use. Topics covered include:
 - (a) ENC generalization;
 - (b) over-scaling; and
 - (c) safety checking functions.
- .5 Even charts based on recent surveys may not show all seabed obstructions or the shallowest depths. For example:
 - (a) Hydrographic surveys have inherent technical limitations in some offshore areas, partly due to difficulties in accurately calculating tidal ranges.
 - (b) In some areas the seabed depth constantly changes.
 - (c) Charted depths or soundings may not be accurate because they may be based on surveys taken many years ago.
 - (d) Always consider that wind conditions and other factors may cause negative tidal surges, which are not reflected in the previously consulted tide surge prediction tables and tidal stream atlases.

- 2.2 If a competent authority determines during an inspection that the charts or publications are inadequate, or there is not an efficient correction procedure, the Administrator may prevent the ship from proceeding to sea until appropriate action is taken to correct the situation. Refer to IMO Resolution [A.1138\(31\)](#), *Procedures for Port State Control, 2019*.

3.0 Navigational systems and equipment factors affecting performance and accuracy

- 3.1 Companies and Masters have responsibility² to ensure that all seafarers become familiar with the shipboard equipment, operating procedures, and other arrangements³ needed for the proper performance of their duties, before being assigned to those tasks.

- 3.2 Administrator guidance on bridge equipment is provided in the following subsections:

.1 ARPA Function

- (a) SOLAS Chapter V Regulation 19.2.8 requires that speed input of ARPA-equipped ships must indicate speed and distance through the water.
- (b) Inputs providing speed over the ground must not be used for collision avoidance decisions, since doing so may lead to dangerous navigation or erroneous collision avoidance situations.

.2 Gyro-Compasses

- (a) Gyro-compass inputs must be checked. The selection of a different Transmitting Heading Device⁴ (magnetic type transmitting compass) could affect accuracy of other connected equipment. Unlike a magnetic compass, the gyrocompass is not influenced by an external magnetic field.
- (b) Ships in Artic and Antarctic waters must be fitted with two non-magnetic means to determine and display their heading
- (c) Ships proceeding to latitudes over 80 degrees must be fitted with at least one Global Navigation Satellite System compass or equivalent, in accordance with the Polar Code, Part I-A, §9.3.2.

2. STCW Code, Part A, §A-I/14.

3. See MN [7-038-4](#).

4. See [MSC.116\(73\)](#), Annex §4.3.2.

.3 ECDIS

- (a) Officers in charge of a navigational watch serving onboard RMI-flagged vessels equipped with an approved ECDIS must have received training.
- (b) Refer to [MI-118](#) and MN [7-041-6](#), §3.1 and §3.2. The precautions in this Marine Notice also apply when starting, setting up, and applying data in an ECDIS.

4.0 Routing Measures and Watchkeepers Duties

- 4.1 Routing measures are intended to contribute to the safety of navigation and marine environment protection. They include traffic separation schemes, separation zones, deep water routes, areas to be avoided, and mandatory ship report systems.
- 4.2 COLREG Rule 15, *Crossing Situation*, applies equally to vessels navigating in, near, and outside Traffic Separation Lanes and narrow channels and fairways.
- 4.3 Based on the Administrator's analysis of investigations, Masters and officers in charge of a navigational watch should:
 - .1 pay attention to the carriage of nautical charts and publications appropriate to the voyage or service in which the ship is engaged;
 - .2 be aware of the danger of navigating without adequate under keel clearance, such as in estuaries and port approaches and other critical areas;
 - .3 be aware that the depth and position in the ENC may not fully reflect the geospatial information⁵;
 - .4 carefully consider an appropriate speed to maintain effective steering and consider the ship's 'squat' characteristics;
 - .5 monitor depth sounding equipment closely; and
 - .6 not be influenced to proceed at a speed conflicting with safe navigation due to any interests outside the ship, commercial or otherwise.

5. [IHO publication S-67](#), *Mariners Guide to Accuracy of Depth Information in an ENC*