

Marine Notice No. 51 of 2011

NOTICE TO ALL SHIPOWNERS, MASTERS AND DECK OFFICERS OF MERCHANT AND FISHING VESSELS, YACHTSMEN, NAUTICAL COLLEGES AND ALL ECDIS USERS.

Training required for ECDIS as Primary Means of Navigation.

Introduction

As previously advised, mandatory carriage requirements for Electronic Chart Display and Information Systems (ECDIS) will be phased in, according to size and class of ship, between 1 July 2012 and 1 July 2018.

The Master and all Navigational Officers of Irish Flagged vessels, which have ECDIS as their primary means of navigation, are required to have completed both generic and ship specific equipment ECDIS training. This notice is to clarify what training is acceptable. Also the Paris MOU on Port State Control requires both generic and ship specific equipment ECDIS training for the above officers.

ECDIS generic training

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

- A NARAS Operational course completed after 1st January 2005.
- An ECDIS programme based on the IMO Model ECDIS course (1.27) approved by the Irish Maritime Administration.
- An ECDIS programme based on the IMO Model ECDIS course (1.27) approved by the Maritime Administration of an EU Member State or by a country which is recognised by Ireland under STCW 78, as amended, Regulation I/10. (Please refer to Marine Notice No. 06 of 2011)

Carriage of any one of the above certificates, together with reference to this notice, should satisfy Port State Control Officers (PSCO) that the holder meets the required ECDIS generic training requirement. If the IMO Model ECDIS course (1.27) includes training on the type of equipment installed on board the vessel then there must be a clear statement to this effect. Otherwise separate ship specific training will need to be undertaken.

ECDIS ship specific equipment training

The ECDIS ship specific equipment training should relate to the make and model of the equipment fitted on the ship on which a Master or Navigational Officer is currently serving i.e. it will be necessary to complete training for each different system a Master or Navigation Officer is expected to operate. This training should build on the approved ECDIS generic training, and be delivered by the ECDIS manufacturer; the manufacturer's approved agent, or a trainer who has attended such a programme. A manufacturer's computer based training package can be accepted for this purpose. "Trickle down training" (i.e. one officer training another) is not

acceptable as, inevitably, it leads to incomplete knowledge of the equipment's capabilities, and especially the lesser used functions, being passed on.

This equipment specific training should concentrate on the functionality and effective use of the system onboard. This training should at least cover the following areas:

- 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
- route monitoring
- changing over to backup systems
- loading charts and licenses
- updating of software

Each navigation officer on board an ECDIS carrying vessel must hold documentary evidence on board the vessel indicating that the type specific training has been completed for the ECDIS equipment being carried. Given the critical nature and importance of recording this training, the procedures involved should be incorporated in the ships Safety Management System.

Further Information

There are an increasing number of sources of useful information pertaining to the operational use of ECDIS. Attention is particularly drawn to the IHO Publication S-66 Edition 1.0.0 January 2010 [“Facts about Electronic Charts and Carriage Requirements”](#)

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