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GENERAL CIRCULAR

1st Feb 2019

To: The Fleet

Subject: Nautical Temporary Notices for Charts

Dear Masters,

Please note that we have recently encountered during inspections errors in correcting T&P notices on charts, we therefore made this circular, to stress on the importance of your chart corrections and updates.

In view of this Non-conformity please note below important preventive actions, carefully go through these and discuss them with your watch-keeping officers.

Supply, upkeep and readiness of navigational charts and how to correct them

The Master shall keep and maintain the latest editions of Charts (of a large enough scale) & Nautical Publications for the areas which the merchant vessel routinely trades. In addition he is to also keep selected Charts and nautical Publications taking into consideration the possibility of an emergency entry into such waters.

Correction of Charts & Nautical Publications

A responsible officer should immediately correct the present voyage charts & publications upon receipt of the corrections, followed by other charts and publications.

Only current editions of Charts and Publications are to be used. Cancelled editions must be clearly marked so, in pen, and removed from the confines (territory) of the wheelhouse.

If there is a change in the route or the trading pattern, the previous charts must be corrected until Master is sure that the vessel will not revert to that route in the foreseeable future.

Temporary (T) & Preliminary (P) notice numbers are to be recorded in Chart Correction Record. Such information is readily available in weekly notices to mariners.

Applicable T & P corrections shall then be made in Pencil on all charts to be used for the current voyage. After correcting affected voyage charts for applicable T & P corrections, the correction number shall be entered in Pencil at the location of correction as well as on the bottom of chart.

After making such correction, suitable annotation shall be made in the Chart Correction Record to indicate that the correction has been physically made on the chart.

Any cancelled T & P notices should be struck out in the Chart Correction Record and erased from the corresponding charts.

A copy of the current In-Force list (usually published monthly) shall be filed along with the Chart Correction Record and used for monitoring and verification of current T & P notices in force.

Navigational Warnings promulgated through Notices to Mariners (Navareas / Hydrolant / Hydropac) should be filed area wise as long as valid (removed when cancelled), in a dedicated file, and relevant ones marked on voyage charts.

Navigational warnings received through EGC or Navtex should also be marked on chart if applicable and the printout retained for 1 year. It is necessary for the Officer on Watch and Master to sign on the printouts and for all officers to sign on the Weather Faxes.

ECDIS / ECN

There are currently two methods of carrying out electronic chart corrections, either via Weekly Updates, CD or downloaded weekly from a recognized electronic chart supplier's data.

In circumstances where the electronic chart data is used for reference only, such systems must be maintained up-to-date. If the electronic chart software onboard is not being maintained with regular updates, the system must be switched off. Where such equipment is recorded on the Safety Equipment certification of the vessel, Class will also require notification.

Uncorrected chart data appearing on the electronic chart may cause confusion to the navigator compared with data recorded on the paper chart and this is obviously a dangerous condition for the vessel.

Vessels using ECDIS as the primary means of navigation, as specifically approved by their flag state, must be subject to regular software updates as this will have been a condition of the ship-specific approval.

For ships fitted with ECDIS (Electronic Chart Display System), the Company (through a contractor) supplies disc containing updates of charts. However, it is emphasized that the where primary means of navigation is the paper chart and ECDIS is only an aid to navigation.

Corrections to admiralty nautical publications

All vessel should keep an updated list of nautical publications as per regulations set by IMO. If a new edition is published, this too shall be entered along with edition on board to keep a check until it is received. The Nautical Publications will include Sailing Directions, List of Lights, and Tide Tables, List of Radio signals, Nautical Almanac, Charts Catalogue, Mariners Handbook and others necessary for the safe navigation of the ship.

To correct the Sailing Directions (Pilots), it is recommended that the correction index on the inside of the front cover is used to record weekly corrections (from Notices to Mariners / Digitrace) and also the affected pages in the Sailing Direction.

The corrections are filed in a dedicated file, in individual sections for each Sailing Direction on board. When using the Sailing Direction, reference should be first made to this index and then if any corrections are applicable to the concerned page, same can be consulted in the file.

For corrections to Admiralty List of Lights & Fog signals and Admiralty List of Radio Signals, these should be pasted on top of the existing (superseded) entry in the publication and the correction index at the front of the publication updated. Smaller corrections may also be done by Pen, in the Publication.

Verification Of Corrections

The Master should verify the corrections from each Notice to Mariner on random charts or publication.

A prudent master shall also verify on a random basis, the ECDIS (where fitted) corrections by correlating with a paper chart notice.

ECDIS Corrections

Vessel must correct the ECDIS by inserting the disc received regularly from company in the computer. After correction, this should be written on the disc face by permanent marker and all such disks retained on board for 1 year.

Please note the following navigation warning received today from the UK MCA on safe navigation. Mariners are advised that ECDIS (Electronic Chart Display and Information System) may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data".

The automated voyage planning check function should not be solely relied upon. The International Hydrographic Organization (IHO) is leading technical action to resolve this matter.

Hoping all of above is clear, if not please do not hesitate to contact us.

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