



# Commentary

## Introduction

Further to the Corrigenda/Editorial changes made to the 2000 edition of the Guide in the year 2002, the subject Notice 1 incorporates the comments received from external and internal clients since the first publication of the Guide in the year 2000. In addition, several changes incorporate the amended requirements in the following IMO Standards.

IMO Res. MSC.64(17), Annex 3 “Recommendation on Performance Standards for Automatic Pilots”

IMO Res. MSC.74(69), Annex 2 “Recommendation on Performance Standards for Track Control Systems”

IMO Res. MSC.64(67), Annex 3 “Recommendation on Performance Standards for Heading Control Systems”

## Change Notice 1 (2003)

### EFFECTIVE DATE 1 November 2003

(based on the contract date for construction between builder and Owner)

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
<b>PART A</b>	<b>General</b>	
A1	Application	Paragraph A1.3 is added to recommend the ABS <i>Guidance Notes on Ergonomic Design of Navigation Bridges</i> for the requirements of ergonomic design of bridge equipment and layout.
A5	Operational Assumptions	A5 is renumbered to A3 to provide a better location.
A3	Optional Notations	A3 is renumbered to A5 to provide a better location
A11	Definitions	New definitions of several terminologies have been included as suggested by the external clients to clarify the confusions with course, heading and track. These definitions are taken from IEC Standard 1209 and IMO. 64(67), Annex 3.
A13.3	Applicable to NIBS Notation	Editorial correction from “EDCIS” to “ECDIS”

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
<b>PART B</b>	<b>Requirements for Notation NBL (Navigation Bridge Layout)</b>	
B3.1	General	To align with Part A, A1 above.
B5.2.2	Conning Position	The wording in the first line of the paragraph for <i>Conning Position</i> is changed to incorporate the intent of the requirements in SOLAS Ch. V, Reg. 22 as suggested by an external client.
<b>PART C</b>	<b>Requirements for Notation NBLES (Navigation Bridge Layout and Equipment/Systems)</b>	
C13.1	Course Information System	<i>Course</i> is changed to <i>Heading</i> to incorporate a comment from an external client about the confusion with course and heading. It is noted that the compass provides the heading information and not the course information. The definitions for course and heading are also added in Part A, A11.
C13.2	Steering System	Paragraph C13.2.2 is revised to comply with the new IMO Standards MSC.64(67), annex 3 “Recommendation on Performance Standards for Heading Control Systems” and MSC.74(69), Annex 2 “Recommendation on Performance Standards for Track Control Systems”. The term “Course” is changed to “Heading” in several places.
C13.3	Speed Measuring System	IMO Res. A824(19) is changed to the new amendment MSC.96(72), Annex 14.
C13.4	Depth Measuring System	IMO Res. A224(VII) is changed to the new amendment MSC.74(69), Annex 4.
C13.5	Radar System	In paragraph C13.5.1, a reference is made to the Standard IMO Res. A384(X) “Performance Standard for Radar Reflector”.
C13.6	Automatic Traffic Surveillance System	Wording in the first sentence is revised to clarify the intent as suggested by an external client.
C13.7	Position Fixing System	The referenced IMO Standards in paragraph C13.7.3 for Differential omega receivers and Radio direction finders are deleted, since these are obsolete. IMO Res. MSC.53(66) is changed to a new amendment MSC.113(73), Annex 26 for GLONASS receivers.
C13.8	Watch Monitoring and Alarm Transfer System	The second sentence of C13.8.2 a), which refers to the alertness check system has been relocated to C13.8.1 b) with some editorial corrections.
C13.8.2 b	Transfer of Alarms	The last sentence is deleted, since no selector switch is mentioned in C13.8.2a.
C13.10	Vessel’s Automatic Identification System	The reference to AIS Standard IMO Res. MSC.74(69), Annex 3 “Performance Standards for an Universal Ship borne Automatic Identification System” is added. A few editorial changes are also made.
C17	Automatic Telephone System	The text is revised to clarify the mix ups between an automatic telephone system and a sound power telephone system.

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Table C1	Item A31 Sound reception system	Editorial change
	Item A35 Group alarms and reset controls	Editorial change
	Item B17 Required alarms and reset controls	Editorial change
	Item D1 Gyro compass heading indicator	Note in the Remarks column is deleted, since it does not belong to the Bridge wings' workstations.
	Note 2 Two independent gyro compasses	A new footnote is added to clarify the locations for two gyro compasses required in items A1, B1 & C1.
<b>PART D</b>	<b>Requirements for Notation NIBS (Navigational Integrated Bridge System)</b>	
D13.1	Course Information System	<i>Course</i> is changed to <i>heading</i> to align with C13.1.
D13.4	Electronic Chart Display and Information System	The navigation and traffic surveillance/maneuvering workstation is a part of the centralized bridge workstation required for the NIBS Notation and therefore is deleted from the subject text. Also, reference to an additional IMO Standard MSC.86(70) for "Performance Standard for ECDIS" is added in the last sentence of the paragraph.
D15	Operating/Technical Manual	Editorial correction.
D19	Tests and Sea Trials	Editorial correction.
Table D1	Item E8 Chronometer	Added footnote 2 to indicate that a chronometer is not required if the official universal time is obtained by other means.
	Item E9 Radio direction finder	Added footnote 3 to indicate that a RDF is not required if other radio navigation equipment is provided, as per SOLAS Ch. V, Reg. 12(p).
<b>Appendix A</b>	<b>IMO Resolutions Referenced in the Guide</b>	
IMO Res.	Various IMO Resolutions	The IMO Resolutions listed in the Appendix A are updated.