

VOYAGE PLANNING WITH ECDIS

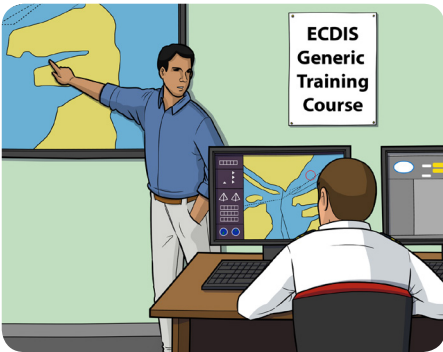


General Principles

Voyage planning using ECDIS is extremely effective if carried out correctly and the equipment is set up properly. The principles of voyage planning remain the same as always when using ECDIS.

APPRAISAL, PLANNING, EXECUTION, MONITORING.

We would also recommend an EVALUATION stage after the voyage to take account of any feedback.



Training

Officers on board vessels fitted with ECDIS must be trained in its use as per the STCW convention.

As well as the generic training course ashore, it is recommended there is also a familiarisation programme for the ECDIS fitted on board the vessel. This is usually referred to as type specific training.



Procedures

The vessels SMS should include a section that refers to voyage planning, this should include the use of ECDIS.

The Master should also outline the safe use of ECDIS in his standing orders.



Software

ECDIS software should be up to date. Any ECDIS abnormalities should be known by the users.

Check your ECDIS software is up to date, or for any ECDIS specific issues here:
https://www.iho.int/srv1/index.php?option=com_content&view=article&id=585:news&catid=166:1news-links&Itemid=287&lang=en

Check for any known abnormalities on your ECDIS here:
<https://www.classnk.or.jp/hp/pdf/activities/statutory/ism/imo/MSC.1-Circ.1503.pdf>

ECDIS VOYAGE PLANNING CHECKLIST

Use with on board procedures, ECDIS manufacturers guidelines, and The ICS Bridge Procedures Guide.
The following points are for voyage planning with ECDIS in addition to the usual voyage planning requirements:

Appraisal Section (should include):



- Relevant SMS section and Masters standing orders for voyage planning with ECDIS read. ☐
- Latest software is uploaded to the ECDIS, and all abnormalities are known. ☐
- Input sensors operational, such as Gyro and GNSS. ☐
- ECDIS internal log checked for failures or abnormalities after update. ☐
- Relevant ENC's, publications and licences are available and up to date. ☐
- Digital chart catalogue checked for appropriate ENC requirements. ☐
- Ship specific characteristics are known, for example draft, dimensions and turn radius. ☐
- Any additional planning software on board ready and correctly used. ☐

Planning Section (should include):

- The planning is conducted using an appropriate scale on the ECDIS. ☐
- Any limitations of the ENC's in use considered – CATZOC or horizontal accuracy. ☐
- The relevant layers of information are on the ENC during the planning phase. ☐
- The correct safety parameters and contours are input for each leg of the voyage. ☐
- A safe speed is decided for each leg. ☐
- Alarm limits are decided for each leg of the voyage for use with the passage scanning function. ☐

Execution Section (should include):

- Ships characteristics correctly input into the ECDIS. ☐
- Ensure the correct scale is in use for executing the plan. ☐
- The appropriate layers are displayed on the ENC during the execution of the plan. ☐
- All required course notes are input correctly. ☐
- Appropriate cross track error input into the ECDIS for each leg. ☐
- Alarm set points input as per SMS and Masters requirements. ☐
- Under keel clearance requirements input as per SMS requirements. ☐
- Plan scanning function activated to check for issues in the plan. ☐
- Plan verified by Master both visually, and by plan scanning function. ☐

Monitoring Section (should include):

- Monitor the alarm set points of the ECDIS, check each one before accepting and cancelling. ☐
- The appropriate scale should be selected at all times and correct layers shown on the ECDIS. ☐
- External inputs into the ECDIS are operational, for example Gyros, Radar and AIS. ☐
- Overlays used as appropriate. ☐
- Correct vector type and length used. ☐
- Take traditional range and bearings visually or by radar for plotting to cross check with GNSS system. ☐
- Use look ahead alarm features to assess dangers, such as the anti-grounding cone. ☐
- Handover of the watch procedure conducted as per SMS requirements. ☐

Evaluation (should include):

- Once the voyage is complete, feedback should be collected and used when planning the same voyage in the future. ☐