

## **Extract from OCIMF (Oil Companies International Marine Forum) Ship Inspection Report (SIRE) Programme**

Vessel Inspection Questionnaires for Oil Tankers, Combination Carriers, Shuttle Tankers, Chemical Tankers and Gas Tankers.  
(VIQ 6)

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### **Charts & Publications**

**4.21 If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS), as stated on the Form E of the SEC, and it is being used for navigation, are the Master and deck watch keeping officers able to produce appropriate documentation that generic and type-specific ECDIS familiarisation has been undertaken?**

*Notes: ECDIS phase in started on 1st July 2012 for new tankers, 1st July 2015 existing tankers. If ECDIS is fitted, either single ECDIS or duplicate for redundancy purposes and being used for navigation but paper charts are retained as the primary source of navigation, then all watch keeping officers must have both generic training and type specific familiarisation as accepted by the vessels flag. (Type specific familiarisation is not required if the Generic training was conducted on the same unit as fitted on board).*

If the vessel is fitted with an ECDIS system that is not fully compliant with respect to redundancy etc. and the primary source of navigation is paper charts, then all watchkeeping officers must have both generic training and type specific familiarisation as accepted by the vessels flag state. (Type specific familiarisation is not required if the Generic training was conducted on the same unit as fitted on board).

Each deck watchkeeper must be in possession of an ECDIS Generic Training certificate. This Generic training must have taken place at an establishment approved by the Flag Administration, address the subjects set out in, and fully address each of the topics contained in the IMO Model Course 1.27, (The operational use of Electronic Chart Display and Information Systems (ECDIS)). An ECDIS Generic Training Certificate conducted on the 2010 syllabus is acceptable.

If the equipment on board is of a different type (manufacturer) to which the generic training was undertaken, then evidence of familiarisation of the actual equipment fitted on board should be provided. The document "ECDIS - Industry Recommendations for ECDIS Familiarisation" (Published by the Nautical Institute) or an equivalent produced by the manager should be completed to demonstrate such familiarisation.

Record in comments the nature of and duration of such familiarization. If only one ECDIS fitted and paper charts are also provided record which is the primary source of navigation and which is the backup.

#### **4.22 If the vessel is provided solely with an Electronic Chart Display and Information System (ECDIS) does it meet the requirements of SOLAS?**

Notes: Vessels that operate solely using ECDIS must be “type approved” in accordance with IMO Res A.817 (19) as amended, and use only official Electronic Navigation Charts (ENCs). A secondary means of navigation must also be provided. The secondary means may comprise:

**A second “type approved” ECDIS** powered from the main and emergency power supply and operating independent of the main ECDIS and connected to the ship’s main power supply and to an independent GPS input. The secondary ECDIS must have the ENC chart database and voyage plan loaded before commencement of the voyage and must be operational at all times when the ship is in coastal waters, or

**A stand-alone Electronic Charting System (ECS).** All non-ECDIS ENC systems are classified as ECS. An ECS may use commercial or raster charts. An ECS must be independent of the main ECDIS and connected to the ship’s main and emergency power supply and to an independent position fixing system input. The ECS must meet the requirements of Res A.819 (19) as amended, Appendix 6 (ECDIS back-up requirements). The back-up arrangements for ECDIS must have the chart database and voyage plan loaded before commencement of the voyage. In confined waters the ECS must be in operational mode, or

**A full folio of paper charts** that satisfies SOLAS carriage requirements, corrected to the latest available Notices to Mariners, covering the intended voyage and showing the intended voyage plan.

The type of secondary means will be decided by the vessel’s flag Administration.

Navigating officers must not become over-reliant on ECDIS. Frequent checks should be made of the ECDIS position fixing system (normally GPS) by the use of other means. Such checks should include:

- Parallel indexing and use of clearing bearings;
- Use of radar to check the accuracy of the charted position by comparing the location of the radar target against the charted symbol;
- Visual cross bearings;
- Comparison of the signal to noise ratio of the GPS system in use.

The full functionality of ECDIS cannot be achieved when operating in the raster chart display (RCDS) mode and thus the system should always be operated in ECDIS mode.

ECDIS that is not updated for the latest version of the International Hydrographic Organisation (IHO) standards may not meet the chart carriage requirements set out in SOLAS V Reg 19.2.1.4. The list of current standards is maintained on the IHO web site [www.iho.int](http://www.iho.int)

Data input from the gyro compass, speed log, echo sounder and other electronic equipment should be periodically monitored to ensure accuracy.

The ECDIS should have the latest software updates to ensure the system is stable and remains compliant with the IHO standards for Hardware and handling of ENCs. It is recommended that the ECDIS unit be integrated with the BNWAS.

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