**PASSAGE PLANNING ELECTRONIC CHART**

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| **Vessel:** |  |  | **Date:** |  |
| **Voyage:** |  |  | **Voyage No.:** |  |

| **No.** | **Minimum Requirements Electronic Chart Planning** | **Tick (√)** |
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|  | Ensure correct date, UTC and time zone is set on the ECDIS computer. |  |
|  | Ensure the correct selection of geodetic datum (WGS 84) in the ECDIS. |  |
|  | Ensure SENC appropriate for navigation purpose and scale range is available for the intended passage |  |
|  | Verify the ECDIS has adequate ‘Hard disk’ space to carry out intended route planning and monitoring functions. |  |
|  | Use all available information collected from eNP/ Sailing Directions, Total Tide, Local Tide Tables, Digital List of Lights, Digital List of Radio signals, Find a Port, SPOS and other Weather Forecast, etc. |  |
|  | Install approved, or check if approved ENCs with licenses in ECDIS for the planned passage are installed. |  |
|  | Check if up to date corrections to all ENCs for the planned passage are in S-63 Chart Loader.  AVCS updates should be checked. This contains the new CIO+ feature, Admiralty Information Overlay, which is an overlay with all the T&P corrections for all charts. |  |
|  | Check Navtex for Navigation warnings applicable for ENCs for planned passage. T&P corrections shall be verified in CIO+, if some missing then enters the corrections manually. These come with AVCS updates. Check for navigation warnings from Navtex are automatically plotted on the ECDIS. Check if filters for navtex are applied judiciously. Check for navigation warnings from Inmarsat-C - Enter manually. |  |
|  | Standard display should be used in S52 Presentation as a minimum. Additional information shall be set in the ENC sub-menu, as per Master requirement. |  |
|  | Check and enter correct vessel's parameters in ECDIS according to Company policy and Masters standing orders. |  |
|  | Enter actual navigational draft and correct values for safe, shallow and deep contours according to Company policy and Masters standing orders. |  |
|  | Keep available tidal heights and times.  Check Load Line Zones for the passage.  Safety Depth should be set to Deepest Ships Draft + UKC requirements as per Company or Port requirement. |  |
|  | Set Watch Vector and Anti Grounding alarm Function in active mode with values according to the Company and Masters requirements. |  |
|  | Set Deep Water Contour according to the Company policy and Masters standing orders. |  |
|  | Set Shallow Water Contour to indicate unsafe waters (No Go Areas) according to the Company policy and Masters standing orders. |  |
|  | Check and enter Turning Radius for each waypoint according to Company policy, master’s requirement and vessel’s characteristics. |  |
|  | Set Off-Course Alarm Limit with alarm in active mode, (if applicable on ECDIS), otherwise set it on Autopilot. |  |
|  | Set Off-Track (X-track) Alarm Limit with alarm in active mode.  The lane width should be set according to Company policy and Masters standing orders.. The lane width should be sufficient so that the vessel can make some smaller evasive maneuvers within the available depth and width of water. |  |
|  | Set New Waypoint Alarm Time with alarm in active mode according to the Company and Masters requirements. |  |
|  | Set Wheel Over Point Alarm in active mode according to the Company and Masters requirements. |  |
|  | Mark off the required distance off the prohibited areas, fixed and floating aids to navigation or isolated dangers. |  |
|  | Primary and Secondary means of position fixing to be determined. Vessels fitted with mutli-sensor DGPS JRC-JLR-8600 should use it as primary DGPS. |  |
|  | Enter manually on SENC – Limiting Danger Lines (LDL) - Calling Master - Notice to Engine Room - Pilot Boarding. As applicable: Deep Sea Pilot Boarding, Emergency Anchorages, Abort position, Point of no return.  Type in the calculated UKC, Watch Condition, Position Fixing interval, Echo sounder status, ECR Status & Air draft for each leg, if applicable. |  |
|  | Select Route and run the Route Check Function in ECDIS, act upon any alarm and correct the planned passage prior departure. |  |
|  | Once the entire route has been planned check the entire passage plan on a 1:1 scale by manually scrolling along the track. |  |
|  | Make a back-up copy of the plan and save on a separate disk. |  |

**Remarks:**

1. Safety Contour is the contour related to own ship and selected by Master together with OOW from the contours provided for in ENC and used by ECDIS to distinguish on the display between safe and unsafe waters, and for generating anti-grounding alarm.
2. Safety Depth is the depth defined by Master together with the OOW, i.e. the ship’s draft plus under keel clearance, to be used by ECDIS to emphasis soundings on the display equal to or less than this value.
3. Bear in mind that ECDIS 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, officer 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.
4. The GPS position fixing on the ECDIS should be monitored by cross checking the ships position by using independent sources of information. The GPS position should always be checked by an alternative method such as visual and radar fixing techniques and plotted on the ECDIS as LOP.

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| **Navigation Officer:** |  |  | **Master:** |  |
| **Signature:** |  |  | **Signature:** |  |