

**GUIDED ONLINE TRAINING SESSIONS FOR
CONSILIUM AND MARIS ECDIS SOFTWARES INCLUDING MBA MARIS BRIDGE ASSISTANT**

Session	Description	OK	Time
001	Welcome to the guided online training: This is an introduction of the method used for guided online training, including presentation of the participants and the instructor. You will also get an explanation of the ECDIS units used for demonstration, showing the difference and the similarity with an onboard system.		
002	The ECDIS, how it works and how it is built: This is a simplified technical description of how the ECDIS is built and how it works. With the help of practical examples, you will learn about the communication between units and the different functionality they have. This is very useful subject for sales staff, as the communication between units says much about the performance and limitations in an ECDIS model.		
003	The new ECDIS standards: Both in 2016 and 2017 there will be introduced new regulations for ECDIS. For the ECDIS 900 it means a new software version 4.7 or higher to be used. This session explains major points of changes of the regulations and what is the difference between 4.5 and 4.8 versions of the product.		
004	Basic operation methods: This session contains an overview of the functions and buttons on the ECDIS, including where you will find them and what they do.		
005	Display and operation of the ENC: In this session, you will learn how to display and work in an electronic chart. You will also learn how to adjust ENC display and safety parameters for anti grounding, including the risk of using the various settings.		
006	Installing and updating charts: There are several ways to install chart into the ECDIS. This session demonstrates the basic way of installing charts using base and update CDs. You will also learn how to use an internet application (MBA MARIS Bridge Assistant) to order, install, update, and view the data. The session also includes a general explanation of the RENCs distribution methods for ENCs. This session provides consideration about what method is most suitable for which ship.		
007	Voyage Plan 1: All ECDIS devices require some preparations before route editing. This session show the data sources available for voyage planning with the ECDIS and the settings required for using them.		
008	Voyage Plan 2: This session is about the methods of route editing and how to verify them. The methods include editing by cursor, by keyboard, and importing from another ECDIS. Route editing is a basic function that shows clearly how well tuned this software is to the practical work onboard.		
009	Voyage Plan 3: This session shows how and why it is important to be able to write and draw unique information on an overlay of the map in an ECDIS display.		
010	Voyage Plan 4: This session includes the different methods of using T&Ps Temporary and Preliminary notice in the E900. It includes manual entry and corrections, T&Ps through AIO Admiralty Information Overlay, as well as T&Ps extracts from paper chart manager in MBA and through C-Map. It gives you an explanation of what T&P is and why ships have to prove that they have a full and accurate database.		
011	The ship speed and ETA: The ship captain is the one who works on the ships speed and Estimated Time of Arrival (ETA). He sets the departure time and the ship speed in order to meet the contract (Charterparti) conditions. In his work, the captain will consider any environment conditions affecting the ship during the voyage. This section shows you how he can do the task in the ECDIS.		

012	Voyage Plan 5: This session show how to create a voyage plan inside MBA ready for approval and signing by the captain.		
013	Monitoring 1: The 2nd Officer on the ship is responsible for checking the bridge equipment before departure. This session includes methods to checking the ECDIS system performance and the necessary steps to prepare the system for the coming voyage.		
014	Monitoring 2: To have a clear understanding of all navigation warnings and their locations is absolutely required for a ship. The ECDIS feature to connect the Navtex receiver is a popular add-on. This session will tell you how it works and what it does both through presentation and practical examples.		
015	Monitoring 3: This session provides an overview of one of the most important monitoring functions, displaying and predicting the traffic situation.		
016	Monitoring 4: This session covers the ECDIS alarm panel and alarm management. It contains comments about the different alarms you will find on the E900 and what they say.		
017	Monitoring 5: This session is about the methods used to create position fixing using LOPs – Line Of Positions		
018	Monitoring 6: This session is about the technical security, including missing functions and sensors.		
019	The ECDIS logbook: This session contains of a description of what is stored in the E900 log and how to replay it. The ECDIS logbook is not an official deck log but more a digital file containing how the ECDIS has been used for the last 24 hours.		
020	Use of radar information in the ECDIS: This session explains the different radar connections you can find in the ECDIS. You will get an explanation of why the PC radar kit may have an important position and renaissance in the navigation of ships.		
021	Meet the PSC Port State Control inspection. Providing evidence on compliance for the requirements in SOLAS chapter, regulation 19, 27 for coverage and update of ENC's in E900 and MBA: This session show you how to create evidence for compliance to the above regulations. It includes an explanation and operation in both the ECDIS and MBA.	OK	
022	Meet the PSC inspection. Providing evidence for own digital position fixing methods on a previous voyage. The session includes methods used to show how the ship has made position fixing along the past route. It includes methods of store routes; tracks and playback recorded data as well as other options.	OK	
023	Route optimization and the ECDIS: The world has seen a revolution within digital weather forecasting. This is possible through a large improvement in environment sensors, their integration, a full understanding of the atmosphere, the quality of the models, and the processing power to create a worldwide digital weather forecast. These excellent data can be sourced to one product, the ECDIS. This session show how to take advantage of these sources, to create a more accurate ETA and better-optimized route for reduce fuel consumption.		