

TSMAD 25

Tokyo, Japan (15 – 18 January 2013)

S-101 Survey Report**Mariners**

Survey period : 13/07/2012 - 26/11/2012

Scrubbing consists in the elimination of empty answers, or non mariners answers.

After scrubbing and fusionning we collect **74 answers**.

Due to troncated digits sum of ratio are not always 100%.

Ratio are **blue highlighted** if there is a wide consensus.Ratio are **yellow highlighted** when opinions are divided.**General Questions****1.- What is the name of your organisation ?****2.- Were you aware before this survey that an S-101 ENC product specification is being developed as a replacement for the S-57 ENC product specification?**

39% Yes

61% No**3.- How familiar are you with Electronic Navigational Charts (ENCs)?**

32% No answer

4% Not familiar

18% Somewhat familiar**46% Very familiar****4.- Do you use an ECDIS on a regular basis?**

34% No answer

59% Yes

7% No

5.- How familiar are you with additional information layers in an ECDIS?

31% No answer

9% Not familiar

23% Somewhat familiar**36% Very familiar****6.- If S-101 made significant improvements to the use and functionality of existing ECDIS would you consider upgrading?**

39% No answer

55% Yes

5% No

“n/a. Not my descision.”

"This is not my decision to make. I could request it but that doesn't mean I would get it."

"FYG, Pls be advised that we can not put any opinion about S-101 for this time or to be more specific about it due to our vessel is not provided on board with Encs/Ecdis Equipment yet."

"Not my role in organisation."

"It is up to our owners/operators."

"Not at any price."

"Decision will be made centrally so that all vessels remain with identical ECDIS."

7.- Please tell us about your existing frustrations with ENCs and ECDIS? (order them by priorities)

42% No answer

"Too many options to be messed up, causing confusion. Electronic charts should be limited to what you can see on a raster chart. (wysiwyg) ENCs are not idiot proof, raster charts are. You can't mess with them!"

"Too complex and open to misuse. Too many different manufacturers with different ideas. Strict standardisation needs to be applied. »

"1 Different ECDIS types do not use same names for the same item."

"Mainly the coverage of the charts."

"1. It is not user friendly 2.It dose not allow you to center vessel on data screen.. 3. Difficult to look ahead."

"None."

"NONE."

"NONE."

"I do not have information about it."

"We don't have this equipment on board."

"Not familiar."

"THERE ARE NO FRUSTRATIONS."

"MORE FREQUENT UPDATING ON ELETRONICS CHARTS."

"NO."

“N/A.”

“No frustrations.”

“Actualizations tighter; More interaction between ECDIS and radar display; Increase the functionality between the operator and ECDIS.”

“ENCs have display issues like those described in the information paper. Too many cautions.”

“Frequent unnecessary alarms distracting.”

“A button for a basic setting conform company rules in pilotage waters and on route. Now we have to adjust some parameters on a daily base two times a day.”

“1. Standard display does not show all dangers as a default setting. 2. Poor software design makes systems awkward to use. 3. Too many manufacturers with different operating controls make it difficult to switch between different systems.”

“Not simple to use. Difficult to check route Difficult to get overview for voyage planning.”

“The ENC cannot recall the latest update in general. Now we have to print and file all update reports and keep them for one year.”

“Not being able to hover over land based lights and get the caricaturists quickly.”

“Limited amount of data and little to no information regarding topographical information that is used when piloting. Still using Raster charts and will be for some time for this type of information.

“Isobath not flexible to establish contour line for dangers.”

“Too many alarms when settings are not correct. We just shut them off and don't take care of them properly.”

“The lack of data for remote regions.”

“Relative scale. A paper chart is very quick a easy to determine distances using your fingers or divider. Can't do this with ENCs”.

“Not all the time the ECDIS picture is accurate. At times the position of buoys and wreck have been found to be incorrect on the ECDIS when crossed checked with the paper charts. There are some errors messages received sometimes when updates are being applied, I do not know what those mean. Are they critical or can they be ignored. An explanation should be available from the manufacturers.”

“T & P notices need to be manually plotted on the ENC Manual plotting of fixes is cumbersome process.”

“Due to the limited size of the screen many features do not appear as on paperchart when ie 3- 6 miles range is used for inshore waters.”

“Crossing on to a chart for port entry no depths unless you adjust settings so one of the bridge team is occupied in changing over so that the detail required is visible. Docking display information - information is not always clear Constant alarms give rise to cry wolf and a temptation to leave auto acknowledge on all the time The fear that by adjusting layers of information that an underwater object will not be highlighted and therefore run aground because the assumption exists that all relevant information is detailed.”

“CANNOT LOCK SETTINGS AND PROFILES.”

“Important navigational layers can be missed when changing charts, not possible when changing paper charts. ECDIS does not allow "small corrections" (traceability) ECDIS does not readily allow "notes"on charts, eg "buoy unlit".”

“1. ECDIS spec. allows too many manufacturer type variations 2. ENC's need graphic indication of what layers have been removed 3. Training is woefully inadequate

“Technical part would be a bit a problem for me namely when the system gets stuck or freezed, i suggest to put in place more criterion for manufacturers for better equipments (more robust).”

“Chart licenses management.”

“1.Process of updating encs seems to be overly complicated especially confusing is use of permits, licences and order in which they need to be loaded to enable enc update. 2.Overly complicated menus .”

“IT was doesn't give me a safe feel like when i see a Paper chart. It needs to be updated regularly once we receive the data from office. It should be made on line where it is updated.”

“Length of time taken to install weekly updates and licences Inability to readily access critical information due to layering, inability to automatically link to approved tidal height program minimum font size and horizontal orientation of print leading to cluttering.”

“- Text is often overlaying other text.”

“Confusing symbology. »

8.- Please comment if there any other changes/ improvements you would recommend? (order them by priorities)

55% No answer

“Simplify rather than complicate after all, it's only a chart no matter what you call it.”

"No."

"None."

"NONE."

"NONE."

"Nil."

"No comments."

"not familiar."

"THERE ARE NO CHANGES OR IMPROVEMENTS TO BE DONE."

"MORE FREQUENT UPDATING ON ELETRONICS CHARTS."

"NO."

"N/A."

"None."

"No suggestions."

"ENC data should be integrated with list of lights and sailing directions."

"None."

"Alarms should be more visible on screen. le Dangerous wreck should falsh or wink if preset parameters are breached."

"The screen should be bigger than 19". a separate dedicated tab for P&T notices would be nice. To add P&T notices and easily delete notices by number."

"fixing of the above problem."

"grayscale and night colors need improvment. some information is lost and numerials can be difficult to pick out. 1 and 7 are paritcularly hard to differentiate. »

"need to be able to fit on a larger screen as an option to have a better view of the area when on a large scale chart."

"Shortcoming of ECDIS is that it not very effectively draws attention to P&T info in their ENC's."

"Mandatory bigger screens."

“For ECDIS, I think the most important thing is it should be provided with a manual which explains everything. Knowing how to update and order is not enough-which is available in the existing manuals-an explanation of as to how things actually work will make life certainly a lot easier. ECDIS specific training will be very helpful. »

“The Man machine interface to be more user friendly something like touch screen facilities.”

“Seamless transfer from chart to chart The ability to amend the docking display to personal taste A base layer that is impossible to amend so that all objects under a certain depth will be displayed regardless Relevant alarms i.e critical to safe navigation.”

“A vector based chart ENC would be more familiar to the Mariner.”

“Training must be improved, generic and specific. Training requirement needs to be agreed and regulated soonest by IMO.”

“I would suggest to have larger screens for better view especially where we need multiple layer of informations to be displayed (to reduce the congestion).”

“Chart licenses management.”

“Simplify update process. Create logical menu structure.”

“As List above.”

“Adding an electronic explanation of ENC symbology such as there is for paper charts with Pub 1.”