



# ECDIS RISK ASSESSMENT



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ECDIS Risk Assessments need to be simple, practical and meaningful; however, fast changing technology and regulatory environments mean the quality of assessments can vary significantly.

The requirement to submit a formal Risk Assessment to a vessels Flag State when navigating primarily on an ECDIS no longer exists, however MGN 285 strongly recommends a Risk Assessment is conducted. With this in mind, **dsnm** brings its many years of experience and deep regulatory understanding to support Captains and crews with world-class Superyacht ECDIS Risk Assessments.

Our aim is to pro-actively get under the skin of yacht specific ECDIS challenges, whilst identifying and delivering practical, future-proof solutions.



## THE COURSE

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The ECDIS assessment itself adopts a proven (adaptive) methodology, which has delivered positive results across yachts of all sizes, age and equipment.

The assessment takes the basic risk principles (below) and adds an unrivalled level of maritime technology and expertise to identify the challenges and solutions - many of which are often missed.

- Define the hazards
- Calculate the risk
- Decide if the risk is tolerable
- Control the risk and record procedures
- Review the risk and develop emergency procedures

## DURATION & LOCATION

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One Day Assessment - The ECDIS assessment itself is carried out onboard in partnership with the Captain using a professional, constructive and supportive approach.

## COURSE CANDIDATES

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The ECDIS Risk Assessment is applicable to all Officers of the Watch including the Captain.

It will be fundamental that the Officer responsible for the maintenance of the ECDIS is available, however not all Officers will be required at all times.

## OUTCOME

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Once the ECDIS Risk Assessment is complete, all Officers of the Watch will have a better understanding of the procedures necessary on-board as well as increased confidence in using the equipment.

On completion of the Risk Assessment, we will provide an industry leading ECDIS assessment report bespoke to the yacht (typically 25-30 pages). The report is then comprehensively explained to the Captain (and nominated crew) including the associated (recommended) measures and solutions for forming a comprehensive, future proof ECDIS operation.



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