



PREVENTION AT SEA

CIRCULAR 11/2018

“XTD LIMITS -
SAFETY LIMITS”



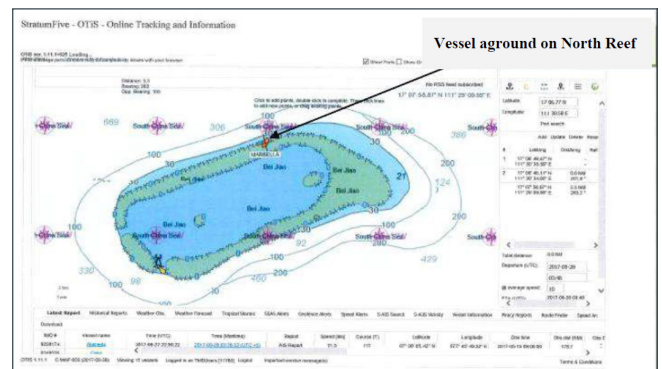
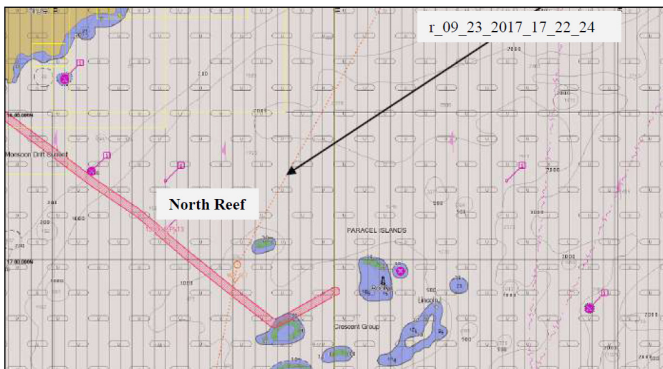
Don't Cure,
PREVENT

“XTD Limits - Safety Limits”

Case#1: During a Port State Control (PSC) Inspection onboard a tanker vessel, it was observed after examining the Electronic Chart Display and Information System (ECDIS) that the vessel was navigating out of the Cross-Track Distance (XTD) for an extended period of time. Moreover, the vessel in question had been navigating through high risk areas (i.e. narrow straits) placing further the vessel's safety at risk.

This resulted in the vessel's detention by the PSC Inspector.

Two weeks after the PSC Inspection, the same vessel was navigating once again out of XTD limits. This time the vessel found itself grounding on a reef that was out of the XTD limits and in effect out of the vessel's route (as per the vessel's Passage Plan).



Why is the “XTD” important?

The “route checking” function of the ECDIS is limited within the route's XTD. The XTD limits' size is predefined in each Company's Policy with regards to navigation. From the above case it is evidenced that implementation of the XTD limits policy as well as navigating the vessel inside of these limits was crucial for ensuring the vessel's safety.

By establishing and in turn implementing such a Policy, serious incidents as the case described above could be PREVENTED.

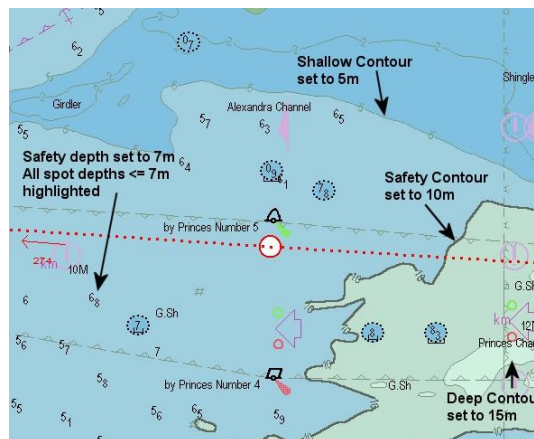
What went wrong ?

- The PSC observations and the vessel's detention were ignored by the Crew. The crew continued to apply the same bad practice during the next voyage.
- The Bridge Officers overestimated their navigational abilities.
- The Bridge Team failed to check the waters the vessel was navigating in after exiting the XTD limits.
- The ECDIS alarms regarding the exit from XTD limits and the entrance into shallow waters were not noticed by the Officer of the watch.



Best Practice

- ✓ Ensure proper setting of ECDIS' safety parameters in order to be aligned with vessel's Under Keel Clearance (UKC).
- ✓ Ensure proper ECDIS alarm settings as per Company's Policy.
- ✓ Ensure proper setting of XTD limits as per Company's Policy.
- ✓ Ensure the route that the vessel will navigate, is checked and all possible navigational dangers considered and avoided.
- ✓ Investigate ALL the alarms that the ECDIS and other Bridge equipment are generating.
- ✓ Ensure proper implementation by the Bridge Team of the Company's Policy regarding navigation.
- ✓ Ensure proper LOOK-OUT at all times



REMEMBER: ECDIS IS A USEFUL TOOL IF USED PROPERLY. AS WITH OTHER BRIDGE EQUIPMENT, IT IS ADVISABLE NOT TO OVER-RELY ON ECDIS SINCE THIS IS A NAVIGATION AID AND CANNOT ON ITS OWN ENSURE SAFE NAVIGATION!

Don't Cure Prevent

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FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.



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