

PRODUCT ADVISORY NOTICE

PAN/18-02**Issue 1****Date: 01-Oct-2018****Product Line: VisionMaster FT****Software Versions: 9.0.0 to 10.0.2 inclusive**

Who is affected by this notice?

Vessels fitted with:

- VisionMaster FT Radar, Chart Radar, ECDIS, TotalWatch or ECDIS-E products, **and**
- Commercial software version from 9.0.0 to 10.0.2 inclusive, **and**
- Using the Safety Contour or Channel Boundary manual chart update objects

... are affected by this notice.

Please note that the following are NOT affected by this notice:

- VisionMaster FT Radar products without the Safety Checking feature configured
- Vessels fitted with VisionMaster FT software other than the versions mentioned above

Note – Refer to [Appendix A](#) for further advice on how to determine if your system is affected.

Purpose

The purpose of this Product Advisory Notice is to:

- inform mariners of the behaviour of VisionMaster FT software versions listed above when the Safety Contour manual chart update feature is used.
- Advise the mariner on how to change Safety Contours into Channel Boundaries when intending to trigger the safety checking algorithm.

Background

VisionMaster FT includes a safety checking algorithm that is used to inform the operator about navigational significant objects while planning routes and when the vessel is underway. This feature is available on all ECDIS, ECDIS-E, Chart Radar and TotalWatch systems, and on Radars that have the Safety Checking feature configured. When route planning, this facility is accessed via the 'Dngrs' tab in the Routes | Edit Route menu; when underway safety checking alerts are raised automatically, using own ship's current position with either a time or distance-based look-ahead. If a route is being monitored a "Dngrs" tab is available in the Monitor Route menu, similar to the tab used in the Edit Route menu. This tab allows all legs in the monitored route to be checked for dangers, in case new dangerous objects have been added after the route was last checked using the editor.

The safety checking feature uses both electronic charts and with manual chart updates applied by the operator (via the Charts | Manual Update menu¹).

The IHO Presentation Library 4 ('PresLib 4') changed the set of features that were considered:

1. Part of the safety contour;
2. Navigational hazards; and
3. Areas for which special conditions exist.

¹ In software versions prior to 9.0.0, this menu is called 'Manual Chart Update.'

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

Versions of VisionMaster FT that implement PresLib 4 (from 9.0.0 onwards) therefore changed the way that some manual chart updates interact with the safety checking feature. Some of these changes may not be immediately obvious to the operator; in particular mariners should be aware that, on VisionMaster software versions 9.0.0 to 10.0.2, the Safety Contour manual chart update no longer triggers the safety checking algorithm and so does not appear in the list of chart dangers during route planning or raise alerts when the vessel is under way.

For more details of the behaviour of VisionMaster FT software, refer to:

[Appendix B.1 – Behaviour of VisionMaster FT Versions Prior to 9.0.0](#)

[Appendix B.2 – Behaviour of VisionMaster FT Versions 9.0.0 to 10.0.2](#)

[Appendix B.3 – Behaviour of Forthcoming VisionMaster FT 11.0.0](#)

Summary of Behaviour

S/W Version	Manual Chart Update Feature	Allows Depth?	Safety Checking
Before 9.0.0	Safety Contour	No	Danger
	Channel Boundary	No	Caution
9.0.0 to 10.0.2	Safety Contour	Yes	None
	Channel Boundary	Yes	Danger if Shoaler than Safety Contour setting
11.0.0	Safety Contour	No	Danger
	Channel Boundary	Yes	Danger if Shoaler than Safety Contour setting

The “allows depth” column indicates whether the mariner can associate a depth attribute with the manual chart update.

Recommended Action

If you are affected by this notice, **we advise using the Channel Boundary manual chart update** instead of the Safety Contour when the manual chart update is intended to trigger the safety checking algorithm. The Channel Boundary manual chart update can be found under the ‘Lines’ category of the Charts | Manual Update menu, and an appropriate depth can be associated with each of the Channel Boundaries.

Existing Safety Contour objects can easily be changed to become Channel Boundaries using the Manual Update menu: Select ‘View/Edit Manual Update’ and select the Safety Contour to be changed. When the object is selected simply change the Symbol Description from Safety Contour to Channel Boundary, and set the desired depth value.

If you have any questions or require technical assistance using the Safety Contour or Channel Boundary Manual Update objects, please contact us at service@sperry.ngc.com

Contact Details: Northrop Grumman Sperry Marine
E-mail: service@sperry.ngc.com

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

Appendix A.1 – How to determine the software version

On the Radar and Chart Radar watch modes, the software version is permanently presented at the bottom of the screen² (Figure 1):

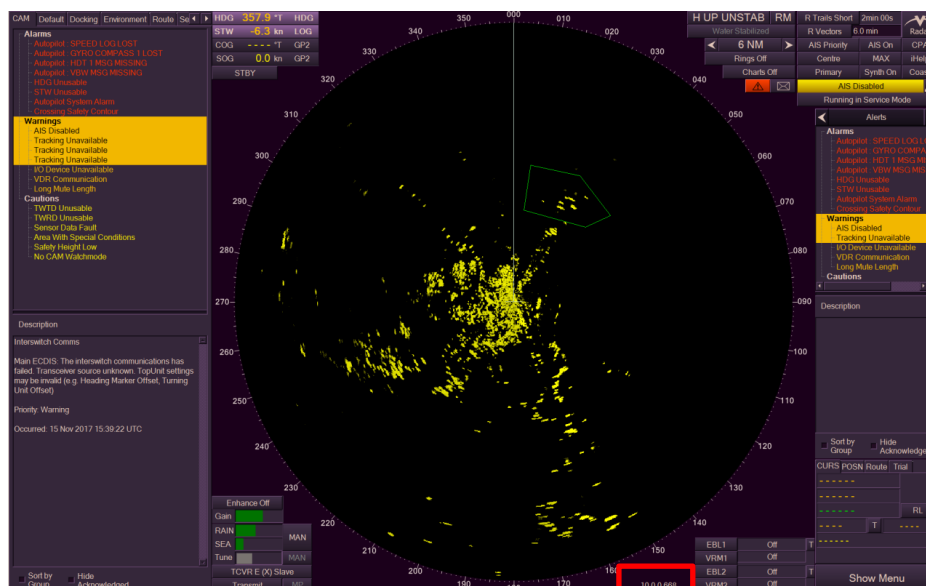


Figure 1 - Radar and chart radar watch modes

On the ECDIS watch mode, the software version is presented on the right-hand side of the lower menu bar (Figure 2). To make the menu bar appear, place the cursor over the lower region of the screen.

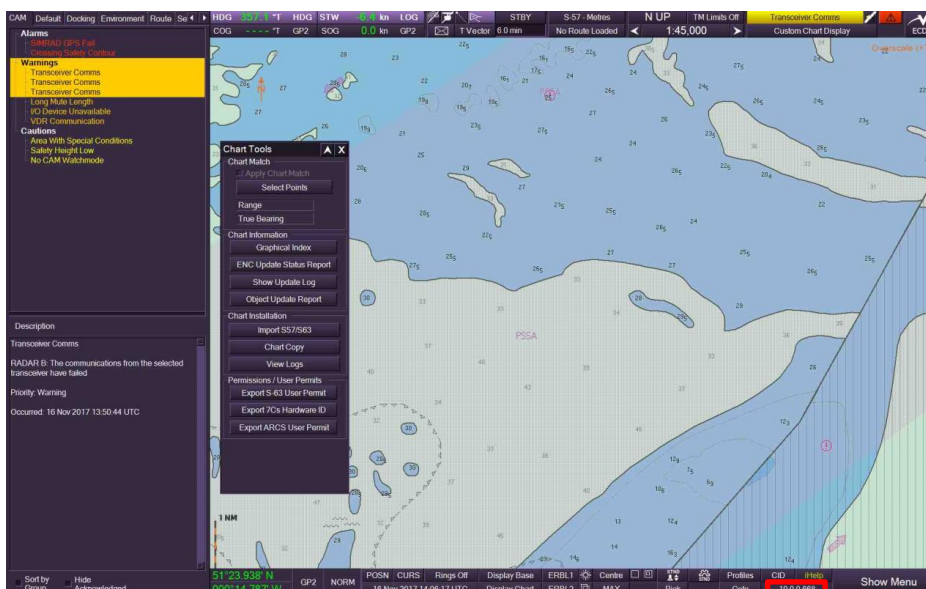


Figure 2 - ECDIS watch mode

² Note: All nodes of a multi-node system will have the same software version.

PRODUCT ADVISORY NOTICE

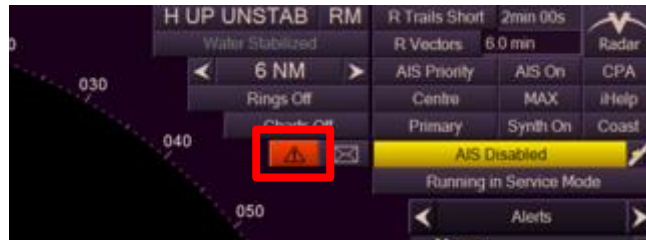
PAN/18-02

Issue 1

Date: 01-Oct-2018

Appendix A.2 – How to determine whether Safety Checking is configured on a radar

When Safety Checking is configured the Dangers icon is displayed in red or grey in the top right hand side of the screen.



PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

Appendix B.1 – Behaviour of VisionMaster FT Versions Prior to 9.0.0

Figure 3 shows both Safety Contour (lower) and Channel Boundary (upper) manual chart updates on VisionMaster FT versions prior to 9.0.0, and Figure 4 shows a route planned across both of these lines:

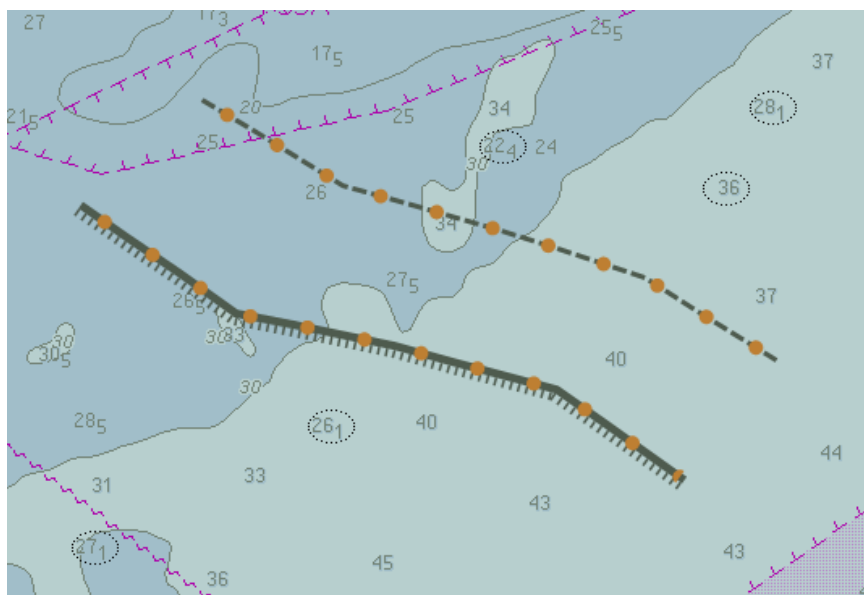


Figure 3 - Safety Contour and Channel Boundary Manual Chart Updates (Pre 9.0.0)

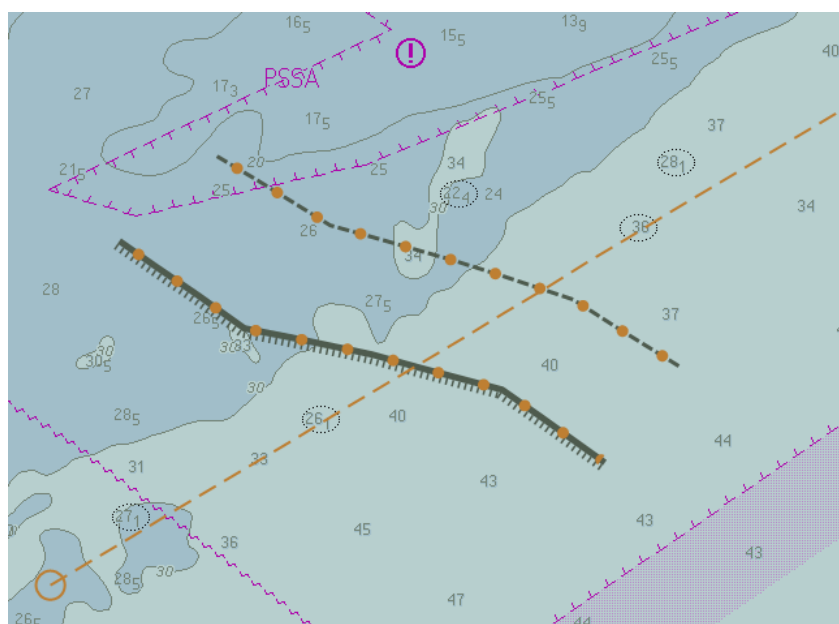


Figure 4 - Planned Route Crossing Manual Chart Updates (Pre 9.0.0)

When the Dngrs tab is selected in the Edit Route menu, both of these manual chart updates are listed – the Safety Contour as a Danger (Figure 5) and the Channel Boundary as a Caution (Figure 6). During route monitoring, an alarm is raised when the system detects that own ship would cross the Safety Contour, and a warning raised when own ship would cross the Channel Boundary.

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

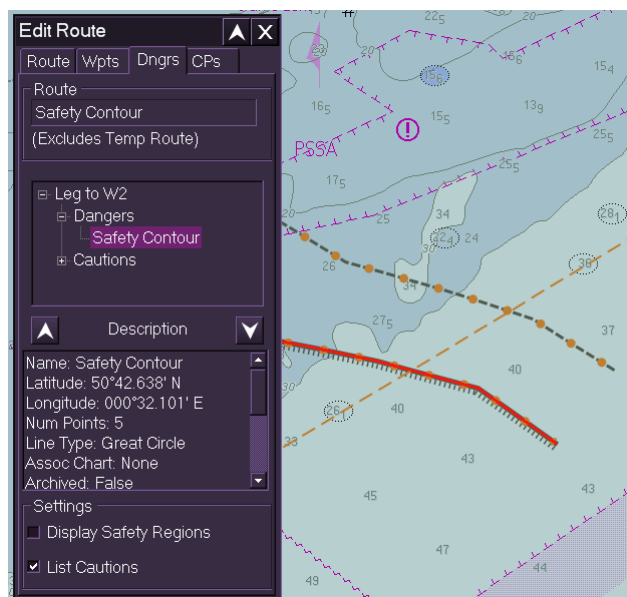


Figure 5 - Safety Contour Listed as a Danger (Pre 9.0.0)

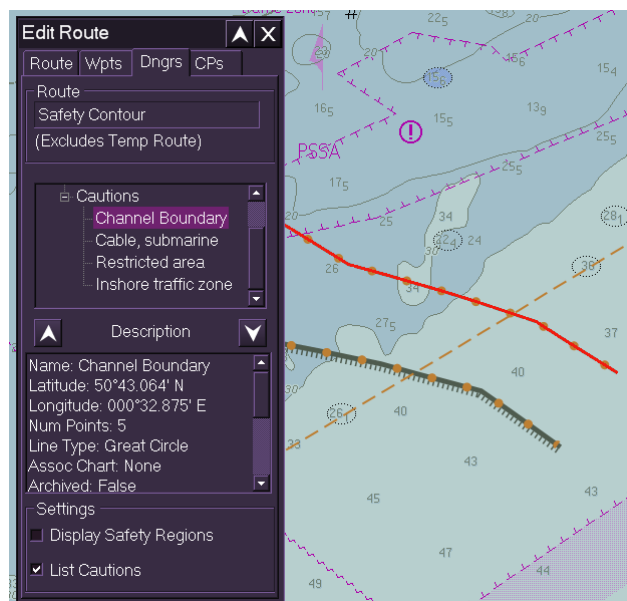


Figure 6 - Channel Boundary Listed as a Caution (Pre 9.0.0)

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

Appendix B.2 – Behaviour of VisionMaster FT Versions 9.0.0 to 10.0.2

In VisionMaster FT versions 9.0.0 to 10.0.2, the Safety Contour manual chart update **never appears in the safety checking list** either as a Danger or a Caution. However, the Channel Boundary manual chart update has changed its priority from Caution to Danger, and can therefore be used as an alternative.

VisionMaster FT version 9.0.0 introduced the option to include a depth value with some manual chart updates, including the Safety Contour and Channel Boundary (Figure 7). In versions 9.0.0 to 10.0.2, the Channel Boundary will be listed as a Danger if the depth value is equal or shoaler to the Safety Contour setting (Charts | Chart Depths / Heights | Safety Contour). This is shown in Figure 8 and Figure 9.

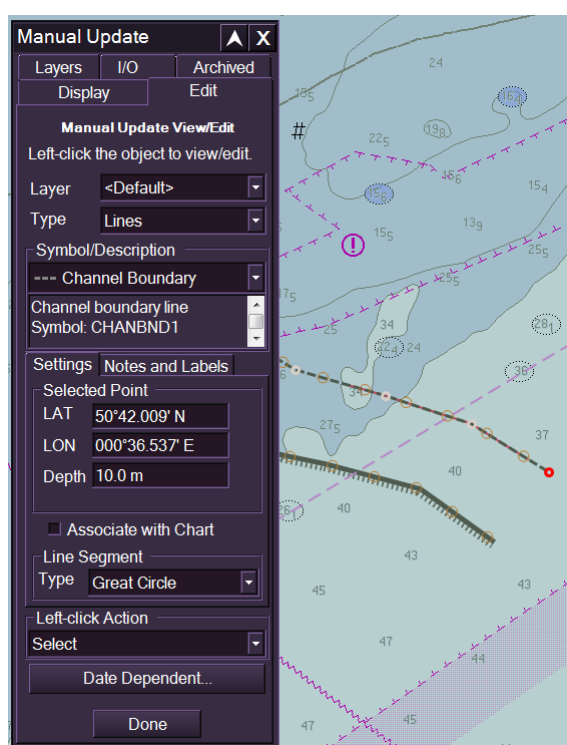


Figure 7 - Channel Boundary with Depth Value (9.0.0 to 10.0.2)

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

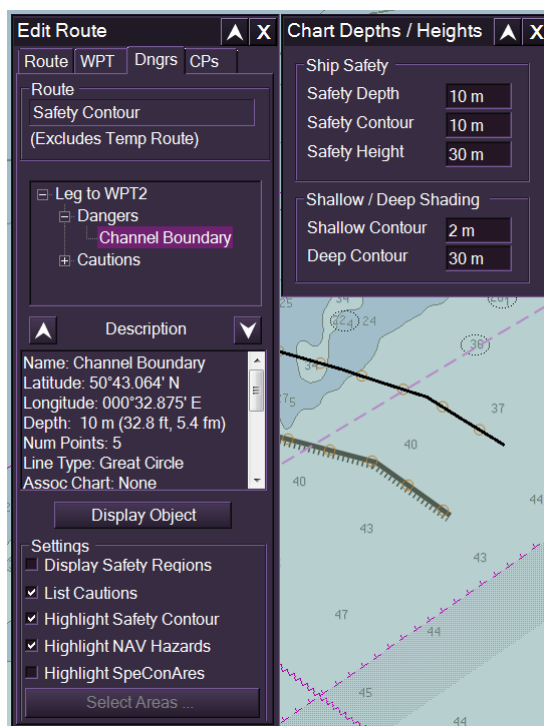


Figure 8 - Channel Boundary Listed as Danger When Safety Contour Setting is 10 m or Deeper (9.0.0 to 10.0.2)

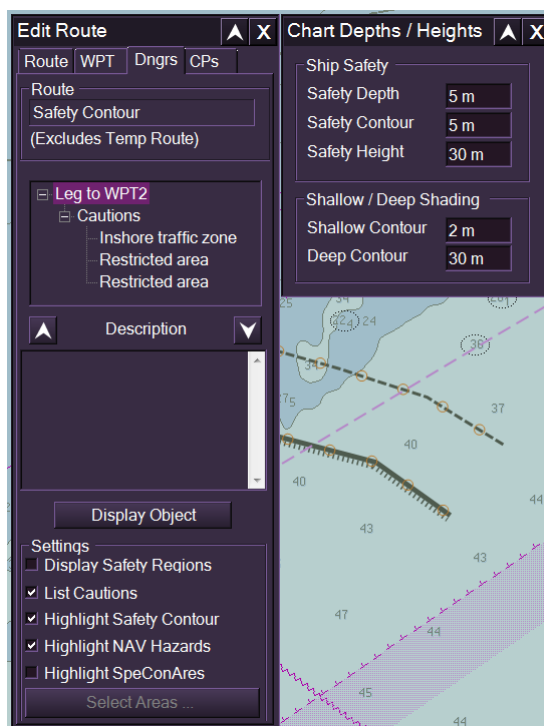


Figure 9 - Channel Boundary Not Listed When Safety Contour Setting is Shoaler Than 10 m (9.0.0 to 10.0.2)

PRODUCT ADVISORY NOTICE

PAN/18-02

Issue 1

Date: 01-Oct-2018

Appendix B.3 – Behaviour of Forthcoming VisionMaster FT 11.0.0

The forthcoming version 11.0.0 of VisionMaster FT (due Q4 2018) allows the Safety Contour manual chart update to be used for safety checking again.

For the Safety Contour manual chart update, the option to enter a depth has been removed and it will always appear as a Danger. The Channel Boundary manual chart update retains the ability to use a depth and will work the same as in versions 9.0.0 to 10.0.2 (Figure 10).

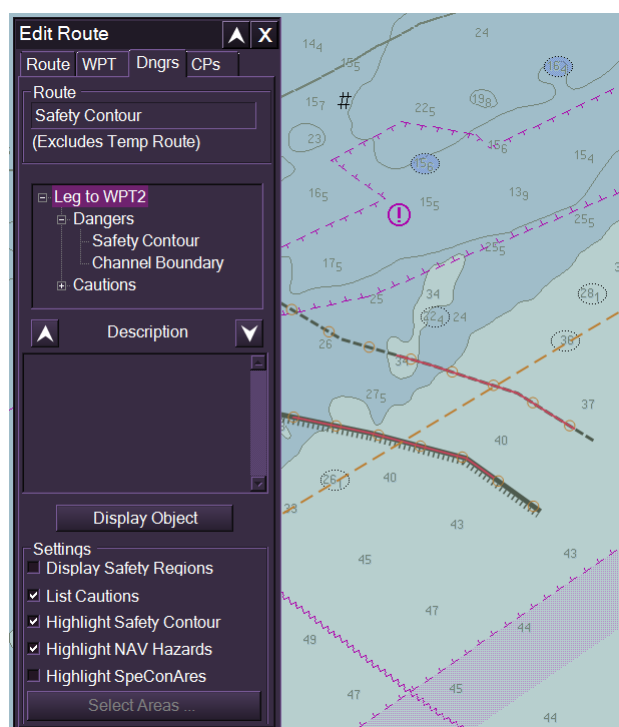


Figure 10 - Safety Contour and Channel Boundary Listed as Dangers (11.0.0)