

# Navigational assessment report - duplicate - duplicate

4 Oct 2021 / Henrik Krolmark

Complete

Score	94.17%	Failed items	4	Actions	0
Conducted on	4 Oct 2021 15:55 UTC				
Prepared by	Henrik Krolmark				
Location	C. D Sur 5110, David, Panama (8.42610550692691, - 82.42936217672634)				

**Failed Items**

4 failed

**Inspection / Does the company have thorough procedures for using ECDIS and does the bridge team fully understand their application?**

**Updating ECDIS, including guidance on cyber security**

No

**Inspection / Is manual steering used as per company requirements?**

**Daily tests while at sea when in autopilot**

No

No evidence that daily tests are done during sea passages,

**Inspection / Is manual steering used as per company requirements?**

**For large alterations of course**

No

No evidence found that manual steering used for large alterations.

**Inspection / Is the Automatic Identification System operational and properly set up?**

**As per SOLAS, ships fitted with an Automatic Identification System (AIS) must keep the unit in operation at all times, except where international agreements, rules or standards provide for the protection of navigational information**

No

Error in Vessel data, Vessel overall length erroneous

**Time Conducted**

Time Conducted

**Date Commenced**

4 Oct 2021 05:00 UTC

**Date completed**

6 Oct 2021 05:00 UTC

## Trading Pattern

Trading Pattern

**From:** Balboa Anchorage

**To:** Cristobal Pier 7

## Vessels Details

Vessels Details

<b>SHIPS NAME</b>	MV. Example
<b>Flag</b>	Panama
<b>Port of Registre</b>	Panama
<b>Call Sign</b>	PA1234
<b>IMO Number</b>	12345678
<b>Gross Register Tonnage</b>	10000
<b>Net Register Tonnage</b>	5000

Area of Assessment	100%
Channel	Yes
Pilotage	Yes
Berthing	Yes
Unberthing	Yes
In Port	Yes
Coastal	Yes
Anchoring	Yes
Restricted Visibility	N/A
Deep Sea	N/A
Ship to Ship Operations	N/A



<b>Inspection</b>	4 failed, 94.06%
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	Yes
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<b>Dates of assessment</b>	6 Oct 2021 05:00 UTC
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<b>Does the company have robust and detailed navigational policies and procedures?</b>	100%
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The company should have a set of detailed navigational policies and procedures	Yes
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The procedures should include references to appropriate industry standards, including the ICS Bridge Procedures Guide	Yes
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If the navigational policies and procedures are provided in electronic format only, then a back-up, independent power supply to the computer is to be provided	Yes
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An up-to-date copy of the company's navigation policy and procedures should be available on the bridge and the bridge team should be familiar with the contents	Yes
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<b>Have all non-conformances from previous assessments been closed out effectively?</b>	50%
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Previous assessments should be reviewed and any outstanding non-conformances should be checked during the assessment. Any items from previous assessments that require revalidation should be checked. Previous assessments may include company assessments, the Master's assessment and third-party inspections such as SIRE	N/A
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<b>Question</b>	
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<b>Assessor's Comments</b>	Vessel in compliance
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<b>Does the company have thorough procedures for using ECDIS and does the bridge team fully understand their application?</b>	1 failed, 68.75%
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In addition to Part A, section 1.01, the company should have detailed procedures for the use of ECDIS	Yes
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Procedures should provide guidance on:	Following questions
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Total ECDIS failure, and for sensor input failure	Yes
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ECDIS software performance checks	Yes
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Updating ECDIS, including guidance on cyber security	No
Minimum Electronic Navigational Charts (ENC) carriage requirements	Yes
ENC coverage and areas that lack full ENC coverage	
Instructions for permit applications for ENCs, particularly missing ENCs	Yes
Specific requirements of passage planning with ECDIS	Yes
Setting and using critical alarms on ECDIS	
Backing-up ECDIS software	
Route monitoring/validation	Yes
The use and interpretation of the Category of Zone of Confidence (CATZOC), particularly setting up safety margins	Yes
Processing navigation warnings, Navigational Telex (NAVTEX), and Electronic Preliminary Notices to Mariners (ePNMs) (Temporary and Preliminary (T&Ps)) for ENCs	Yes
The Master should notify the company as soon as possible if the ENC coverage availability is in doubt, so that a suitable risk assessment can be carried out for an alternative	Yes
ENCs should be kept up to date by using the Admiralty Information Overlay (AIO), or by manually applying ePNMs (T&Ps), navigational warnings and NAVTEX updates	
Where the software allows, the ECDIS Notes folder (manual update list) containing all the Mariner's Notes, including ePNMs (T&Ps) if applicable, Navigation Area warnings, NAVTEX and other notes should be backed up weekly to a dedicated USB drive, CD or external drive	
All ENC anomalies should be reported to the managing office, relevant ECDIS manufacturer and the UK Hydrographic Office. The report should include as much information as possible regarding the anomalies	
Question	Yes
Assessor's Comments	The company does not have a cyber security policy or plan covering ECDIS
<b>Are the arrangements for standby conditions discussed and documented as per company requirements?</b>	100%
Arrangements for standby conditions should be discussed and documented at the work-planning meeting or pre-port meeting and shared as needed	Yes

## Does the bridge team fully understand the company UKC and air draft policy, its requirements and application?

100%

The company should have specific requirements relating to UKC when in open waters, confined waters, channels and fairways and when alongside. All bridge team members should be aware of this policy. The company should provide a template for UKC calculations to be carried out (see Part A, section 4.03)

UKC and Airdraft discussed and fully understood.

The minimum air draft clearance should be determined by the company and form a part of the policy

Yes

Procedures should provide guidance on actions to be taken if unable to comply with the UKC policy

Yes

## Are all the deck officers aware of the requirements of the company restricted visibility policy?

50%

The company should have specific requirements within their navigational policies and procedures regarding restricted visibility. Restricted visibility should be considered visibility that is restricted to the distance specified by company policy and procedures, and the Master's standing orders

restricted visibility policy.

Yes

Question

Assessor's Comments

Vessel in compliance with this section

## Are essential/critical systems tests being carried out as per company requirements?

100%

Prior to the anticipated departure standby condition and within a timeframe specified by the company (12 hours for US arrival) of the anticipated arrival

requirements.

Yes

standby condition, all ships should follow a formal set of test procedures to prove the operation of essential systems

Yes

Essential systems tests should be carried out in a location where a loss of power, steering or engine control will not endanger the vessel

Yes

Main engine(s): The main engine(s) should be operated to demonstrate full manoeuvrability, both ahead and astern while maintaining plant stability. Note the main engine(s) will need to be ready to be manoeuvred sometime before the standby condition position since the essential system test should be completed before standby condition

**Steering gear: The steering gear should be fully tested to company requirements and recorded in the deck log/bell book. Pre-departure steering tests should**

Yes

be carried out as per SOLAS Chapter V, Regulation 26 and recorded in the logbook/bell book. In addition, some national and local authorities have specific requirements for testing steering gear and engines

## **Are the requirements of the company anchoring procedures understood?**

100%

The company should have specific requirements for approaches to anchorage, and procedures for an anchoring operation, including personnel involved. Swing circles should be marked on charts/ECDIS, and the position of dropping the anchor should be marked on the chart/ECDIS. Procedures in the event of dragging anchor should be in place. The bridge team should be fully aware of their responsibilities with the anchoring policy

**Question**

Yes

**Assessor's Comments**

The vessel was at anchore at Balboa and anchored at Colon while Assessment was ongoing

## **Do the Master's standing orders incorporate and comply with the minimum company requirements, and are they appropriate?**

As soon as possible after taking over command, the Master should issue a typed copy of their standing orders. In these standing orders, the Master makes known their general requirements over and above the company requirements, regarding bridge watchkeeping, navigation and navigational discipline, shipboard discipline and other individual duties as necessary. The Orders should be ship- specific and relevant to the trading pattern and

Master standing orders reviewed and found in order.

the experience of the bridge team. Using company guidance, the Master should detail the minimum requirements to be included in the standing orders including visibility criteria, calling the Master and minimum Closest Point of Approach (CPA)/Time to CPA (TCPA) requirements. Standing orders should be signed by all officers and reviewed periodically

As above

## **Are the company requirements regarding bridge orders being complied with?**

18.18%

Additional bridge orders should be written when the Master plans to be absent from the bridge for an extended period (i.e. overnight) while the vessel is at sea to highlight any specific requirements. These orders should be hand-written as a formal record

1

From 1 to 10

book and signed for receipt and understanding by the Officers of the Watch (OOW)

Yes

## Is the working language used on board as per company requirements?

100%

A statement to this effect should be recorded in the ship's official logbook

Yes

## Are bridge manning levels being maintained as per company requirements?

100%

The company should detail the bridge watch minimum manning level requirements for all stages of the voyage to ensure safe navigation

Yes

Requirements should cover day and night conditions in open sea, coastal/confined water navigation and standby/pilotage conditions

Yes

All bridge manning levels being maintained as per company requirements

Additional factors to consider are highlighted in the ICS Bridge Procedures Guide, section 1.2 (Bridge resource management and the bridge team)

Question

Yes

Assessor's Comments

Vessel in compliance

## Is the deck logbook/bell book being maintained as per company requirements?

100%

Records should be maintained in accordance with company and Flag State requirements for all vessel voyages from "berth to berth" (IMO Resolution A.893(21)). They should include navigational activities and incidents that are important for safety of navigation and should contain enough detail to restore a complete record of the voyage

Yes

An ECDIS with a Global Positioning System (GPS) input (provided the equipment is in good order and the data used in each case is the same) provides a good record of the navigational activities

Yes

## Are familiarisation and training records available and is training actively promoted on board?

100%

The company should have procedures regarding onboard familiarisation, with specific sections relating to bridge operations. Officers should be provided with training on Automatic Radar Plotting Aid (ARPA), ECDIS and Global Maritime Distress and Safety System (GMDSS)

Additional training related to responses to any navigational incident and emergency contingencies should be provided

Yes

## Do officers and the Master write formal handover notes and is the status of bridge equipment sufficiently detailed?

100%

Handover notes that include navigational equipment should be available for joining personnel. The notes may include specific operational procedures for navigational equipment and should be kept up to date

6 Oct 2021 05:00 UTC

Section 2 – Passage Planning

Yes

### Question

100%

Assessor's Comments

Has a robust passage plan for the current voyage been prepared?

Yes

The company's SMS should contain comprehensive guidance on passage planning. Passage plans should be completed in detail from berth to berth and signed by the bridge team

Yes

Reference should be made to the best practices as detailed in the ICS Bridge Procedures Guide and OCIMF's SIRE VIQ, chapter 4

Question

N/A

Assessor's Comments

Vessel in compliance

## Has a robust passage plan been prepared on ECDIS and have safety contours and safety depths been correctly set?

100%

ECDIS is a useful tool for increasing the efficiency of passage planning. Effective use of route planning tools, voyage notes and action points should be part of a comprehensive passage plan

Yes

The three stages of a passage plan (Departure, Sea passage, arrival) may be completed separately or as a single route for the complete voyage. The method used should be clearly stated in the passage plan and on ECDIS printouts of courses and distances. Where separate routes are used they should overlap and the changeover of any route should not occur in confined or congested waters

Yes

In line with company requirements, the following should be considered when using safety margins

Yes

### Safety depth and safety contours

These should be calculated and alarms should be set for all stages of the voyage. The only exception is where the safety cross track distance of a route crosses the safety contour while maintaining the UKC. In this case the safety contour should be set to next lowest contour and manual contours drawn to mark the no-go zones. Extreme caution needs to be taken in this circumstance, requiring the Master's

authorisation, and completed as a two-person critical task. If the safety contour is not set, ECDIS will default to the next deepest contour. This may show that there are areas that the vessel cannot navigate through, even though there is sufficient water. Contours are normally set at 10, 15, 20, 30, 50, 100m, etc. This depends on the scale of ENC. The safety depth should be set to a value required to maintain the calculated UKC. Where the CATZOC (survey reliability) is classed as 'C' 'D' or 'U', navigators may consider increasing the safety depth. Depth soundings lower than the set safety depth are shown in bold on the screen

## Safety cross track distance

100%

**A maximum distance should be set for each leg of the route. This should be appropriate for the area of navigation. Current and tidal data, if integrated with ECDIS and up to date, should be applied to the route. The safety cross track distance should be set as wide as possible to allow sufficient reaction time, but as narrow as necessary to avoid unnecessary danger alarms when navigating in confined waters**

Yes

**Information relating to the vessel's characteristics should be checked and confirmed as correct. This includes information about draught, turn radius and vessel dimensions**

Yes

Question

Yes

Assessor's Comments

Vessel in Compliance

**Are all charts properly corrected and up to date?**

1 Oct 2021 05:00 UTC

**The appointed navigator should be responsible to the Master for completing chart and nautical publication corrections**

Yes

**Procedures for dealing with the contents of the weekly notices are covered in The Mariner's Handbook (NP100); however, references to NP133a may be substituted by vessels with a digital correction system**

Yes

NP133a in use

**Charts should be corrected as per guidance in the booklet How to Keep Your Admiralty Products**

Yes

As per guidance

**Up-to-Date (NP294), which should be available on board**

Yes

NP 294 Available onboard

**A log of all corrections that have been made to the charts on board the vessel should be maintained, and the six-monthly cumulative List of Admiralty Notices to Mariners (NP234) should be used to check this log to ensure that all applicable corrections have been made**

Yes

The latest updated ENC's of the recommended scale for safe navigation should be loaded onto ECDIS and available for the voyage

Yes

## Is the chart management system being maintained as per company requirements?

87.5%

The chart management system should accurately reflect the actual chart folios and their contents

Yes

Chart folios should be recorded in the computer-based chart management system to ensure that chart corrections are correctly managed and recorded

Yes

There is no requirement to keep a hard copy where an electronic version is available

Yes

Masters should ensure that the Navigating Officer is fully familiar with the chart management system (computer-based or otherwise), and that they

Yes

understand the chart correction procedures. Training should be arranged if necessary

Yes

For ECDIS, the company should ensure that ENC's are supplied by an approved chart management software or using digital information provided by the hydrographic offices. The Master should ensure that ENC's are kept up to date, that ENC permits and updated cells are available for the voyage and that permits are obtained if required for the voyage ENC's as soon as possible

ECDIS should not be updated when navigating in confined or congested waters

Yes

The Master should be advised of all unresolved update errors, especially any affecting the current voyage

Yes

Question

Assessor's Comments

All OK

## Are all relevant nautical publications up to date and readily available to the bridge team?

88.89%

The following publications for the current voyage (either digital or in hard copy) should be readily available and kept up to date:

Pass

List of radio signals

Yes

List of lights

Yes

Relevant sailing directions

Yes

Nautical almanac

Yes

Tide tables and tidal stream atlases, if applicable

Yes

Port information	Yes
Reference charts, including routeing charts	Yes
Question	
Assessor's Comments	All relevant nautical publications available and up to date.

## Have navigation warnings and T&Ps been applied to the charts for the current voyage?

88.89%

For vessels with paper charts, the following should be in place:

NA

The latest navigation area warnings should be cross-referenced when planning the voyage and charts annotated with warnings and dangers where appropriate

N/A

The identification number and brief description of every new T&P notice received should be written in pencil on the back of each chart that it affects. For voyage charts the actual T&P notice should be marked chart in pencil

T&P notices printed in section II of the weekly editions of Admiralty Notices to Mariners, which are applicable to the vessel's chart folios, should be filed in a separate binder and sorted by area. This file should be corrected and kept up to date with new notices received and obsolete notices cancelled

N/A

For vessels with ECDIS, the following should be in place:

Yes

Voyage ENC's should be updated manually, as a note folder (manual update list) in ECDIS, for all navigational warnings and NAVTEX information that pose a hazard to navigation or provide useful information

Yes

T&P corrections: voyage ENC's should be updated for ePNMs (T&Ps). This can be done by AIO or applied manually as a note folder (manual update list). Some hydrographic offices have now included T&Ps in their ENC's. Where this is the case, the

ENC's are up to date, and therefore no additional information layer, such as AIO or note folder, is necessary. A list of ENC producer countries that include T&Ps can be found on the UKHO website ([www.ukho.gov.uk](http://www.ukho.gov.uk)) and in the weekly Admiralty Vector Chart Service (AVCS) update DVD

A route validation check of the current route should be conducted and documented after applying

Yes

the ePNM corrections, navigational warnings and NAVTEX messages to ensure that the updates do not affect safe navigation

Yes

If any back up paper charts are on board (unless required for navigation) the company should have a procedure to process the T&Ps

Yes

Navigation area warnings: in-force warnings should be cross-checked with the 'in force' list from the respective NAVAREA coordinator on the Internet

Yes



and against navigation area warnings received by Inmarsat-C	Yes
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Question

Assessor's Comments	Vessel in Compliance
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<b>Is the passage plan reviewed prior to departure by the Master and the bridge team?</b>	100%
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Prior to departure, the Master and the bridge team should review the plan, whether it is paper or	Yes
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ECDIS-based, and each member should sign the plan to demonstrate their agreement and understanding	Yes
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Where operational constraints prevent the review from taking place before the start of the voyage, then it should be conducted at the first opportunity after departure. Records of reviews should be made in the deck logbook/bell book

<b>Is the passage debriefed on completion of a voyage?</b>	100%
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A debrief exercise should be conducted on completion of the passage to identify and circulate any learnings and proposed improvements to future passage plans. Records of exercises should be made in the deck logbook/bell book	Yes
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<b>Is a toolbox talk held prior to entering confined waters or a standby condition?</b>	100%
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Prior to entering confined waters or a standby condition, the bridge team should conduct a toolbox talk to identify hazards and specific duties and to agree on safety precautions and actions required	Yes
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A record of the meeting should be made in the deck logbook/bell book	Yes
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<b>Is there evidence of position fixing being carried out as per company requirements for the entire voyage?</b>	100%
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The passage plan should indicate the minimum frequency and type(s) of position fixing in line with the company's SMS. The guidance should be practical and ensure that the vessel cannot run into danger between fixes

Section 3 – Bridge Equipment	Yes
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Question

Assessor's Comments

### Is all navigational and communication equipment fully operational?

100%

All equipment fitted to a vessel, whether required by legislation or specific to the company, should be maintained in an operational condition

Yes

The company should have a procedure that identifies all critical bridge equipment and alarms and actions to take should any critical item become defective. This should include informing the Master and recording the defect

Yes

The manufacturer's instructions/manual should be available on board and the equipment maintained accordingly

Yes

### Has the emergency steering gear been tested as per Flag State and company requirements?

100%

The emergency steering gear should be tested in line with SOLAS and Flag State requirements. Results should be recorded in both the ship's deck logbook/ bell book and the official logbook

The test using emergency control should be conducted in the steering gear compartment. All means of communication with the navigation bridge and any alternative power supplies should also be tested

Yes

A procedure with clear and simple instructions, including a block diagram, for changing over to emergency steering and back again should be on display at both the emergency steering gear location and the bridge

Yes

The United States Coast Guard (USCG) requires that emergency steering gear be tested within 48 hours prior to arrival at a US port. A record of testing the engines and steering gear completed in accordance with USCG regulations should be entered in the official logbook and include a reference to USCG title 33 CFR Part 164 equipment tests

Yes

Question

Yes

Assessor's Comments

Vessel in Compliance

### Is manual steering used as per company requirements?

2 failed, 60%

The company should have a set of procedures detailing the use of manual steering and this should include the following:

Daily tests while at sea when in autopilot

No

No evidence that daily tests are done during sea passages,

Test prior to starting stand-by conditions	Yes
For large alterations of course	No
No evidence found that manual steering used for large alterations.	
Manual steering should be engaged when navigating in restricted waters, in areas of high traffic density and in all other hazardous navigational situations	Yes
Changeover from automatic to manual steering and vice versa should be supervised by a responsible officer and recorded in the deck logbook/bell book	Yes
<b>Are gyro compass(es) and repeaters aligned and properly maintained?</b>	100%
Company procedures should include guidance on the following:	
Routine maintenance	Yes
Annual service	Yes
Onboard spares requirements	Yes
Actions to take in event of failure/malfunction	Yes
All gyro repeaters, including the repeater located at the emergency steering gear, should be checked	Yes
for correct alignment. Where applicable, the master gyro should be checked against the slave gyro. The repeater checks should include all navigational equipment that takes input from the gyro. The speed/ latitude corrections should be checked and adjusted as required. The foregoing should be logged either on the appropriate checklist or in the deck logbook/bell book	Yes
Where applicable, the procedure for changing over from master gyro to slave gyro and vice versa should be clearly posted beside the unit(s)	Procedures posted
Azimuth mirrors or other equipment for taking bearings from repeaters and the magnetic compass should all be in a good condition, as should covers for bridge wing repeaters	Checked
Compass error observations should be taken and recorded at each watch when at sea, at anchor and after broad alterations of course. Transit bearings should be taken whenever the opportunity arises. Where it is impractical to take an observation during the watch, this should be recorded. Consistently high gyro errors should be investigated and corrective action taken	
Question	Yes
Assessor's Comments	

## Is the magnetic compass in good condition and are deviations broadly aligned with the deviation card?

100%

The magnetic compass should be maintained with binnacle lights operational to ensure the ship's heading is clearly readable at the main steering position. The compass should be provided with a means to take bearings

Yes

The magnetic compass should be properly adjusted and a copy of the deviation card should be available on the bridge. A record of the position of the compensation magnets, the position of the soft iron spheres and the amount and position of soft iron in the Flinders bar should be kept with the deviation card

Yes

If deviations obtained by compass error calculations do not broadly align with the deviation card, or following major structural alterations, ship repairs or after a long period of lay-up, then the magnetic compass should be adjusted by a qualified compass adjustor

Yes

Unless a steering compass or gyro compass is fitted, a spare magnetic compass, interchangeable with the

Yes

standard magnetic compass, should be carried. Spare magnetic compasses should be stored upside down to avoid wear of the needle bearing. If the vessel carries spare rods or a spare Flinders bar, they should not be stored next to the spare compass

Yes

## Are radars and ARPA fully operational and properly maintained?

100%

The company should have specific procedures as to the use and maintenance of the radars and ARPA, which should include requirements for operational set up, use of speed input through the water for ARPA, maintenance and training requirements

Yes

The bridge team should be proficient in the full use of radars and ARPA, including setting alarms, shadow sectors, use of radar maps and limitations

Yes

Question

Yes

Assessor's Comments

## Is the Automatic Identification System operational and properly set up?

1 failed, 50%

As per SOLAS, ships fitted with an Automatic Identification System (AIS) must keep the unit in operation at all times, except where international agreements, rules or standards provide for the protection of navigational information

No

Error in Vessel data, Vessel overall length erroneous

The International Safety Guide for Oil Tankers and Terminals (ISGOTT) provides guidance on the use of this equipment for vessels underway, at anchor or when alongside terminals or port areas with or without the presence of hydrocarbon gases

Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases provides additional guidance for vessels involved in ship to ship transfers

Yes

### Is the GPS properly set up, fully operational and being used as per company requirements?

80%

It should be noted that if the Dilution of Position (DOP) value is set too high, the unit may only accept a very accurate position, and if such an accuracy cannot be validated, the unit will change over to a

requirements:  
Yes

Dead Reckoning (DR) mode. Consequently, the correct manufacturer's recommended Horizontal Dilution

Yes

of Position (HDOP) value should be posted next to the GPS and the correct setting should be regularly checked. When a position fix is taken from a GPS unit, positive confirmation should always be sought to verify that the unit is not giving a DR position

The interface between GPS and other navigational equipment should be regularly checked during a watch

Yes

Where a passage plan has been set up within GPS and linked to radar, the coordinates entered should be double-checked by another officer for accuracy prior to use

Alarm settings should be regularly checked and adjusted as required, including cross track error and waypoint approach alarms

Yes

Question

Assessor's Comments

### Is the echo sounder fully operational and used as per company requirements?

100%

All vessels over 300 Gross Register Tonnage (GRT) must be fitted with an echo sounder (SOLAS V/19.2.3.1)

Yes

Company procedures should reflect the following:

A performance test of the echo sounder is completed prior to use, on all ranges and scales to verify recordings against depths shown on the chart	Yes
Alarm settings are set to reflect the current draft and UKC requirements	Yes
The minimum requirements for use of equipment:	
Prior to approaching coastal, restricted or shallow waters, and for port entry/departure	Yes
Marking of date, time and scale in use	Yes
Cross-referencing requirements	Yes
Downloading memory in event of incident	Yes

### Is NAVTEX correctly programmed and are messages being managed correctly?

100%

Every ship should be provided with a receiver capable of receiving international NAVTEX service broadcasts if the ship is engaged on voyages in any area in which an international NAVTEX service is provided (SOLAS IV/7.1.4)	Yes
The company's navigational procedures should include guidance on the management of NAVTEX messages	Yes
The NAVTEX should be correctly set up for the voyage, to the appropriate stations and to the type of messages that need to be received	Yes
Question	Yes
Assessor's Comments	Vessel in Compliance

### Is the ECDIS type-approved, are ENC's fully up to date and is the ECDIS set up as per company requirements?

100%

An ECDIS should be type-approved, meeting chart carriage requirements as per SOLAS V/19.2.1.4, and the backup arrangement as per SOLAS V/19.2.1.5	Yes
Where an ECDIS is being used to meet the chart carriage requirements of SOLAS, it must meet the following criteria:	
Type-approved	Yes
Use up-to-date ENC's	Yes

Maintained so as to be compatible with the latest applicable International Hydrographic Organization (IHO) standards	Yes
Have adequate, independent back-up arrangements in place	Yes
Only approved ENC's produced by a hydrographic office should be used. Paper charts may be carried if this is a company or trade-specific requirement. If so, they should be kept fully up to date	4 Oct 2021 05:00 UTC
Vessels that operate solely using ECDIS, as per IMO Resolution A.817 (19) as amended, must be provided with a secondary means of navigation, which may comprise:	Secondary standalone ECDIS
A second 'type approved' ECDIS capable of being powered from the main and emergency supplies	Yes
It must operate independently of the main ECDIS and have an independent GPS input. The secondary ECDIS should have the ENC chart database and voyage plan loaded before the start of the voyage. It should be operational at all times	Yes
A full folio of paper charts that satisfies SOLAS carriage requirements, corrected to the latest available Notices to Mariners, covering the intended voyage and showing the intended voyage plan	N/A
The company's procedures should identify critical ECDIS alarms and contain guidance on actions to be taken in case of such alarms. All navigating officers must demonstrate a proper understanding of these procedures	
The company's instructions on setting safety contour and safety depth alarms should be properly complied with. Deviations should be recorded in the logbook and passage plan	Yes
Question	Yes
Assessor's Comments	In compliance
<b>Is ECDIS software maintained and updated to the relevant IHO standards?</b>	100%
An operational ECDIS comprises hardware, software and data. It is important for the safety of navigation that the application software within the ECDIS works fully in accordance with the performance standards and is capable of displaying all the relevant digital information contained in the ENC	Yes
ECDIS that is not updated to the latest version of the IHO standards may not meet the chart carriage requirements as set out in SOLAS V/19.2.1.4	Yes
Latest IHO standards met	

Manufacturers should provide a mechanism to ensure software maintenance arrangements are adequate. This can be done by providing software version information on a website. Such information should include the IHO standards that have been implemented

## Are Very High Frequency radios fully operable and is communications protocol thoroughly understood?

100%

Very High Frequency (VHF) radios should be switched to low power in port and have a list of port channels being monitored readily available. Channel 16 should be monitored on at least one of the units. Where applicable and required by the company, the VHF log should be in use and up to date

5 Oct 2021 05:00 UTC

Checked and found in order

All OOWs should be thoroughly familiar with the correct use of communications protocol

Yes

## Is the daylight signalling lamp able to operate on a secondary source of power?

100%

The Aldis lamp should not be solely dependent on the ship's main source of electrical power. If the secondary source of power is battery, then there should be a maintenance programme to ensure that the batteries are regularly charged

Yes

## Is the off-course alarm properly set up and in use?

100%

The off-course alarm should be used when the vessel is being steered by the automatic pilot or when hand steering for long periods. The off-course limit settings should be checked every time the off-course alarm is put into operation and at hand over of watches

Yes

## Are rudder angle, RPM, variable pitch, rate of turn and bow/stern thruster indicators all in good working order?

100%

All indicators should be readable from the conning position. Where the indicators are replicated on bridge wings or consoles, then these too should be fully operational, including lighting

Yes

Question

Yes

Assessor's Comments



## Are the vessel's shapes, whistle, bell and gong in good order?

100%

The following equipment must be on board as a minimum to comply with the COLREGS:

A whistle and bell for vessels of 12 metres or longer	Yes
A gong for vessels of 100 metres or longer	Yes
Three balls, one cylinder and one diamond shape should be carried	Yes
Where applicable, electronic sound signalling systems should be fully operational	Tested

## Is the autopilot in good order?

100%

All alarms and controls should be fully operational, particularly where interfaced in an integrated system	Yes
Where there are specific settings, such as yaw and fine tuning, there should be evidence that these settings are adjusted as required and recorded	
The procedure for switching between autopilot to all modes of manual steering should be readily available and all of the bridge team should be fully familiar with it	Yes

## Are all internal communication systems in good order?

100%

The ship's telephone system should be fully operational on both main and emergency power. Sound powered communication systems, especially between bridge and emergency steering gear, should be regularly tested and in good working condition	Yes
--	-----

## Is the speed and distance measuring device fully operational?

66.67%

Ships constructed on or after 1 July 2002 are to be equipped with the following:

Ships > 300 GRT: a speed and distance measuring device, or other means to indicate speed and distance through the water (SOLAS V/19 2 2.3.4)	Yes
Ships > 50,000 GRT: a device to indicate speed and distance over the ground in the forward and athwartships direction (SOLAS V/19 2 2.9.2)	N/A

Question	
Assessor's Comments	Vessel in compliance
<p><b>Is the VDR fully operational and used as per company requirements?</b></p>	100%
<p>The VDR or Simplified VDR (S-VDR) should be fully operational. The company should have specific procedures, which may include the following:</p>	
<p>An operational function check should be conducted daily and be recorded either on a checklist or in the deck operations logbook/bell book</p>	
<p>Instructions for saving and downloading data should be displayed next to the VDR control panel. All deck officers should be thoroughly familiar with this process</p>	Yes
<p><b>Is the course recorder being maintained as per company requirements?</b></p>	100%
<p>The unit should be synchronised to GMT and checked every watch. Prior to each standby and on a daily basis, the date and time should be verified and recorded on the chart. Adequate spare printer rolls and styluses should be available</p>	
<p><b>Are navigation lights in good order?</b></p>	100%
<p>All navigation lights should operational, including the lamp test function. There should be full redundancy available through the secondary lights. Sufficient spares should be available as determined by</p>	Yes
<p>the company. A procedure should be in place to investigate any navigation light failure alarm</p>	Yes
<p><b>Is the weather fax or an equivalent digital programme fully operational?</b></p>	100%
<p>Officers should be proficient in use of the equipment/programme, which should be monitored regularly</p>	
<p><b>Are the vessel's manoeuvring characteristics displayed on the bridge?</b></p>	100%
<p>As per IMO Res. A.601(15), for all ships 100 metres in length and over and all chemical tankers and gas carriers regardless of size, a Pilot card, wheelhouse poster and manoeuvring booklet should be provided</p>	

## Is the engine data logger maintained as per company requirements?

66.67%

The engine order printer (if fitted) should always be in operation. If it fails and is inoperable, manual recordings should be made. On vessels where the engine order printer is linked to the master clock

Yes

system, the printer should be maintained on the ship's time. Otherwise, the engine order printer should be maintained on UTC

Yes

Question

Assessor's Comments

## Is the Long Range Identification and Tracking system being maintained as per company requirements?

100%

Ships should automatically transmit the following Long Range Identification and Tracking (LRIT) information:

The identity of the ship

Yes

The position of the ship (latitude and longitude)

The date and time of the position provided

Yes

It should be possible to switch off the LRIT equipment or cease the transmission of LRIT information

Yes

Procedures should include guidance on circumstances when the equipment can be switched off

Yes

The LRIT should undergo a conformance test and be certified by a recognised service provider appointed by a Flag State

Yes

## Is the GMDSS equipment kept in good working order and are officers fully familiar with its use?

100%

The company should have procedures detailing responsibilities for the GMDSS station, logging of GMDSS activity, maintenance and training requirements

Yes

The Master should ensure that there are equipment- specific instructions in place, adjacent to the relevant pieces of equipment, to help an unskilled operator to send an emergency GMDSS communication

Yes

There should be a tanker-specific procedure for earthing or isolating the main transmitting antennas while the vessel is alongside the berth. Where it is not possible to earth or isolate the main transmitting antenna in port, the GMDSS station should be powered down	Yes
Emergency pro-forma messages, including piracy alert/attack, should be compiled ready for transmission via VHF and satellite communications	Yes

**Is the Bridge Navigational Watch Alarm System fully operational at all times when the vessel is not alongside?** 100%

All ships of 150 GRT and upwards should be fitted with a Bridge Navigational Watch Alarm System (BNWAS). The company should have a procedure that the BNWAS is always on when underway at sea or at anchor, and the vessel should have documentary evidence to show that the BNWAS was always switched on. In addition, regular tests should be made and recorded, with evidence available to prove full functionality	Yes
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Section 4 – Forms and Checklists	Yes
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**Question**

Assessor's Comments

**Has a pre-arrival exchange of information between the ship and port authority been conducted?** 100%

Masters should exchange pre-arrival information with the port authorities well in advance of the vessel's arrival, in line with the local authority requirements. The Master should request information in return regarding:

Pilot boarding point	Yes
Boarding speed	Yes
Pilot boarding arrangements	Yes
Reporting and communications procedures	Yes
Details of the prospective berth, anchorage and routeing information	Yes
The information should be sufficient to allow any revision to the passage plan to be discussed and produced	Yes

## Has the Master/Pilot information exchange form been fully completed?

100%

A Master/Pilot information exchange form should be prepared in advance of every Pilot boarding	Yes
The information on the exchange form should include:	Yes
Vessel characteristics and current sailing condition	Yes
Manoeuvring characteristics, astern power and number of stop/starts	Yes
Any defects in navigational equipment	Yes
Roles and responsibilities of Master, Pilot and remaining bridge team members	Yes
Intended routeing	Yes
UKC, squat and air draft	Yes
Local conditions including navigational constraints	Yes
Tidal and current information	Yes
Anticipated berthing plan	Yes
Expected weather conditions	Yes

## Is the UKC being calculated correctly?

100%

The company should provide a form or alternative method for completion of UKC calculations in line with their requirements	Yes
--	-----

## Are checklists for pre-arrival, pre-departure, watch handover, steering gear tests, Master/Pilot exchange and Pilot card effectively completed?

90.91%

All checklists should be completed as per company requirements and signed	Yes
Checklists should be completed by hand rather than electronically 'ticking boxes' or entering 'Y'. This helps to ensure that equipment is properly checked	Yes

Question

Assessor's Comments

Are periodic checks on navigational equipment being conducted as per company requirements?	Yes
Masters Navigational Audits and Dep. and Arrival Checklists	
Officers should be familiar with the vessel's equipment and testing requirements, and evidence of completed tests should be cited	Yes
Are all other navigational checklists completed and signed off correctly?	Yes
Any additional checklists or logs required by the company such as restricted visibility or heavy weather precautions should be completed correctly	Yes
Are bridge checklists, logbooks and the printouts from digital equipment being retained as per company requirements?	Yes
All navigational checklists should be filed and archived as per company requirements. Where applicable this should include printouts produced by digital equipment	Yes
Part B: Dynamic assessment template	Yes
Section 1 – Company Policy	Yes

## Question

Assessor's Comments

### The Master applies overriding authority and responsibility effectively

100%

The Master has overriding authority and responsibility to make decisions about safety, security and pollution prevention. The Master should not be constrained	Yes
in any way or by any party from taking any decision which, in their professional judgement, is necessary for safe navigation	Yes
The decision-making process should be based on human factors, including:	
Communications with the bridge team. The Master should ensure that all communications are clearly understood and should be open to dialogue and challenge	Yes
Situational awareness. The Master should have complete awareness of all bridge team activities and be able to distinguish the finer points from the overall picture. Input from all should be welcomed	
Ensuring that the team is neither over-pressurised, nor complacent – both lead to mistakes. In addition, the team should not be fatigued or distracted	Yes

Ensuring that best practice is followed at all times. The Master should lead by example. This includes understanding the team's various experience levels and training, coaching and mentoring members as applicable. Cutting corners is strongly discouraged

Promoting teamwork and a strong safety culture	Yes
Question	Yes

Assessor's Comments

**The requirements of the company's navigation policies and procedures are fully satisfied** 100%

On joining a vessel and as soon as practicable, each member of the bridge team should familiarise themselves with company's SMS requirements that relate to navigational practices and procedures. On completion they should confirm to the Master that they understand these requirements	Yes
On joining and at intervals in line with company requirements, the Master should complete a navigational assessment. The Master should convene a meeting with the bridge team to discuss the navigational practices currently in place and verify them against the company's requirements	Yes
A navigational assessment checklist should be used. Non-conformances identified should be reported to the managing office and a plan agreed for closeout within a specified time frame	Yes
The Master should brief all watchkeepers/lookouts regarding issues discussed at the meeting and	Yes
be satisfied that the company requirements for lookout duties are fully understood by the personnel undertaking them	Yes
The Master should also use this opportunity to explain their standing orders to the bridge team	Yes
A record of the Master's assessment should be made	Yes
It is critical that every individual reviews and understands the requirements for navigation and their responsibilities. Any areas of uncertainty should be brought to the attention of the Master and addressed	Yes

**The bridge team is familiar and always compliant with the company restricted visibility policy** 100%

In addition to the requirements of Part A, section 1.06:

The OOW should regularly check the level of visibility by comparing the range of visual and radar targets and discussing visibility with the lookout, particularly if it is patchy or closing in. The definition of restricted visibility and the company's requirements for navigation when in or near such areas should be clearly stated in the company's SMS and the Master's standing orders. Restricted visibility may include heavy rain, mist, fog, snow, sandstorms, glare (from background lights) or other similar causes	Yes
The Master and officers should demonstrate full knowledge of and compliance with the rules of the road as they apply to restricted visibility	Yes
Question	Yes

Assessor's Comments

**Standby conditions are discussed and documented well before the event, and all company requirements for standby are being met in full** 100%

In addition to the requirements of Part A, sections 1.04 and 2.08:

Plans for standby conditions should be discussed, documented and shared with all personnel on board as necessary. The discussion should cover all aspects of the operation, be open with all views considered and take account of learnings from previous visits

The experience of personnel involved should be considered	Yes
If any deviation/departure from the standby plan is required, the Master should immediately be informed and the plan re-assessed. The Master should ensure that all personnel involved in the operations are fully informed of any changes	Yes

The vessel should be placed on standby if the Master considers that the safety, security or manoeuvrability of the vessel may be compromised. The standby position should be clearly noted on all relevant navigational charts, the engine room should inform the bridge verbally that the vessel is ready for standby, and the time of standby should be recorded in the deck and engine room logbooks. The vessel should not proceed beyond the pre-defined standby position as defined in the passage plan until all requirements for standby conditions are met. The bridge and engine control room should establish

and maintain a clear means of communication and exchange of information	Yes
---	-----

Reasons for standby conditions may include but are not limited to:

Deteriorating visibility	Yes
Operational status of main or standby machinery	Yes
Traffic density changes	Yes



Any other development that might impact the safe operation of the vessel	Yes
Subject to any specific company requirements, the Master and Chief Engineer should discuss and	Yes
agree when the propulsion plant can be operated in Unmanned Machinery Space (UMS) mode	Yes
Records of starting and ending standby conditions should be recorded in the bridge and engine room logbooks	Yes
Question	Yes

Assessor's Comments

## Company anchoring procedures are understood and complied with

100%

In addition to the requirements of Part A, section 1.08:

When entering, manoeuvring inside or leaving harbour limits, the anchors should be cleared and ready for use, unless local regulations require otherwise. The windlass(es) should be fully operational and the required personnel at stations. A responsible officer or duly trained and experienced crew member should be in charge of the operation. On long river or estuarial passages, primarily conducted at full speed, or whenever considered necessary, Masters should assess the necessity of

keeping the forecastle manned, bearing in mind local regulations

Yes

The Master is responsible for determining the anchoring procedure for the vessel and establishing a plan which takes account of the following:

Traffic density

Yes

Weather conditions (both current and predicted weather forecast)

Yes

Current and/or tide

Yes

Depth of water

Yes

Vessel displacement

Yes

Amount of cable to be used

Characteristics and condition of the vessel's equipment

Yes

Hydraulic brakes, if fitted, should be tested with the anchor secure prior to letting go. Communications with all parties and full situational awareness are key to a successful operation

Yes

On completion of anchoring, the cable stopper should be locked in position across the cable. The cable should be adjusted to rest close to, but not touching, the cable stopper and then the brake hardened up and the windlass taken out of gear	Yes
The vessel's position should be fixed, recorded in the logbook and marked on the chart/ECDIS. The swinging circle should be checked against other vessels in the vicinity	Yes
The OOW should follow the guidance in the ICS Bridge Procedures Guide on maintaining an anchor watch	Yes
Any decision to immobilise the main engines, steering gear or other critical machinery should be subject	Yes
to a risk assessment and in consultation with shore management	Yes
Section 2 – Bridge team organisation	Yes

## Question

Assessor's Comments

### The manning level of the bridge is adequate at all times

100%

In addition to the requirements of Part A, section 1.12:

The manning level of the bridge should always be in line with company requirements and enhanced for critical sections of the voyage. Personnel should be called in good time to meet the manning level requirements. The management of officers and crew hours of rest in line with STCW/ILO should be considered when planning manning levels. Tired

people make mistakes – fatigue should be recognised and effectively managed both by the company and on board	Yes
The company should have a policy for preventing distraction of personnel on the bridge and this should include the following:	
Prohibition of media and social entertainment equipment, including personal computers	Yes
No personal electronic devices are allowed on the Navigating Bridge.	
Restriction of personal mobile phones and clear guidelines as to when use is permitted	Yes
Restriction of non-essential personnel and clear guidelines as to when visitors are permitted on the bridge	Yes
A statement that the OOW should not be or allow themselves to become distracted	Yes

The policy should be seen to be implemented in full by the bridge team	Yes
Question	N/A
Assessor's Comments	
<b>A proper lookout is maintained</b>	92.86%
A lookout should be maintained in compliance with COLREGS Rule 5, which is essential to ensure safe navigation	Yes
The BNWAS dead man alarm should be switched on when the OOW is the sole person on watch	N/A
Duties other than lookout may be assigned to the watchkeeper when all of the following criteria can be met:	
During daylight hours, i.e. from sunrise to sunset	Yes
The vessel is further from the nearest grounding line or navigational hazard than the company's defined distance	Yes
The vessel is not under standby conditions	N/A
The vessel is not transiting an area of heightened security	N/A
The vessel is not experiencing adverse weather, visibility or other conditions that may affect the ability of the OOW to maintain a proper lookout	N/A
The traffic density is low and vessel is not navigating in or near a traffic separation scheme	Yes
Panama Canal Traffic Control	
There is no significant defect in navigational equipment	N/A
The OOW is not undertaking other duties that may distract them from keeping a sole lookout	N/A
The watchkeeper is available when required	Yes
If there is any doubt, then the watchkeeper should be called	Yes
The OOW should maintain a two-way flow of information with the watchkeeper, including changes in navigational circumstances, planned collision avoidance manoeuvres, alteration of course, changes of main engine status and expected changes in traffic density	
Question	N/A
Assessor's Comments	

## Fatigue is monitored and managed effectively at all times

100%

Fatigue is a major risk to safe navigation. The company (through the Master) should ensure that any watchkeeping officer or rating is sufficiently rested, in line with STCW and ILO requirements, when assuming bridge watchkeeping duties. Watchkeeping schedules may be altered to achieve this objective. The Master should not hesitate to safely anchor or stop the vessel to rest bridge team members. Where necessary the Master should be prepared to do a watch, break watches or suspend operations when fatigue needs to be rectified

The six on/six off watchkeeping rota for extended periods does not comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the International Labour Organization (ILO) regulations and should be avoided

Yes

## The bridge team is neither over-pressurised nor complacent

100%

A good bridge team is busy without being over-pressurised, but not complacent either

Yes

Being over-pressurised leads to stress. Complacency or lack of attention can lead to mistakes or shortcuts. This can be avoided by sharing decision-making, calling for assistance, using competency, knowledge and experience, exercising sound judgement, maintaining situational awareness and effective communication

Yes

Question

N/A

Assessor's Comments

## The bridge team members maintain a high level of situational awareness at all times

100%

Bridge team members can maintain a high level of situational awareness by recognising what

information is important and not getting distracted or bogged down in minor details. Some key factors to consider should include, but are not limited to, the ability to:

Assimilate and deal with a high flow of information

Yes

Identify developing hazards and close quarter situations

Yes

Continuously assess sea room and UKC

Yes

Continuously assess developing traffic situations

Yes

Prioritise developing situations and not lose track of other hazards

Yes

Delegate workload when required to maintain focus, particularly when conning the vessel	Yes
Account for the varying influence of speed, set and drift, particularly when increasing and reducing speed	Yes
Maintain situational awareness during periods of twilight and darkness	Yes

## Communications within the bridge team are effective

100%

Effective communication should be maintained between the Master, officers, lookout, helmsman, Pilots and the engine room. To be effective, communications need to be:

Clear and concise	Yes
Understood by all	Yes
Used with the closed loop process	Yes
Open to questioning and challenge across all ranks where doubts exist. Positive intervention and feedback should be encouraged. Regular briefings and debriefings can assist in this respect	Yes
The use of arm gestures or other body language,	Yes
e.g. to indicate helm direction, can enhance understanding and avoid errors	Yes

## Activities are planned in good time and workload is delegated efficiently

100%

All the activities of the bridge team should be planned in good time. Where teamwork is required activities should not rely on one person and no part of the team should be working in isolation. The workload should be shared as applicable using the right personnel for the right job

Question	Yes
Assessor's Comments	

## The bridge team works well as a unit

100%

The relationship between the Master and the bridge team or the OOW and watchkeepers should be such that all are comfortable within the team and work well together. This involves:

Not being constrained by hierarchal barriers and actively promoting challenge/questioning/ intervention	N/A
No restrains noted	

<b>Calling for assistance when in any doubt</b>	Yes
Master called by 2/O and responded promptly	
<b>Everyone supporting the team as a whole</b>	Yes
<b>Coaching, training and mentoring</b>	Yes
Master and CO, Giving good guidance to Jr. officers.	
<b>Effective decision-making</b>	Yes
<b>Proper planning and distribution of workload</b>	Yes

## Decision-making is effective

100%

All decision-making should be clear, unambiguous, positive and justified. Decisions should be communicated in good time and any doubts should be addressed. It should be fully appreciated that while the Master has overall responsibility and authority, mistakes can be made – the Master should emphasise this and request intervention

**Under no circumstances should decisions contravene the company SMS or COLREGS. The only exception to this is where the Master must exercise their overriding authority to ensure the safety of the vessel and its crew**

Yes

## Bridge team members have a good understanding of their responsibilities and demonstrate confidence in their execution

100%

**The individual members of the bridge team complete their duties effectively. This includes knowing when to ask questions**

Yes

**Whenever a bridge team member has the con, they should demonstrate confidence in being able to do the following:**

**Bridge resource management**

Yes

**Decision-making**

Yes

**Giving orders**

Yes

Good communication between Master and Officers

**Handling of the bridge team**

Yes

**Assessing developing situations**

Yes

**Taking early action to avoid a developing situation**

Yes

**Handling external communications**

Yes

**Interactions with engine room**

Yes

Good interaction and communication with ECR

**Interaction with the Pilot**

Yes

Knowledge of the vessel's characteristics and manoeuvring, including any ship-specific quirks	Yes
Calling the Master when required	Yes
Question	Yes

Assessor's Comments

## Coaching, training and mentoring are actively promoted on board

100%

In addition to the requirements of Part A, section 1.14:

All officers should understudy (learn another's role in order to be able to act at short notice in their absence) and gain experience of the next rank whenever possible and this should actively be promoted on board. For instance, if the navigator is the Second Officer, then the Third Officer should actively understudy them

The Master should be proactive and provide hands- on training, where appropriate, to all bridge officers in manoeuvring, navigation, company procedures, navigation equipment familiarisation and ship handling. This might be as simple as coaching helmsmen and junior officers to repeat back helm orders

Yes

When allowing an officer to manoeuvre the vessel in restricted waters, the Master should carefully choose the situation and monitor the officer's actions to ensure the safety of the vessel

Section 3 – Duties

Yes

## Question

Assessor's comments

## The Designated Navigating Officer is thoroughly familiar with their responsibilities, including industry, company and the Master's requirements for passage planning

100%

Although several officers onboard act as OOW, the company should appoint one to be the designated navigator. Apart from watchkeeping duties, the navigator's responsibilities should include:

The care of all navigational equipment in close consultation with the vessel's maintenance team

Yes

Maintenance of the vessel's outfit of nautical charts/ENCs/Raster Navigational Charts (RNCs) and publications

Yes

Passage planning

Yes

The Navigator may delegate some of their workload to other officers but they remain responsible to the Master for the above

Yes

## The OOW complies with responsibilities, authority and primary duties as defined by the company

100%

When an OOW has the con, they should have the authority to take whatever action they deem necessary with regards to navigation and the safety of the ship by using the rudder, engine, whistle, signalling and bridge communications equipment as required

The presence of the Master or other officers on the bridge does not relieve the OOW of their duties and responsibilities unless they are clearly informed that another officer has taken the con. When the Master has taken over the conning of the vessel in coastal or pilotage waters, the OOW should remain responsible for the navigation of the vessel and should keep themselves informed, and the Master apprised, of the vessel's position at all times

Yes

The OOW should not leave the bridge unless duly relieved of their duties by the Master or a person appointed by the Master

Yes

## The OOW is fully aware of when to call the Master as per standing orders

50%

The Master should be called to the bridge immediately in accordance with the requirements of their standing orders or company procedures

Question

Yes

Assessor's Comments

## The bridge team fosters a two-way flow of information, encourages intervention and challenge, and involves all in the decision-making process, irrespective of who has the con

100%

A free flow of information between members of the bridge is key to avoiding the one-man error. The Master may allocate each team member-specific navigational duties but they all should cross-check each other. Positive reporting, closed loop communication protocols and challenging decisions when uncertain of the outcome should be encouraged by all team members

Yes

The OOW should remain in charge of the bridge and bridge team until relieved or until the Master takes the con. Any change of con should be recorded in the deck logbook/bell book



Intervention is a difficult skill to master for some – where necessary, the Master should mentor personnel in this respect

Yes

## The watchkeeper is fully integrated into the bridge team

100%

The watchkeeper should be properly instructed and fully integrated into the bridge team. They should be continually apprised of ongoing and expected navigational situation including traffic, alterations, landfall, buoyage, pilot requirements, etc

Yes

Duties of the watchkeeper should include:

Reporting of lights, vessels, navigational marks, floating objects, changes in environmental conditions or any other event that may affect safe navigation

Yes

Reporting any fog signals that are heard

Yes

Reporting any events on board that may relate to safety of personnel or the vessel

Yes

Occasionally looking at the radar screen to relate visual targets to radar targets

A watchkeeper engaged in hand steering the vessel should not be considered a lookout and another watchkeeper should act as the lookout

Yes

Question

Yes

Assessor's Comments

## The experience of new watchkeeping officers and ratings are assessed

100%

Prior to departure, the company (through the Master) should assess the experience of new watchkeeping personnel and satisfy themselves that they can safely navigate the vessel. The Master should raise any concerns with the managing office and should not hesitate to postpone the repatriation of the

off-signing officer

Yes

All watchkeeping personnel new to the vessel should undergo a familiarisation process before undertaking watchkeeping duties – in addition to safety familiarisation, deck officers should have a

Yes

ship-specific familiarisation for bridge equipment

Yes

## The OOW displays a high level of awareness regarding the daily operation of the vessel

100%

The OOW should maintain general awareness of ongoing deck and shipboard activities	Yes
Whenever the OOW is advised of or observes activities taking place that contradict the company's policy or procedures, or are unsafe, intervention is required and activities should be suspended until corrective action has been taken. This requires the OOW to be:	
Familiar with the daily work planning for the period of duty	Yes
Proactive with the company Behaviour-Based Safety (BBS) or Unsafe Act Awareness (UAA) programmes where applicable	Yes
Familiar with the company permit to work system	Yes
Vigilance and care of personnel needs to be exercised during periods of inclement weather. If navigation conditions permit, consideration should be given	Yes
to the use of the deck floodlights during the hours of darkness to inspect the main deck, forecastle and poop decks and making PA announcements to	Yes
advise the ship's staff of anticipated excessive rolling/ pitching during alterations of course. If weather and sea conditions are such that exposed areas are no longer safe, the OOW should notify the Master and ensure that access to those areas is restricted	Yes
Question	Yes

Assessor's Comments

**The requirements for safety rounds are being complied with** 100%

Safety rounds of areas and spaces as determined by the Master and the company should be completed after every watch at sea and in port. Completion of the safety rounds should be reported to the OOW and any observations or concerns communicated	Yes
Safety rounds should not be conducted by the lookout while on duty, since leaving the bridge contravenes SOLAS requirements	Yes

**The watch handover is effective, with all relevant information handed over** 100%

Bridge watch handover provides the opportunity for a thorough cross-check on the vessel's situation. The relieving officer and rating should be on the bridge well before the change of watch to ensure familiarisation with the current situation. More time should be allowed for watch officers of lesser experience, new situations and high workload situations, i.e. standby

The OOW or watchkeeper should delay completing the watch handover in the event of:

An ongoing navigational manoeuvre involving a course alteration or collision avoidance measure until it is completed

Yes

The incoming OOW or rating appearing to be impaired in any way that would restrict them carrying out their duties. (Where there is doubt, the OOW should immediately inform the Master.)

Ratings should exchange all relevant information in the form of an effective verbal handover

Yes

Question

Yes

Assessor's Comments

## The bridge team are fully familiar with the initial actions in response to an emergency

100%

The bridge team should be familiar and trained in their duties with respect to the following:

Company and ship-specific procedures and checklists for emergencies

Yes

Actions to be taken on hearing the general alarm signal

Yes

Actions to be taken on activation of the fire detection alarm

Yes

The location and procedure for activation of the Ship Security Alert System (SSAS) in a security situation

Yes

Procedures as laid down in the Shipboard Oil Pollution Emergency Plan (SOPEP), Shipboard Marine Pollution Emergency Plan (SMPEP), and Vessel Response Plan (VRP) as applicable

Yes

Procedures as laid down in the ship's security plan

Yes

Upon receiving a distress message from a position where the vessel could provide assistance, the OOW should immediately inform the Master

Yes

## The OOW has a good appreciation of the current and forecast environmental conditions

100%

The OOW should continually monitor the current and forecast meteorological conditions to obtain early warning of deteriorating conditions. Weather forecasts should be reviewed on receipt, signed by the OOW and handed over at change of watch. The Master should be informed of any perceived serious deterioration of conditions. An amendment to the current passage plan should be considered to avoid adverse weather

Yes

Prior to encountering adverse weather involving rough sea state and/or heavy swell, appropriate heavy weather precautions should be implemented to avoid personal injury and damage to the vessel and its cargo. Course and speed alteration to reduce the load on the vessel should also be considered

Yes

## Checklists are completed correctly, with all checks and tests comprehensively carried out

100%

The bridge team should complete checklists diligently and only check off completion once all requirements, tests or procedures have been completed. There is no room for complacency or short-cuts

Yes

All defects in navigation equipment should be recorded and promptly reported to the Master. The defects should be rectified as soon as possible

Yes

Section 4 – General Navigation

Yes

## Question

Assessor's Comments

## Celestial navigation is regularly practised by the bridge team members

Vessels should be supplied with at least one sextant as a part of the navigational equipment. Sextants should be maintained in line with the maker's instructions and safely stowed when not in use

Navigational officers should demonstrate they are familiar with the use of the sextant and have regularly taken celestial observations (i.e. star sights), daily runs to meridian passage and sun sights, where permitted. These observations should be recorded on board in an appropriate format

## The COLREGS are thoroughly understood and diligently applied by the bridge team

100%

All members of the bridge team must be seen to fully comply with the COLREGS. Additionally:

The requirements of the Master must be fully understood and complied with

Yes

There should be no hesitation in deviating from the charted track for collision avoidance, providing the safety of such a deviation is first assessed and does not create another collision risk or lead to a close quarters situation developing

The VHF or AIS text facility should not be used for collision avoidance purposes

Yes

## The vessel is navigated at a safe speed

100%

The vessel should be navigated in compliance with COLREGS Rule 6 – Safe Speed

Yes

Bridge team members should look ahead and speed should be adjusted in good time to deal with developing situations

Yes

In addition to complying with Rule 6, the following factors should be clearly understood and evident:

Slowing down gives more time to think and to assess a situation

Yes

Commercial considerations should not override safety

Any team members in doubt as to the speed should voice their concerns immediately

Yes

Speed is a variable and should be always under consideration

Yes

Squat should be considered for all stages of the voyage

Bends in rivers, port approach and berthing approach require considerable attention

Yes

Where applicable, speed should be reduced during heavy weather

Question

Yes

Assessor's Comments

## Traffic is monitored effectively, including at anchor

100%

The bridge team should demonstrate awareness of traffic in the vicinity and be able to prioritise the

Yes

traffic that is likely to pose a threat. Monitoring should be by all available means, i.e. visual, auditory and electronic. Attention should be given to anti-collision alarms (CPA and TCPA)

Yes

Additional bridge manning should be requested if necessary to deal with high traffic density situations

Yes

## Track management is actively practised

100%

Bridge team members should show a thorough awareness of whether the vessel is on track or how far off track it is. Effective use of cross track error and parallel indexing are valuable aids. They should appreciate that the charted course is simply a proposed track to follow on a chart and should not hesitate to leave the track when necessary

Yes

For collision avoidance, bridge team members should check for hazards and available sea room prior to altering course

Yes

Allowance for set should be applied as applicable. Annotations should be recorded in the deck logbook/ bell book after every alteration of course and after applying or removing set

Yes

## VHF and external communications management are effective

50%

The bridge team should be able to decipher the continuous stream of VHF information as deemed relevant to the vessel. This is particularly important when monitoring two or more VHF channels

Effective identification methods are employed to identify own vessel or other vessels when using VHF, using correct communications protocol. VHF is not used directly for collision avoidance, although

Yes

monitoring of other communications can aid overall situational awareness

## Bridge team members are familiar with the type and characteristics of all sensors and alarms fitted to navigational equipment

100%

Bridge team members should be familiar with the alarm settings on all navigational equipment and sensor inputs into specific equipment. This is particularly important with an integrated bridge system and with ECDIS

Yes

Question

Yes

Assessor's Comments

## ECDIS route monitoring is carried out effectively

100%

To maintain navigational safety while on passage, the OOW should regularly ensure that:

The correct route is loaded for route monitoring

Yes

Safety contour and safety depths are set correctly, with any changes made recorded

Yes

The vessel's draft is correctly set on ECDIS

Yes

Safety cross track distances (safety margin/channel width/ safety corridor) are set correctly and defined during passage planning stage

Yes

The safety frame/anti-grounding cone (look ahead time, angle or width) is set correctly

Yes

The ECDIS alarms are enabled

Yes

All previous active alarms are regularly reviewed and no danger alarm is active	Yes
The correct layers are set	Yes
The appropriate chart is being used at an appropriate level of zoom (nominal/compilation scale set and correct ENC in use). Excessive zoom will give a false sense of security of the sea area safe for navigation and should be avoided	Yes
The sensor inputs are correct (GPS, gyro, speed, etc.)	Yes
Course Over Ground (COG) and Speed Over Ground (SOG) are used in order to display the movement of own-ship in relation to charted geo-referenced objects	Yes
The AIO is turned on (if applicable) and ePNM (T&P), navigational warnings and NAVTEX notes for the area are turned on (manual update list)	Yes
If radar overlay and/or AIS overlay is fitted on ECDIS, it should only be used to check for position monitoring. (Radar is for collision avoidance and ECDIS is for position monitoring.)	Yes
The own-ship vector length is set to a consistent and known value to provide a useful estimate of chart scale	Yes
Section 5 – Passage Planning	Yes

## Question

Assessor's Comments

### The passage plan is effectively monitored and executed

100%

An overall assessment of the monitoring and execution of the passage should be carried out. Assessors should include comments relating to:

The execution of planned duties and responsibilities from berth-to-berth	Yes
Whether there is any scope for improvement. Areas should be identified that will enhance bridge team functioning and individual performance	Yes
All aspects of human factors: teamwork, communications, complacency, intervention, capability, situational awareness, fatigue, pressure, distractions and culture	Yes
Any aspect where monitoring and execution was less than flawless	Yes

## The passage plan briefing prior to departure is effective

100%

In addition to the requirements of Part A, section 2.06:

An effective briefing involves the participation of all, and officers should feel free to make suggestions, share best practice and raise any concerns for discussion and potential modifications to the passage plan. The plan should be discussed in detail and be understood by all

Yes

If a plan is amended on passage due to changes in circumstances or conditions, the bridge team should review the revised plan and sign it again to demonstrate their agreement with the revisions

Yes

## The passage plan debrief on completion of a voyage is effective, and learnings are shared

100%

In addition to the requirements of Part A, section 2.07:

An effective debrief should focus on aspects of the passage that were not effectively executed or monitored, the reasons for this, and actions to be

taken to prevent reoccurrence. Any areas that went particularly well should also be identified. The discussion should be open, with all members of the bridge team being able to speak freely. The debriefing should lead to a list of actions to be included in future passage plans

Question

Yes

Assessor's Comments

## Position fixing effectively monitors the vessel's progress

100%

The vessel's progress along the passage plan should be monitored by regular position fixing, using all available means from a variety of methods. Where practical, two independent methods of position fixing should be used and regular cross-checks should be made to ensure accuracy. Parallel indexing technique should be practised whenever possible

The frequency of position fixing should increase in line with increased risk to safe navigation. However, excessive position fixing may reduce the OOW's ability to maintain full situational awareness

The largest scale charts published should be used for navigation. When changing charts, the last

Yes

position on the previous chart should be immediately transferred as the first position on the next chart and cross-checked for accuracy

Yes

For ECDIS, the following should be in place and understood:



## Navigating under standby conditions

When navigating under standby conditions, position integrity should be checked and verified by initiating radar overlay before and after every alteration of course and at frequent intervals. This should be documented as per company requirements. As radar overlay works on a 'north up' display, it is important in areas where Pilots prefer the radar to be set to 'ship head up' display that one radar is on north up and the ECDIS is set up to take the video feed input from that radar

During standby conditions, positions should be verified by a manual three-point fix (preferred), plotted on ECDIS using electronic lines of position (LOP) at frequent intervals and recorded as per company policy

## Navigating in other conditions

100%

When navigating in conditions other than standby, positions should be verified by manual plotting using electronic LOP whenever suitable visual and/or radar bearing(s) and range(s) can be taken. The position should be verified using radar overlay if there are suitable radar targets. If it is not possible to use the radar overlay check or manual plotting due to lack of suitable radar targets, then the GPS position should be used

Question

Yes

Assessor's Comments

## The squat calculation being used correctly, and the OOW is aware of how squat and bank effect will affect the vessel

100%

In addition to the requirements of Part A, sections 1.05 and 4.03:

In calculating the effects of squat for the passage plan, consider the maximum speed permissible to avoid contravening the minimum UKC required, rather than simply determining the UKC for a proposed transit speed

Yes

Squat should be calculated using speed through the water rather than speed over the ground. Squat depends on the relationship between speed, draft of vessel and the depth and width of a navigable

Yes

channel. The amount of squat depends on speed. Any situation in which loss of UKC due to squat can be resolved by slowing down should do so, subject to the ship's manoeuvring limitations

Yes

Bank effect refers to the tendency of the stern of a ship to swing toward the near bank when operating in a river or constricted waterway. This is due to interaction effects with the adjacent banks and the sides of the moving vessel. The narrower the river or constricted waterway, the greater the ship squats. This phenomenon depends on many parameters, such as bank shape, water depth, ship-bank distance, ship properties, ship speed and propeller action

Yes

**When required, mandatory routeing, ship reporting systems and vessel traffic services are complied with in full**

100%

These should be included in passage planning and bridge team briefings, and clearly understood by all. References to VHF and radio frequencies should be recorded in the passage plan and on the relevant chart

Yes

For vessels trading in the USA, 33 CFR 161 – Vessel Traffic Management gives full details of all vessel traffic service systems that are required by statute

Yes

Section 6 – Use and Understanding of Bridge Equipment

Yes

**Question**

Assessor's Comments

**The Master and deck officers are fully familiar with the operation and limitations of the navigation and communications equipment on board**

100%

Equipment should be set up correctly and monitored

Yes

Effective management of navigational alarms requires that:

Navigational alarms are appropriately set and not muted or set to zero/unsafe levels

Yes

The vessel has ship-specific procedures for specific equipment with respect to alarm set points, especially where equipment switches to a default alarm setting after a set time

Any alarm on any piece of equipment is investigated

Yes

The accuracy of an integrated bridge system may depend on the quality of the sensor data being received. It is essential that the bridge team is familiar with the type and characteristics of all sensors and electronic charts incorporated in the system. The OOW should check the navigational feed information being used for the integrated bridge system at the start of every watch

Yes

## All deck officers are fully familiar with steering changeover procedures, including emergency steering, and the use of manual steering

100%

In addition to the requirements of Part A, sections 3.02 and 3.03:

Bridge team members should have a thorough understanding of the following procedures:

Changeover from automatic pilot to manual steering in all modes

Yes

Starting and stopping steering motors

Yes

Changeover to emergency steering control

Yes

The Master should arrange training sessions to ensure familiarity

Yes

The OOW should demonstrate the ability to make a timely decision as to when to use a helmsman and ensure hand steering is engaged before a potentially hazardous situation develops and/or in areas of dense traffic

Yes

When operating in hand steering for a prolonged period, consideration should be given to relieving the helmsmen

Helmsman are relieved every hour for 15 mins

Question

Yes

Assessor's Comments

## All deck officers are familiar with the actions to be taken in the event of a gyro compass failure

100%

In addition to the requirements of Part A, section 3.04:

Officers should be able to demonstrate an understanding of the actions to take if the gyro compass fails, which include:

Observe the magnetic compass heading, changeover to manual steering and steer by magnetic compass

Yes

Switch radars to 'head up' display and commence manual radar plotting

Yes

Notify the Master and the duty engineer

Yes

Consider the effects of gyro compass failure on other navigational aids

Yes

Verify the compass error	Yes
Notify managing office of failure	Yes
If determining positions by radar, use a cross-point of three or four ranges rather than bearings	Yes
Endeavour to carry out a fault-finding operation on the gyro compass and undertake potential repairs using onboard spares	Yes
Document appropriate entries in the logbook, detailing actions taken	Yes

## All deck officers are familiar with radar and ARPA, including the limitations of the equipment

90.91%

In addition to the requirements of Part A, section 3.06:

At the start of each watch and at regular intervals during the watch, the OOW should check the set-up of the radars. Settings to check include:

North up, course up, head up

Relative motion or true motion	Yes
Speed input (water track for ARPA)	Yes
Ground or sea stabilised	Yes
True or relative vectors	Yes
True or relative trails	Yes
Vector and trail lengths	
Appropriate range scale	Yes
Optimum settings of amplifier gain, sea and rain clutter	Yes
Appropriate alarm setting for TCPA and CPA	Yes
Heading marker alignment	Yes
Question	Yes

Assessor's Comments

## All deck officers are familiar with AIS, including the limitations of the equipment

100%

In addition to the requirements of Part A, section 3.07:

The AIS should be regularly checked to ensure that the operational settings are correct. AIS helps with overall situational awareness, but the text facility should not be used for collision avoidance	Yes
On some vessels the AIS can be fully integrated with the radars, with information from the AIS unit displayed as an overlay on the radar screen	Yes
Information displayed in this way should be treated with extreme caution and not used in isolation to determine if a risk of collision exists. In this mode, the target data may be provided by either the AIS or the ARPA, and the two may not be identical. Due to the difficulty in determining the source of the target information (AIS or ARPA) the AIS data should be overlaid intermittently to identify targets but should not be left on continuously. Target data from AIS is less reliable than that calculated by the ARPA since it	Yes
is dependent on inputs from a third party that cannot be readily verified	Yes

## All deck officers are familiar with GPS, including the limitations of the equipment

100%

In addition to the requirements of Part A, section 3.08:

When using GPS as the primary means of position fixing, the OOW should understand the capabilities and limitations of the equipment and regularly validate the information provided

The following checks should be completed on a regular basis:

Whether the GPS has dropped into DR mode	Yes
Alarm settings	Yes
The interface with other navigational equipment	Yes
Question	Yes

Assessor's Comments

## The bridge team is aware of ECDIS limitations and operational capabilities

100%

The bridge team should avoid becoming over-reliant on ECDIS. Regular cross-checks should be carried out to verify the accuracy of the ECDIS position-fixing system (normally GPS) by other available means, including:

Parallel indexing and use of clearing bearings	Yes
Radar range and bearings	Yes
Visual cross bearings	Yes

Regular checks on the signal-to-noise ratio of the GPS system in use	Yes
Plotting positions on the ECDIS using electronic LOP from visual/radar bearings and ranges to compare the position from the GPS	
The full functionality of ECDIS cannot be achieved when operating in the Raster Chart Display System (RCDS) mode, so the system should always be operated in ECDIS mode	Yes
Regular checks should be carried out on data inputs from the gyro compass, speed log, echo sounder, GPS and other electronic equipment to verify accuracy	Yes
Position integrity: One of the significant risks associated with an ECDIS system is inaccurate positioning of the vessel. This may occur either because the position input is inaccurate, or the chart itself is inaccurate. These risks should be mitigated in the following ways:	
Position input integrity	Yes
Use radar overlay to assess position accuracy	Yes
Use a secondary position source input to assess position accuracy	Yes
Set the primary/secondary position source differential alarm	Yes
Regularly compare position input with other means like plotting visual/radar bearings and ranges on ECDIS to compare the position from the GPS	
Chart accuracy	Yes
During passage planning, the quality of the survey should be consulted for each charted area when determining safety margins	Yes
During passage planning and route monitoring, the applicability of navigational warnings and ePNM (T&Ps), especially the latest corrections applied, should be reviewed and acted on where necessary	Yes
Question	Yes
Assessor's Comments	
<b>cont</b>	100%
Chart scale: The zoom facility should be used with caution. Because the chart symbols are automatically rescaled when zooming in and out on an ENC, it can be difficult to ascertain whether the scale in use is appropriate	Yes
Chart symbols: Chart symbols on ENCs often differ substantially from paper charts and RNCs, and may be unfamiliar to the OOW. The OOW should regularly compare the chart symbols on the paper chart and the ENC to promote familiarisation. The chart symbols should also frequently be interrogated	Yes

Alarms: To avoid being overloaded by alarms, the OOW should set the alarm limit parameters to an appropriate value to provide the required level of warning. Alarms should not be initiated without good reason. (For example, a safety cross track alarm)

set point of 0.2nm while navigating deep sea is not appropriate and will result in excessive alarms)

Yes

Although RCDS is a recognised mode of ECDIS operation when ENC's are not available (see Appendix 7 of the IMO ECDIS performance standards), current SOLAS regulations require that the vessel should be provided with an appropriate portfolio of up-to-date paper charts when using this mode

Yes

## Bridge team members are familiar with the types and characteristics of ECDIS alarms

100%

ECDIS should be set up to minimise alarms that are not relevant to safe navigation so that alarms provide the necessary warning, are treated as a priority and are acted on

Yes

The alarm function on ECDIS should not be disabled while underway. The following alarms (visual and audio) should never be disabled:

Grounding or danger

Yes

Critical points (mariner derived note)

Safety cross track (deviation from route)

Yes

Mandatory sensor failure

Yes

Different geodetic datum

WGS84

The OOW should review outstanding alarms to ensure that they are not indicating a navigational risk on taking over a watch and at frequent intervals thereafter

The OOW should not become complacent about thinking that the alarm systems will alert an impending issue or problem. The OOW should always assess the situation by maintaining a visual lookout and checking all inputs to the ECDIS

Yes

Question

Yes

Assessor's Comments

## All deck officers are familiar with the immediate response to ECDIS failure and associated sensor failures

100%

The OOW should be familiar with the following procedures:

ECDIS power failure

Yes

Description of how ECDIS and associated input sensors are powered (emergency switchboard, UPS, etc.)	Yes
GPS input failure	
Description of how the GPS feeds into ECDIS, including the changeover procedure. Description of how the failure is evident	Yes
GPS error	
Description of how the failure is evident (normally manifested by an overlay error or manual plot error)	Yes
Gyro input failure	Yes
Description of how the gyro feeds into ECDIS, including the changeover procedure. Description of how the failure is evident	Yes
Speed input failure	Yes
Description of how the speed feeds into ECDIS, including the changeover procedure. Description of how the failure is evident	Yes
A schedule of ship-specific ECDIS emergency procedure drills should be conducted safely	Yes

## Navigation, NAVTEX and weather warnings are processed and circulated efficiently

100%

When taking over the watch, the OOW should ensure that NAVTEX and SAT-C telex for NAVAREA warning equipment is fully operational and receiving messages wherever applicable	
On receipt of navigation area warnings and weather forecasts, the OOW should:	
Determine if it applies to the ship's voyage(s)	Yes
Mark it on the chart and/or apply to ECDIS as necessary	Yes
Where information is of a critical nature, the Master should be advised	
For ECDIS, specific advice on processing navigation and NAVTEX warnings is given in Part A, section 2.05	Yes
Section 7 – Pilotage	Yes

## Question

Assessor's Comments

## The Pilot transfer procedure is effective

100%



The rigging of the Pilot transfer arrangements and the embarkation and disembarkation of a Pilot should be supervised by a responsible officer having means of communication with the navigation bridge

Yes

The integrity of the bridge team should not be compromised during the embarkation or

Yes

disembarkation of the Pilot. Both the OOW and lookout should remain on the bridge

Yes

When embarking or disembarking a Pilot, the bridge team should not lose their situational awareness

Changes in own ship speed and direction, other traffic in the vicinity and weather conditions should all be considered. In addition, other vessels may be conducting similar operations nearby

Yes

## Pre-arrival information has been discussed effectively and the passage plan has been amended where required

The pre-arrival information (see Part A, section 4.01) should be thoroughly discussed with the bridge team and the intended passage plan should be reviewed in light of the information received. If necessary, the intended plan should be amended. Any changes should be documented

## The Master/Pilot information exchange is effective and concise, and intentions are passed to the bridge team

100%

The Pilot and the bridge team should be working together as one team to ensure safe navigation

Yes

Any doubts and concerns about the Pilot's intentions or actions should be communicated and discussed in good time

4 Oct 2021 05:00 UTC

Witnessed

The engine room should be kept apprised of all information relevant to power, propulsion, machinery and steering requirements as advised by the Pilot

The Master should participate in handover discussions between Pilots

Yes

Question

Yes

Assessor's Comments

## The bridge team maintains situational awareness throughout pilotage

100%

The bridge team (including the Pilot) should:

Effectively process the volume of information flow	Yes
Identify both developing and potential close quarter situations	Yes
Prioritise the above but not lose track of latent hazards	Yes
Effectively monitor the planned route, including abort position(s)	Yes
Communicate any concerns	Yes

## The intended passage under pilotage is effectively monitored

100%

The presence of a Pilot on board does not relieve the bridge team of their obligations to effectively monitor the passage. The bridge team should continue to monitor the progress of the vessel by:

Plotting positions of a type and frequency in line with the passage plan	Yes
Using parallel indexing, transits, clearing lines and leading lights as appropriate	Yes
Monitoring dynamic factors such as weather conditions, tide, manoeuvring response	Yes
Advising the Master and Pilot with information on speed, off track information and approaching alterations of course	Yes
Monitoring instructions from the Pilot with any concerns being immediately brought to the Pilot's attention	Yes
The bridge team should effectively stand in when a Pilot temporarily leaves the bridge during a pilotage	Yes
The Master should override an instruction from a Pilot if the safety of the vessel is being compromised	Yes

## Communications under pilotage are effective

100%

It is essential that communications between the Pilot and the bridge team are unambiguous, effective and that instructions are confirmed and repeated back using a closed loop to ensure understanding	Yes
Doubts and concerns, if any, with regards to the Pilot's intentions, actions or developing situations should be communicated and discussed in good time	
Question	Yes
Assessor's Comments	

## Watchkeepers are used effectively throughout the pilotage

75%

Watchkeepers should be in place during a pilotage:

The lookout should continue to feed information to the Pilot via the bridge team

Yes

The helmsman's actions should be closely monitored to ensure that instructions are carried out correctly

Yes

The helmsman should respond to helm instructions using the closed loop – repeating the instruction and then confirming once it has been carried out

Yes

The helmsman should report any irregularities while steering such as sluggish response, or the vessel carrying helm in a certain direction. Any loss of helm should be immediately reported

## Berth approach and mooring operations are effective and conducted safely

100%

An approach to a berth, mooring and unmooring operations are critical points of a voyage and require effective coordination, communication and execution. In particular:

Personnel should be mobilised in good time, in keeping with hours of rest legislation

Yes

Tug pick-up points and configuration should be ascertained and communicated. Orders to tugs from the Pilot should be understood by the bridge team or translated by the Pilot so that the bridge team is aware of intentions

Yes

The bridge team should continue to monitor traffic and advise the Pilot accordingly