



- Weather conditions, prevailing circumstances, visibility and whether there is daylight or darkness.
- Proximity of navigational hazards which may make it necessary for the OOW to carry out additional navigational duties.
- The efficiency of the OOW and rating(s) is not impaired by fatigue.
- Any unusual demands on the navigational watch that may arise as a result of special operational circumstances.
- To none of the members of the Bridge watch will be assigned more duties than what he can execute. The OOW is not assigned any other duties, which would interfere with the safe navigation of the vessel.
- Use and operational condition of navigational aids such as Radar or electronic position indicating devices and any other equipment affecting the safe navigation of the vessel.
- All the instruments of the Bridge should work properly. Otherwise the OOW shall take into consideration any damage before making any decision. In case of Bridge equipment failure, the actions described in the Company's Emergency Response Plan shall be followed and the Company must be immediately notified.
- No necessary material should be drawn away from the Bridge.
- All the members of the Bridge watch should be prepared to react straightforwardly and effectively to any sudden change of condition.
- Any local state requirements regarding Bridge manning.
- At no time should any activity or material be permitted in, or in the vicinity of, the wheelhouse, which may detract the watchkeepers' ability to carry out their duties.

### **2.3.2 Bridge watch conditions**

Bridge watches should be set at the Master's direction, according to the prevailing conditions, in the following manner:



<b>GENERAL CONDITIONS WATCH</b>	<b>CATEGORY</b>	<b>BRIDGE MANNING</b>	<b>BRIDGE NAVIGATIONAL CONDITION</b>
<b>1. OPEN WATERS</b>			
Clear weather, little or moderate traffic, daytime, steering on autopilot	1	1 licensed officer of watch / 1 duty watch AB	Auto Pilot Engaged Radar / ARPA on Deck Rating Readily available M/E – Bridge Control
Clear weather, little or moderate traffic, night time or autopilot disengaged	1	1 licensed officer of watch / 1 duty watch AB +1 extra AB or OS	
Clear weather, high density traffic	2	Master(*) +1 licensed officer of watch / 1 duty watch AB +1 extra AB or OS	
Reduced visibility, little or moderate traffic	2	Master(*) +1 licensed officer of watch / 1 duty watch AB + 1 extra AB or OS	Manual Steering Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode
Reduced visibility, high density traffic	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB or OS	

**2. RESTRICTED WATERS (limited manoeuvring room)**

Clear weather, little or moderate traffic	2	Master(*) +1 licensed officer of watch / 1 duty watch AB + 1 extra AB or OS	Manual Steering 2 Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode and Generator Doubling
Clear weather, high density traffic	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB or OS	
Reduced visibility, little or moderate traffic	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB or OS	
Reduced visibility, high density traffic	3	Master(*) +2 licensed officers of watch / 1 duty watch AB + 1 extra AB or OS	

**3. ENTERING OR LEAVING PORT**

Clear weather, little or moderate traffic	2	Master(*) +1 licensed officer of watch / 1 duty watch AB + 1 extra AB or OS	Manual Steering 2 Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode and Generator Doubling
Clear weather, high density traffic	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB or OS	
Reduced visibility, little or moderate traffic	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB or OS	
Reduced visibility, high density traffic	3	Master(*) +2 licensed officers of watch / 1 duty watch AB + 1 extra AB or OS	

**4. ANYWHERE**

In environmental sensitive areas	2	Master(*) +1 licensed officer of watch /	Manual Steering 2 Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode and Generator Doubling
In ice conditions	2	1 duty watch AB + 1 extra AB or OS	
During Search & Rescue operations	2	Master(*) +1 licensed officer of watch /	
When high navigation and collision avoidance workload are combined	2 or 3	1 duty watch AB + 1 extra AB or OS	

**5. HOSTILE WATERS**

When piracy threat is existing	2 or 3	Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB + 1 OS	Manual Steering 2 Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode and Generator Doubling
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**6. BRIDGE WATCH CONDITIONS IN PARTICULAR GEOGRAPHICAL AREAS**

<p>When in <b>Washington State Waters and English Channel.</b></p> <p>The Master may increase the watch level, if he deems necessary. All bridge watch personnel have to sign the Bridge Log when assuming watch-standing duties.</p>	<p>2 (in normal conditions or 3 (in restricted visibility))</p>	<p>Master(*) +1 or 2 licensed officers of watch, respectively / 1 duty watch AB + 1 extra AB + 1 OS</p>	<p>Manual Steering 2 Radars / ARPA on Steering Gear on double / stand-by mode M/E on Manoeuvring Mode (if required) and Generator Doubling</p>
<p>When in <b>Suez &amp; Panama Canals, Dover Straits, Danish Straits, Singapore Strait, Torres Strait, Gibraltar Strait, Torres Strait, Bosphorus Strait and similar,</b></p> <p>All bridge watch personnel have to be signed in the Bridge Log when assuming watch-standing duties.</p>	<p>3</p>	<p>Master(*) +2 licensed officers of watch / 1 duty watch AB + 1 extra AB or OS</p>	

(\*) The C/O may substitute the Master under special circumstances and at the Master's sole discretion.

**2.3.3 Watch condition 1 - Officer's duties**

This watch has only one licensed Navigation Officer on the Bridge. The vessel must be navigated in accordance with the COLREGS, as dictated by the requirements of good seamanship and as required by the Company's instructions.

The officer in charge of the navigational watch may be the sole lookout in day provided that on each occasion:

The situation has been carefully assessed and it has been established without doubt that it is safe to do so.

Full account has been taken of all relevant factors including, but not limited to:

- State of weather
- Visibility
- Traffic density
- Proximity of dangers to navigation and
- The attention necessary available to be summoned to the bridge when any change in the situation so requires



### **2.3.4 Watch condition 2 - Officer's duties**

This watch has 2 licensed Navigation Officers on the Bridge. Although Master usually substitutes one officer, under special circumstances the Master may delegate this post to the C/O.

The Master or the delegated C/O is the coning Officer. He must co-ordinate and supervise the overall watch organisation, regulate the vessel's course and speed, supervise the safe navigation of the vessel and comply with the COLREGS and traffic separation schemes.

The OOW must be primarily concerned with collision avoidance, communication and navigation responsibilities as detailed below:

- Operate the Radars / ARPA and plot the CPA, course and speed of all targets.
- Ensure that own vessel course / speed input to ARPA equipment is maintained current.
- Report plot information to the coning Officer and be certain it is acknowledged correctly.
- Priority must be given to developing maximum information on nearby closing targets, then on more distant targets which display constant or near constant bearings.
- Provide "trial manoeuvre" information to the coning Officer for proposed course / speed alterations as directed.
- Maintain a navigation plot, marking the fixes on the appropriate chart, as required.
- Acknowledge Engine orders to the coning Officer.
- Operate the E/R telegraph or Engine Bridge control, check E/R acknowledgements and / or Engine response and keep the revolution indicator and speed log under observation to ensure correct own vessel speed input to electronic equipment and that the required Engine performance is being maintained.
- Verify the proper execution of steering orders.
- Co-ordinate bridge-to-bridge, ship-to-shore and ship-to-ship communications.
- Other duties as prescribed by the coning Officer.
- Properly maintain all Bridge logs and records.

The coning Officer must acknowledge the information received from the other members of the watch by repeating it. The coning Officer must utilise the functions of the other Officer on watch, to the fullest with the least possible confusion and wasted effort.

### **2.3.5 Watch Condition 3 - Officers' Duties**

This watch has 3 licensed navigation Officers on the Bridge. Although Master usually



substitutes one officer, under special circumstances this post may be delegated to the C/O to act with 2 other deck Officers. This watch is the most critical and calls for the most rigorous attention to priorities.

The Master or the delegated C/O as coning Officer must co-ordinate and supervise the overall watch organisation, regulate the vessel's course and speed, supervise the safe navigation of the vessel and comply with the COLREGS and traffic separation schemes.

The coning Officer must acknowledge the information received from the other members of the watch by repeating it. He must utilise the functions of the two other Officers on watch to the fullest with the least possible confusion and wasted effort.

One Officer must be a dedicated anti-collision Officer. He must have no responsibilities other than to operate the vessel's Radar / ARPA in order to:

- Operate the Radars / ARPA and plot the CPA, course and speed of all targets.
- Ensure that own vessel course / speed input to ARPA equipment is maintained current.
- Ships with no ARPA must have fitted to use Radar Plotting Sheet.
- Report plot information to the coning Officer and be certain it is acknowledged correctly. Priority must be given to developing maximum information on nearby closing targets, then on more distant targets, which display constant, or near constant bearings.
- Provide "trial manoeuvre" information to the coning Officer for proposed course / speed alterations as directed.

One Officer must be dedicated to navigation and communication duties as described below:

- Monitor the navigation of the vessel by maintaining a navigational plot, plotting fixes on the appropriate chart, keeping the coning Officer fully advised of navigational progress and making certain that he acknowledges all information correctly.
- Maintain the echo sounder and/or shallow water indicator in operation and report the soundings to the coning Officer, making certain that the coning Officer acknowledges the information accurately.
- Acknowledge Engine orders to the coning Officer.
- Operate the E/R telegraph or Engine Bridge control and check E/R acknowledgement and / or Engine response for accuracy.
- Verify the proper execution of steering orders.
- Co-ordinate bridge-to-bridge, ship-to-shore and ship-to-ship communications.
- Other duties as prescribed by the coning Officer.



- Properly maintain Bridge logs and records.

Under the demanding navigational and traffic/visibility conditions imposed in Watch Category 3 it is of utmost importance that the coning Officer guides the watch personnel as a smoothly functioning team. The OOWs must be alert and prepared to advise each other and the coning Officer, of anything they notice, which consider that influence the navigation of the vessel.

### **2.3.6 Helmsmen**

The Master must ensure that all navigating officers, cadets and deck Ratings are able to steer on any of the steering systems available and able to change from one system to another. The change over from automatic to manual steering and vice versa must be supervised by a responsible officer.

Helmsmen shall have no other duties when assigned to the helm.

### **2.3.7 Lookouts**

When underway on every vessel a proper look-out shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972 and shall serve the purpose of:

1. Maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant change in the operating environment;
2. Fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
3. Detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation

The look-out must be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned which could interfere with that task. The duties of the look-out and helmsperson are separate and the helmsperson shall not be considered to be the look-out while steering.

The Deck Watch Officer shall ensure that the Lookout:

1. Knows how to report for duty (alert,);
2. Is properly instructed in what to observe, report, and how to report; and
3. Is relieved or rotated on station as necessary.

The deck watch Officer will emphasize giving relevant instructions to look-outs:

- In or approaching heavy traffic;
- In or approaching diminishing visibility;
- Arriving or departing a port, or in restricted waters;