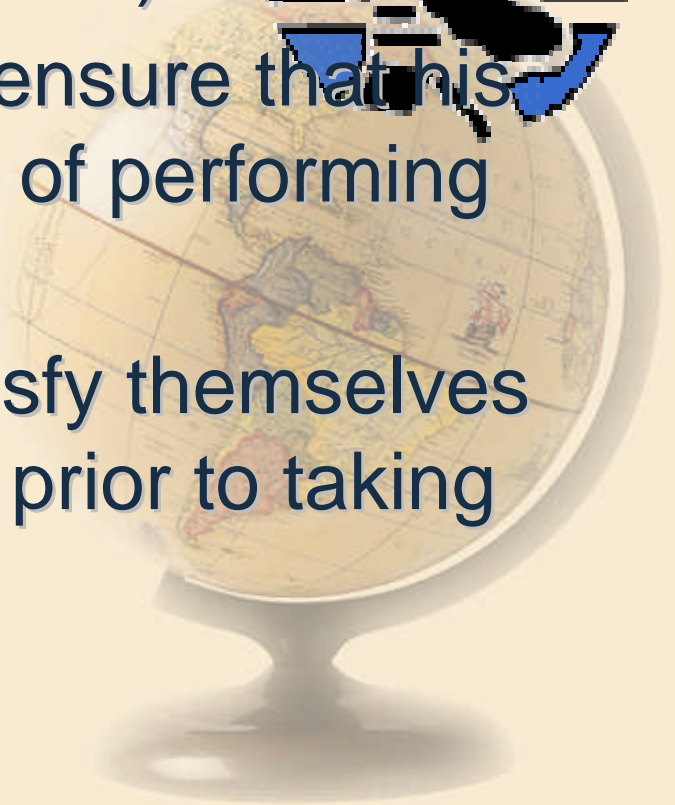
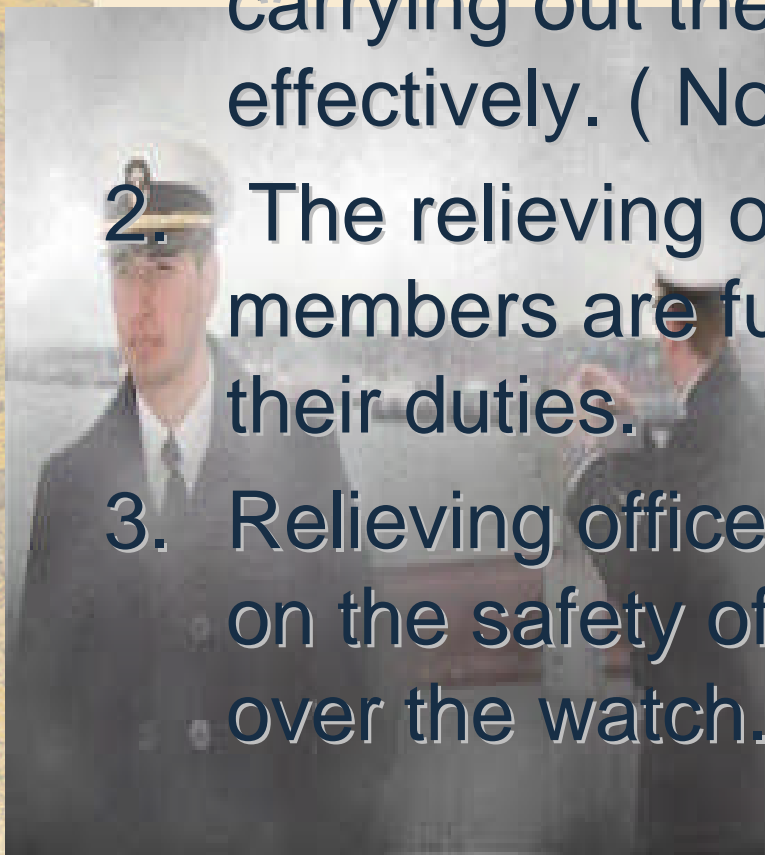


Handling Over and Taking Over the Navigational Watch

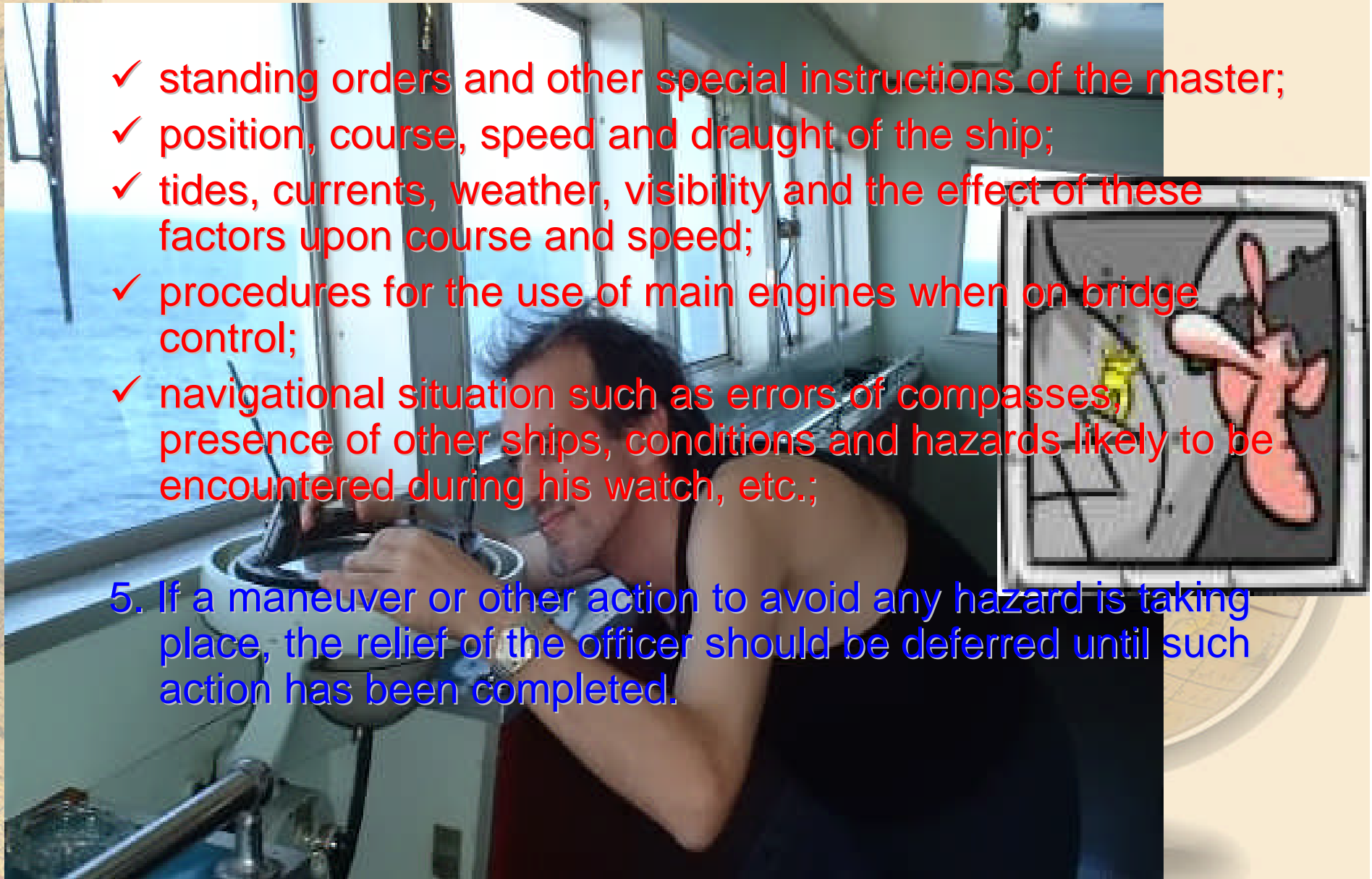
1. The OOW shall not hand over the watch if the relieving officer is not capable of carrying out the watchkeeping duties effectively. (Notify the master)
2. The relieving officer shall ensure that his members are fully capable of performing their duties.
3. Relieving officers shall satisfy themselves on the safety of the vessel prior to taking over the watch.



4. Relieving officers shall personally satisfy themselves regarding the:

- ✓ standing orders and other special instructions of the master;
- ✓ position, course, speed and draught of the ship;
- ✓ tides, currents, weather, visibility and the effect of these factors upon course and speed;
- ✓ procedures for the use of main engines when on bridge control;
- ✓ navigational situation such as errors of compasses, presence of other ships, conditions and hazards likely to be encountered during his watch, etc.;

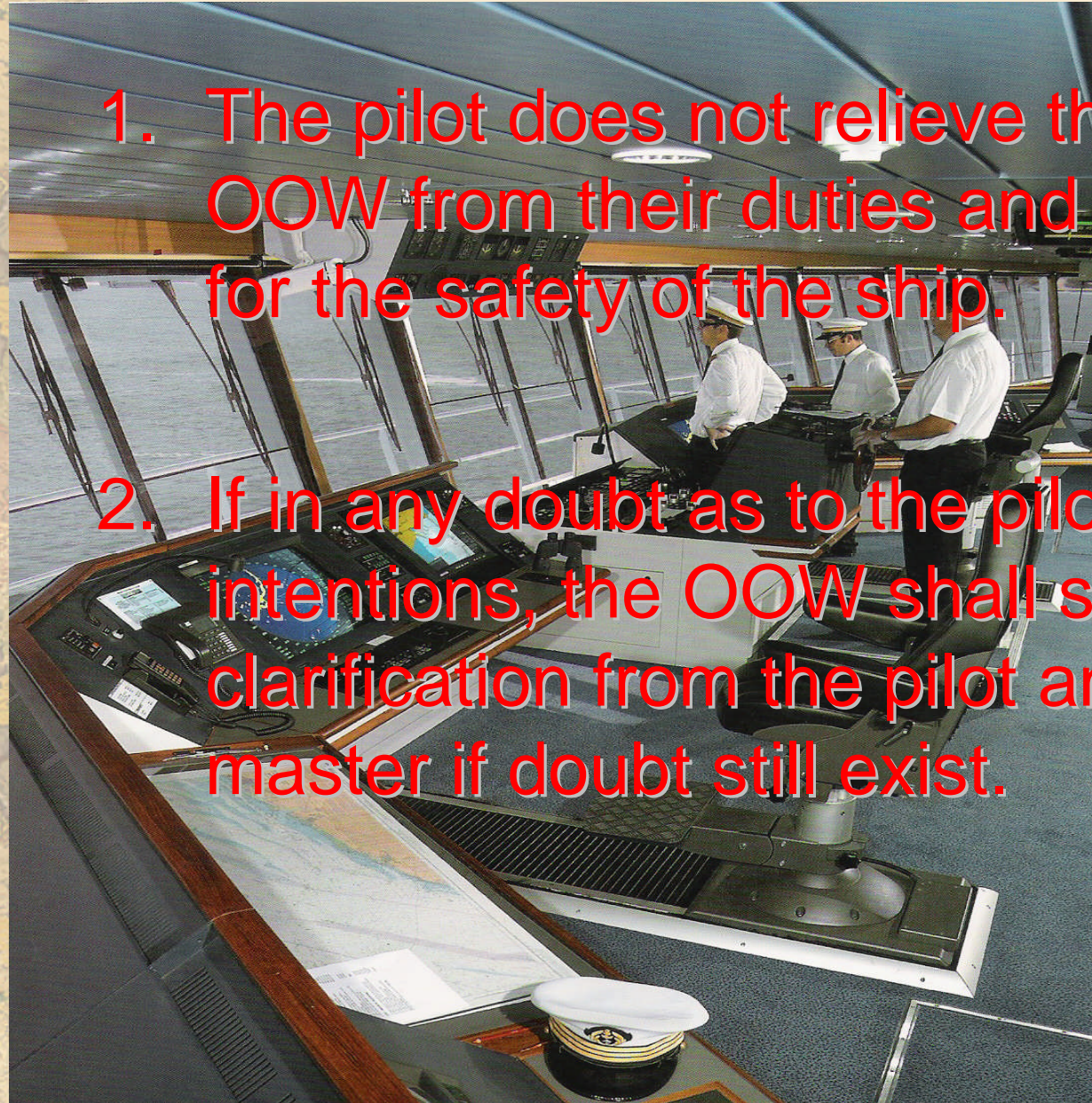
5. If a maneuver or other action to avoid any hazard is taking place, the relief of the officer should be deferred until such action has been completed.



Navigation With Pilot On Board

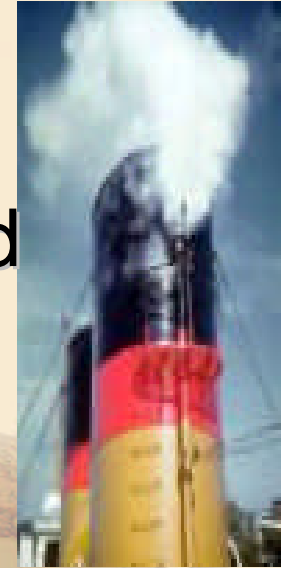
1. The pilot does not relieve the master or OOW from their duties and obligations for the safety of the ship.

2. If in any doubt as to the pilot's action or intentions, the OOW shall seek clarification from the pilot and notify the master if doubt still exist.



Protection of the Marine Environment

The master and OOW must be aware of the serious effects of operational or accidental pollution of the environment (sea and air) and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.



Maintaining an Efficient Look-out

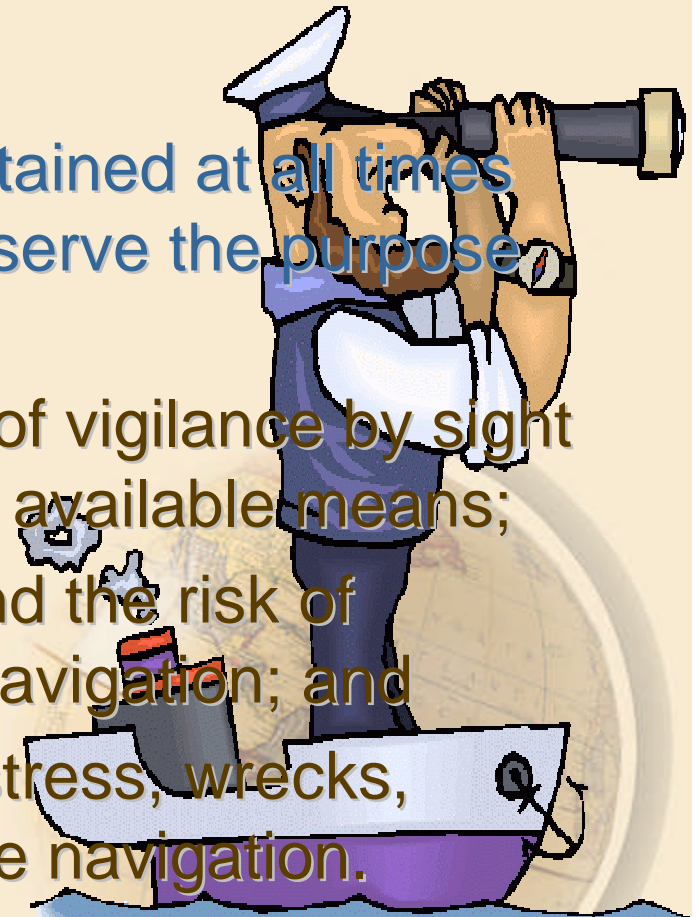


1. A proper look-out shall be maintained at all times (Rule 5 of COLREG) and shall serve the purpose of:

- a) Maintaining a continuous state of vigilance by sight and hearing as well as by other available means;
- b) Fully appraising the situation and the risk of collision and other dangers to navigation; and
- c) Detecting ships or aircraft in distress, wrecks, debris and other hazards to safe navigation.



2. The look-out must be able to give full attention to the keeping a proper look-out.



3. The duties of the look-out and helmsman are separate. The OOW maybe the sole look-out in daylight provided that on each such occasion:

a) the situation has been assessed without doubt to safety;

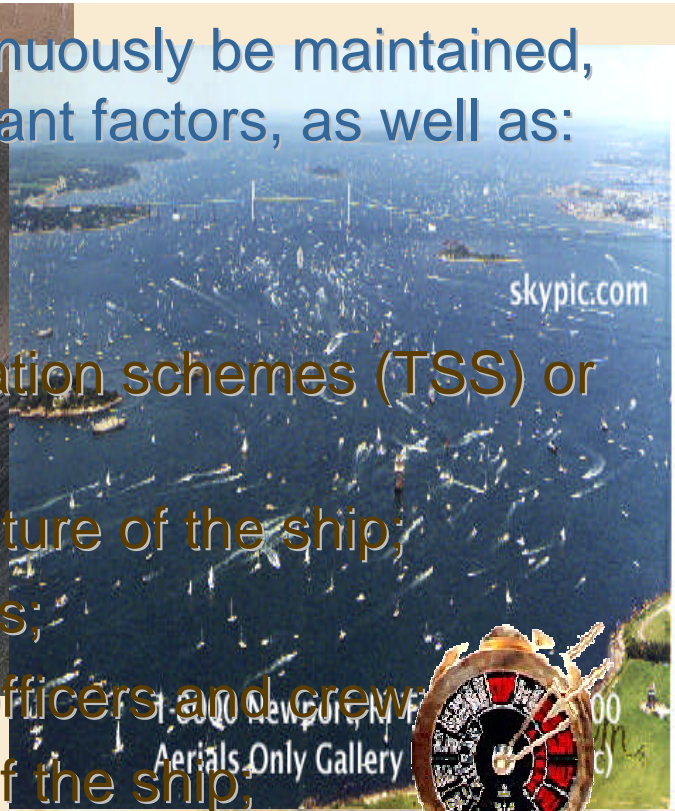
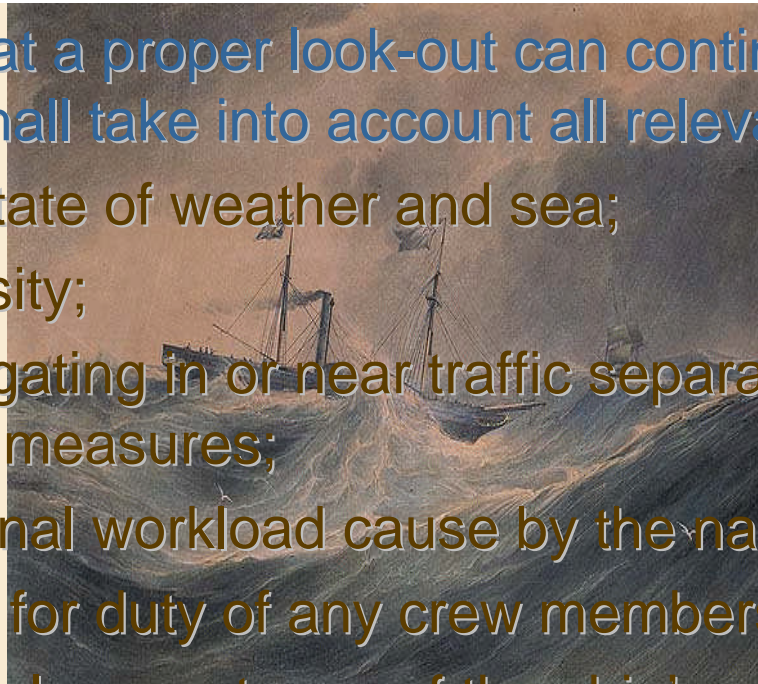
b) full account has been taken of all relevant factors such as:

- state of weather
- visibility
- traffic density
- proximity of navigation dangers

c) assistance is immediately available when any change in the situation so requires.



4. To ensure that a proper look-out can continuously be maintained, the Master shall take into account all relevant factors, as well as:
- visibility, state of weather and sea;
 - traffic density;
 - when navigating in or near traffic separation schemes (TSS) or other routing measures;
 - the additional workload caused by the nature of the ship;
 - the fitness for duty of any crew members;
 - professional competence of the ship's officers and crew;
 - OOW's experience and familiarization of the ship;
 - activities taking place on board the ship;
 - the operational status of bridge instrumentation and controls;
 - ship maneuvering characteristics;
 - the size of the ship and the field of vision available; and
 - the configuration of the bridge from detecting external development;



Using the Engine, Rudder and Signaling Apparatus

Rule 6
Safe speed



The Bridge

