Annex 1

Watch schedule - Officers

WORKING/WATCH SCHEDULE

Month: Dec 2009

Name of Vessel: MV ALAM PINTAR **Flag Of Vessel:** SINGAPORE **IMO Number:** 9296858

Last Update of Table: 15/03/2002 (1) of (1) Pages

The Maximum hours of work or minimum hours of rest are applicable in accordance with the Merchant Shipping(Hours of Work)Regulations 2002 issued in conformity with ILO's Seafarer's Hours of Work and the Manning of Ships Convention 1996 (NO 180) and with any applicable collective aggrement registered or authorised in accordance with that Convention and with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarerers 1978,as amended,(STCW 95)

No	Rank	Name	Scheduled daily work hours at sea		Scheduled daily work hours in port		Comments	Total daily rest hours	
			Watchkeeping (From- To)	Non-Watchkeeping duties (From-To)	Watchkeeping (From-To)	Non-Watchkeeping duties (From-To)		At Sea	In Port
1	Master	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
2	Ch.Officer	[redacted]	0400-0800 1600-2000	0900-1100		0730-1200 1300-1830		10HRS	10HRS
3	2nd.Officer	[redacted]	0000-0400 1200-1600	1600-1800	0000-0400 1200-1600	1600-1800		10HRS	10HRS
4	3rd .Officer	[redacted]	0800-1200 2000-2400	1300-1500	0800-1200 2000-2400	1300-1500		10HRS	10HRS
5	4th .Officer	[redacted]	0400-0800 1600-2000	0900-1100	0400-0800 1600-2000	0900-1100		10HRS	10HRS
6	O/Cadet	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
7	Ch.Engineer	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
8	2nd.Engineer	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
9	3rd.Engineer	[redacted]		0800-1200 1300-1800 2100-2200		0800-1200 1300-1800 2100-2200	one shift every 3 days	10HRS	10HRS
10	4th.Engineer	[redacted]		0800-1200 1300-1800 2100-2200		0800-1200 1300-1800 2100-2200	one shift every 3 days	10HRS	10HRS
11	4th.Engineer	[redacted]		0800-1200 1300-1800 2100-2200		0800-1200 1300-1800 2100-2200	one shift every 3 days	10HRS	10HRS
12	J/El.Engineer	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
13	E/Cadet	[redacted]		0730-1200 [redacted]		0730-1200 1300-1830		10HRS	10HRS

01/Aug/2007

Signature Of Master [redacted]

M.V. ALAM PINTAR
SINGAPORE
OFF. NO : 391633
GRT : 46,982
NRT : 26,950
KW : 10,300

WORKING/WATCH SCHEDULE

Month: Dec 2009

Name of Vessel: MV ALAM PINTAR **Flag Of Vessel:** SINGAPORE **IMO Number:** 9296858

Last Update of Table: 15/03/2002 (1) of (1) Pages

The Maximum hours of work or minimum hours of rest are applicable in accordance with the Merchant Shipping(Hours of Work)Regulations 2002 issued in conformity with ILO's Seafarer's Hours of Work and the Manning of Ships Convention 1996 (NO 180) and with any applicable collective aggrement registered or authorised in accordance with that Convention and with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarerers 1978,as amended,(STCW 95)

No	Rank	Name	Scheduled daily work hours at sea		Scheduled daily work hours in port		Comments	Total daily rest hours	
			Watchkeeping (From- To)	Non-Watchkeeping duties (From-To)	Watchkeeping (From-To)	Non-Watchkeeping duties (From-To)		At Sea	In Port
1	Bosun	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
2	A.B	[redacted]	0400-0800 1600-2000	0800-1000	0400-0800 1600-2000	0800-1000		10HRS	10HRS
3	A.B	[redacted]	0800-1200 2000-2400	1300-1500	0800-1200 2000-2400	1300-1500		10HRS	10HRS
4	A.B	[redacted]	0000-0400 1200-1600	1000-1200	0000-0400 1200-1600	1000-1200		10HRS	10HRS
5	O.S	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
6	OLR	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
7	Wpr	[redacted]		0730-1200 1300-1830		0730-1200 1300-1830		10HRS	10HRS
8	Ch. Cook	[redacted]		0630-1200 1500-1830		0630-1200 1500-1830		10HRS	10HRS
9	Steward	[redacted]		0630-1200 1500-1830		0630-1200 1500-1830		10HRS	10HRS

01/Aug/2007

Signature Of Master [redacted]

M.V. ALAM PINTAR
SINGAPORE
OFF. NO : 391633
GRT : 46,952
NRT : 26,950
KW : 10,300

Annex 2

DSC Alerts broadcast by “Cross Jobourg” and vessels in the vicinity

Télécommande 1 : Simplex F3E/G3E
Télécommande 2 : Pas de renseignement
Canal : 16

20/12/2009 19:28:51 EMISSION D'UN RELAIS DE DETRESSE
CROSS JOBOURG

Site : JOBOURG
Zone de responsabilité : CROSS JOBOURG
Appel à : Tous les navires
Navire en relais : 002275200
Navire en détresse : Non communiqué
Nature de la détresse : Détresse non spécifiée
Coordonnées : 49°55 N 001°40 O
Heure de relevé : 19 h 24 mn
Type de communication : Canal 16 - Simplex F3E/G3E

20/12/2009 19:27:58 RECEPTION D'UNE ANNONCE DE SECURITE
CROSS JOBOURG

Site : GRANVILLE Qualité = 100%
Site : GATTEVILLE Qualité = 100%
Site : ROCHES DOUVRES Qualité = 100%
Appel à : Tous les navires
Emetteur : 002275200
Télécommande 1 : Simplex F3E/G3E
Télécommande 2 : Pas de renseignement
Canal : 16

20/12/2009 19:43:26 EMISSION D'UN RELAIS DE DETRESSE
CROSS JOBOURG

Site : JOBOURG
Zone de responsabilité : CROSS JOBOURG
Appel à : Tous les navires
Navire en relais : 002275200
Navire en détresse : Non communiqué
Nature de la détresse : ?
Coordonnées : 49°58 N 001°53 O
Heure de relevé : 19 h 40 mn
Type de communication : Canal 16 - Simplex F3E/G3E

20/12/2009 19:50:36 EMISSION D'UN RELAIS DE DETRESSE
CROSS JOBOURG

Site : JOBOURG
Zone de responsabilité : Non communiquée
Appel à : Tous les navires
Navire en relais : 002275200
Navire en détresse : Non communiqué
Nature de la détresse : Détresse non spécifiée
Coordonnées : Non communiquées
Heure de relevé : Non communiquée
Type de communication : Canal 16 - Simplex F3E/G3E

20/12/2009 21:31:57 EMISSION D'UN APPEL DE ROUTINE
CROSS JOBOURG

Site : GATTEVILLE
Appel individuel à : 002275200
Emetteur : 002275200
Télécommande 1 : Pas de renseignement
Télécommande 2 : Pas de renseignement
Fréquences / canal : Non communiquées

20/12/2009 21:31:58 RECEPTION D'UN APPEL DE ROUTINE
CROSS JOBOURG

The vessel received DSC from the shore station (Jobourg Radio) stating the following:

1. *Dec 20/09 19:27*
Distress relay all
From: 002275200
ID in dist: no info
TCmd: distress relay
Nature: undesignated
Pos: 49deg55'N 001deg 40'W
At: 19:24 simp tp

2. *Dec 20/09 19:42*
Distress relay all
From: 002275200
ID in dist: no info
TCmd: distress relay
Nature: EPIRB
Pos: 49deg58'N 001deg 53'W
At: 19:40 simp tp

3. *Dec 20/09 19:49*
Distress relay all
From: 002275200
ID in dist: no info
TCmd: distress relay
Nature: undersigned
Pos: no info
At: no info

Annex 3

Extract from Fleet Instruction Manual detailing watch manning levels and defining watch conditions

The importance of squat has been growing during the last decade due to the increase in vessel's size and speed and is directly linked with the safety of navigation therefore all navigators should give this phenomenon the attention required.

6.17 UNDERWAY BRIDGE WATCHES

6.17.1 This section describes how underway Bridge Watches shall be manned, and the duties of Officer of the Watch (OOW) and crewmembers involved for each different Bridge Watch condition. The Pilot shall not be considered as part of the vessel's complement and shall not assume any of the Bridge Watch organisational positions.

6.17.2 When a vessel is underway, one of the following four Bridge Watch condition shall apply.

Primary Conditions	**Bridge Watch**
Open Waters:	
Clear weather, little or no traffic (Daylight Only)	I
Clear weather, higher density traffic	II
Restricted visibility, little or no traffic	II or III
Restricted visibility, higher density traffic	III or IV
Restricted Waters (Limited Manoeuvring Room):	
Clear weather, little or no traffic	I or II
Clear weather, higher density traffic	II or III
Restricted visibility, little or no traffic	II or III
Restricted visibility, higher density traffic	III or IV
Entering or Leaving Port:	
Clear weather; little or no traffic	III or IV
Clear weather, higher density traffic	III or IV
Restricted visibility, little or no traffic	III or IV
Restricted visibility, higher density traffic	III or IV
At Any Time When the Following Conditions Exist:	
High navigational intensity plus collision avoidance	III or IV

6.17.3 Bridge Watch I

This watch has one OOW on the Bridge with lookout/helmsman readily available. With respect to time of the day, Bridge Watch I is applicable in daytime only (from sunrise to sunset).

This watch condition shall only be followed after the situation has been carefully assessed on each occasion and it has been established without doubt that it is safe to do so. Full account shall be taken of all relevant factors including but not limited to the state of weather, conditions of visibility, traffic density, proximity of navigational hazards and if navigating in or near a traffic separation scheme.

When the OOW is acting as the sole lookout, he must not hesitate to summon assistance to the bridge whenever he requires. Chart correction, paperwork or any such job shall not be undertaken by the OOW during such time.

The OMO alarm (if available) is to be kept operational whenever the OOW is acting as the sole lookout.

6.17.4 Bridge Watch II

This watch has one OOW with lookout/helmsman available on bridge.

6.17.5 Bridge Watch III

This watch requires two Deck Watch Officers on the Bridge. Though one officer is usually the Master, under special circumstances the Master may delegate authority to another Watch Officer.

6.17.6 Bridge Watch IV

This watch requires three Watch Officers on the Bridge. The senior officer is always the Master and takes the conn. This watch is the most critical and demanding and calls for the most rigorous attention to priorities.

6.17.7 At the end of every Bridge Watch, the OOW shall record down the bridge watch level maintained during his bridge watch period in the log book, *i.e.* 0800 – 1200: BW II maintained.

All bridge watch levels are to be recorded when there are more than one bridge watch level being maintained during the watch period, *i.e.* 1200 – 1300: BW II maintained. 1300 – 1600: BW III maintained.

Email to masters - use of 4th Officer

From: [redacted]
Sent: 25 December 2009 02:07
To: [redacted]
Subject: Reminder - Training Program for Jr Officers

To: Master and Chief Engineer, all vessels
Fm: Crew Dept
25/12/09

Further to our email below which is reproduced for easy reference, all Masters and Chief Engineers are reminded that 4/O and 5/E are not allowed to keep an independent watch at sea when they are provided onboard.

4/O and 5/E are to assist a qualified OOW and EOW respectively for watchkeeping at sea and their performance appraised for suitability to keep an independent watch before making recommendation on their promotion to Crew Dept.

Please be guided accordingly.

Please acknowledge receipt on your understanding and compliance.

May I take this opportunity to wish you, your crew and family a Merry Christmas and a Happy New Year. May you have a safe and pleasant voyage always.

Best regards
[redacted]
PACC Ship Managers
Email: [redacted]
Tel: [redacted]

==========
==========
TO :ALL MASTER
CC :PACC BEIJING/PACC JAKARTA/PACC MANILA
CC :PACC SINGAPORE/PACCSHIP UK
FM :PPSB/FPS
DD :22.01.2008

GOOD DAY CAPT,

PLS FIND BELOW ATTACHED TRAINING PROGRAM FOR 4/OFF AND 5/ENG.

RGDS

Annex 5

PACCShip Cadet Training Programme

PACCSHIP CADET TRAINING PROGRAMME

Introduction
The company has been training cadets for many years and would like to further strengthen this training to ensure that our future officers are well qualified and competent to take responsibility on our ships. Due to the reduction of the cadet's shipboard training period to between 6 months and 12 months, it is imperative that our cadets are properly guided to maximise their training while onboard.

Purpose
This programme is intended to provide training guidelines to our trainers (officers) and the trainees (cadets) in order to provide a good foundation to our cadets and eventually produce the right quality of officers in our fleet.

Officers' responsibility
The Master and Chief Engineer are overall responsible for the training of the Deck and Engine cadets respectively. They will indicate their satisfaction to the training of the cadet prior to them signing off and sign in the form provided and forward to PPSB-Crew Dept. The cadet should keep a copy for reference.

The Chief Officer and Second Engineer are directly responsible for their cadets' training programme, discipline and conduct while onboard.

Other officers, when the cadets are directly reporting to them such as during watchkeeping, will be responsible for ensuring that the cadets comply with the operating procedures, learn and understand the theoretical and practical aspects of all shipboard operations under their charge, and are capable of working independently for tasks assigned efficiently.

Cadets' responsibility
The cadets are responsible for the completion of their training assignment and Cadets' Training and Assessment Record Book issued by their respective Training Institute or Examination authority.

All cadets are required to conduct themselves in a professional and officer-like manner. Below are some of the guidelines:

- Wearing of proper uniform at the appropriate times
- Be respectful to all officers and petty officers, and courteous to fellow ship staff and visitors
- Exercise good etiquette and self discipline such as good behaviour, mannerism, punctuality, ethics and complying with the procedures given in our safety management system
- Seeking permission from Chief Officer or Second Engineer before going for shore liberty

Training Programme
In order to provide a balanced training programme between exposure to day work, watchkeeping, maintenance and safe operations during the shipboard training period, below is a guide for Officers to implement. The Master and Chief Engineer will ensure that while implementing the training programme, due consideration must be given to the vessel's trading pattern, type of shipboard operations, manpower, safety, experience and adaptability of the cadet.

Training period onboard
Ideally, cadets should be given opportunity to be trained on different type of ships. However, in view of the shorter seatime and the need for cadets to return to college within a limited window period to continue with their post academic training and examination, the company has decided that all cadets will complete their seatime of 6 months or 12 months onboard one ship. For cadets who require longer seatime of more than 12 months, the company will consider to assign them to a different ship after 12 months.

[redacted]
Sr Manager, Crew Dept

DECK Cadets with 12 months seatime. Cadets with other seatime requirements should be adjusted accordingly.

Cadet's name: _____ Ship's name: _____ From:_____ to _____

Period o/b	Suggested Training Programme	Remarks by Master or C/E
Phase 1 1st – 4th month	- Day work under instructions from C/O - Familiarise with the ship's location, safety requirements, emergency and mustering duties - Take sounding of Ballast tanks, Fresh water tanks and cofferdams - Maintenance – washing and cleaning Decks and accommodations - Maintenance – derusting, surface preparations and painting - Maintenance – greasing, oiling and checking of machinery and equipment - Assist in Cargo hold/tank cleaning and preparation - Assist in ballasting, deballasting, pumping out bilges, taking fresh water - Know the correct operation, checking and usage of safety and deck equipment and its maintenance. The securing method of rigging bosun chair, staging, and etc. - Know the type of ropes and its usage, characteristic, storage and strength calculation. - Learn various types of knots and its usage including splicing for various types of rope and wire ropes. - Learn various type of blocks and it usage including calculation of stress. - Know and assist the Garbage Management onboard - Moorings – priming and starting of windlasses and winches - Moorings – participate in forward and aft stations and handling of tug lines, various types of stoppers and safe method to use them. - Anchoring – participate in anchor stations and forward lookout duties - Assist in rigging of Pilot ladder and accommodation ladder - Assist in Bond Stores issuance and records - Assist in C/O paper work for cargo, maintenance, inventory, surveys and crew management - Learn how to steer the vessel and obtain the Steering Certificate	
Phase 2 5th – 8th month	- Assigned to 8-12 watch - Assist in keeping night watch and day watch in restricted visibility, heavy weather or congested waters - Knowledge of operation and usage of all bridge equipment - Assist in keeping anchor watch as required - Know how to calculate compass error using various methods, acquire vessel's position using terrestrial and celestial bodies - Assist in Passage Planning - Assist in the continuous monitoring the vessel's position and plotting on the navigation chart - Assist in hand steering under pilotage and Master - Cargo watch – assigned to assist in keeping cargo watch under guidance of officer - Assist in making entries in the Port and Ship's log book - Assist in maintenance of LSA and FFA equipment - Assist in preparing the Muster List and Safety Orientation checklist - Assist in correcting nautical publications such as List of Lights and Fog Signals and List of Radio Signals - Assist in maintenance of flags and fog signals - Assist in preparing for surveys especially Safety Equipment - Assist in preparing an officer's handing over report - Continue with some or all of the operations and training listed in Phase 1	

Phase 3 9th – 12th month	- Assigned to 12-4 watch - Assist in keeping night watch and day watch in restricted visibility, heavy weather or congested waters - Assist in keeping anchor watch as required - Cargo watch – assigned to assist in keeping cargo watch under guidance of officer - Assist in engine room for daily maintenance operations including watch keeping and standby stations for at least two weeks - Understudy the officer in charge of navigation - Assist in correcting charts and nautical publications - Assist in preparing voyage planning and laying of courses on charts. Planning including referral of Nautical Publications eg. Respective Pilot book, Ocean passage etc - Assist in calculating vessel's ETA, completing noon register and voyage log - Assist in the maintenance of all bridge equipment under the charge of the officer including its records - Assist in making entries in the Port and Ship's log book - Assist in maintaining the Medical Chest including inventory, records and renewing Medical Chest certificate of various registry - Acquire proficiency in the use of manufacturers' and shipboard operating manuals - Assist in the inventory and updating of the company's safety management system manuals and mandatory shipboard publications - Assist in the signing on/off of crew and completing of Crew Articles for various registry - Assist in the requirements of port clearance with immigration and customs - Continue with some or all of the operations and training listed in Phase 1 and 2 - Complete all the tasks and assignments given in the Cadet's Training and Assessment Record Book	

Above training completed satisfactorily and verified by the under-mentioned officers prior to the cadet signing-off. The Original is to be sent to PPSB-Crew Department.

Chief Officer	Date	Master	Date

Annex 6

Certificate of Competence for the 4th Officer

1

1193320

中华人民共和国海船船员适任证书
CERTIFICATE OF COMPETENCY FOR SEAFARERS OF THE PEOPLE'S REPUBLIC OF CHINA

根据 1995 年修正的《1978 年海员培训、发证和值班标准国际公约》签发

CERTIFICATE ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

证书编号 Certificate No. JDA114200906705

2

中华人民共和国政府证明 白全

按照经修正的上述公约的规则 II/1 ,IV/2

的规定完全合格，有资格履行规定级别的下列职能，但受载明的任何限制的制约。本证书的有效期至 2014年09月10日 止。

The Government of the People's Republic of China certifies that [redacted] has been found duly qualified in accordance with the provisions of regulation II/1 ,IV/2 of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until September 10,2014 :

持证人签名 Signature of the holder: [redacted]

证书编号 Certificate No. [redacted]

持证人出生日期 [redacted] 持证人出生地点 中国 重庆

Date of birth [redacted] Place of birth Chongqing,China

授权的签发机关 中华人民共和国天津海事局

Issuing Office Tianjin Maritime Safety Administration, The People's Republic of China

签发日期 2009年09月10日 Issued on September 10,2009

正式授权的官员签名 Signature of duly authorized official: [redacted]

(公 章)

(Official Seal)

正式授权的官员的姓名 Name of duly authorized official:

任向宇 [redacted]

证书编号 Certificate No. [redacted]

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)
Navigation	Operation	All items are same as those described in page 8 of this certificate
Cargo handling and stowage	Operation	All items are same as those described in page 8 of this certificate
Controlling the operation of the ship and care for persons on board	Operation	All items are same as those described in page 8 of this certificate
Radiocommunications	Operation	All items are same as those described in page 8 of this certificate

The lawful holder of this certificate may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Third Mate on ships of 3,000GT or more	Not valid for service in tankers and passenger/ro-ro passenger ships and dynamically supported and high-speed craft
GMDSS General Operator	

CERTIFICATE OF ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of Singapore certifies that Certificate No. [redacted] issued to [redacted] by or on behalf of the Government of CHINA is duly recognised in accordance with the provisions of regulation I/10 of the above Convention, as amended in 1995(STCW 95). The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements, subject to any limitations indicated until 10 SEPTEMBER 2014.

CAPACITY	LIMITATIONS
THIRD MATE	As depicted in his Certificate of Competency

Certificate of Endorsement No. [redacted] issued on 14 OCTOBER 2009.

MERCANTILE MARINE OFFICE SINGAPORE

[redacted] (MDM)
for Director of Marine
Maritime and Port Authority of Singapore

PARTICULARS OF HOLDER

Date of Birth : [redacted]

Signature of Holder

Note:
(1) The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 9 of the Convention while serving onboard a Singapore registered ship.
(2) Any person finding this document must send it to the Director of Marine, Maritime and Port Authority of Singapore, #21 Storey PSA Building, 460 Alexandra Road, Singapore 119963.

Annex 7

Extracts from COLREGS - Rules 3, 5, 7, 8, 13, 16, 17, 26 and 34

Extracts from relevant COLREGS - Rules 3,5,7,8,13,17,26 and 34

Rule 3

General Definitions

(d) The term 'vessel engaged in fishing' means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.

Rule 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Rule 7

Risk of collision
(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;

(ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8

Action to avoid collision
(a) Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel

is finally past and clear.

(e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

(f) (i) A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.
(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this Part.
(iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this Part when the two vessels are approaching one another so as to involve risk of collision.

Rule 13

Overtaking

(a) Notwithstanding anything contained in the Rules of Part B, Sections I and II any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Rule 16

Action by give-way vessel
Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17

Action by Stand-on Vessel

(a) (i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.

(ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation in accordance with sub-paragraph (a) (ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

Rule 26

Fishing Vessels

(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit:

(i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other ;

(ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres in length shall not be obliged to exhibit such a light but may do so;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(c) A vessel engaged in fishing, other than trawling, shall exhibit:

(i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other;

(ii) when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(d) The additional signals described in Annex II to these Regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing.

(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

Rule 34

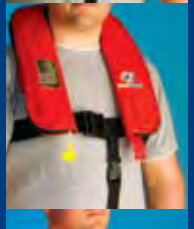
Manoeuvring and Warning Signals

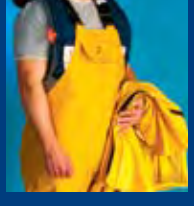
(d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

Annex 8

RNLI Lifejacket Study - Potting section

Potting





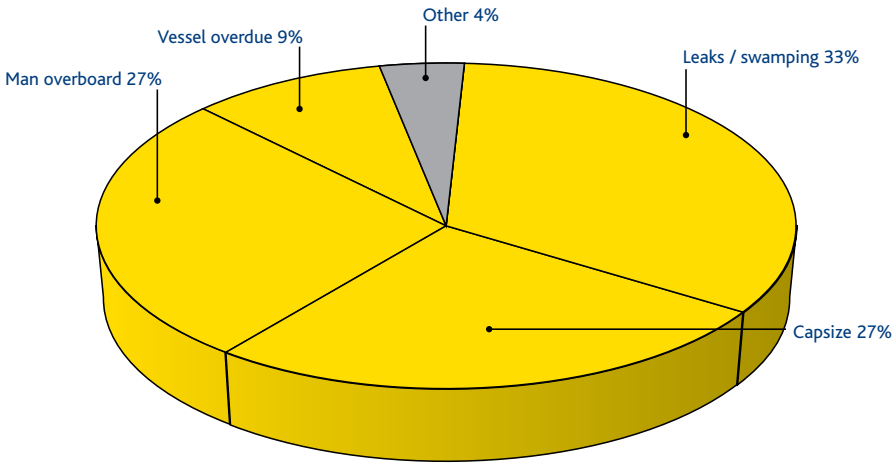
Which lifejacket for you?

'I won't go to sea without a lifejacket again'

Tommy Yule, Skipper, Arbroath

Lifeboats

Lives lost from fishing vessels 1997 to 2006 (RNLI statistics)



- 96% of fishing deaths end up with the crew in the sea, so wearing a lifejacket can make the difference between life and death.
- Over the last two years, over 120 fishermen have volunteered to wear a range of lifejackets and buoyancy aids while working on deck and have helped us to assess the strengths and weaknesses in terms of comfort and durability. As a direct result of taking part in the trial, **the fishermen involved that now wear lifejackets all or most of the time has risen by 900%** – a sure sign that they have now found a lifejacket that is suitable for their work.
- This leaflet provides you with vital information (based on the opinions of other fishermen) to help you to make a decision on which lifejacket is right for you.

New standards for buoyancy aids and lifejackets

ISO, the International Standards Organisation, has just published new international standards for buoyancy aids and lifejackets. The EN marked buoyancy aids and lifejackets are still fine provided they are 'in-date', correctly serviced and have not reached the end of their useful life. But when replacing kit you will soon find you are looking at ISO marked equipment.

A summary of the new buoyancy categories is shown below:

Level 50

For competent swimmers near a bank or shore, or with help close to hand. Minimal bulk, but limited use in disturbed water. Cannot be expected to keep the user safe for a long period of time. Insufficient buoyancy to protect those unable to help themselves. Requires active participation by the user and is unlikely to turn a person from a face-down position in the water.

Level 100

Recommended for those in sheltered and calm water. It may not have sufficient buoyancy to protect a person who is unable to help themselves and may not roll an unconscious person on to their back, particularly if they are wearing heavy clothing.

Level 150

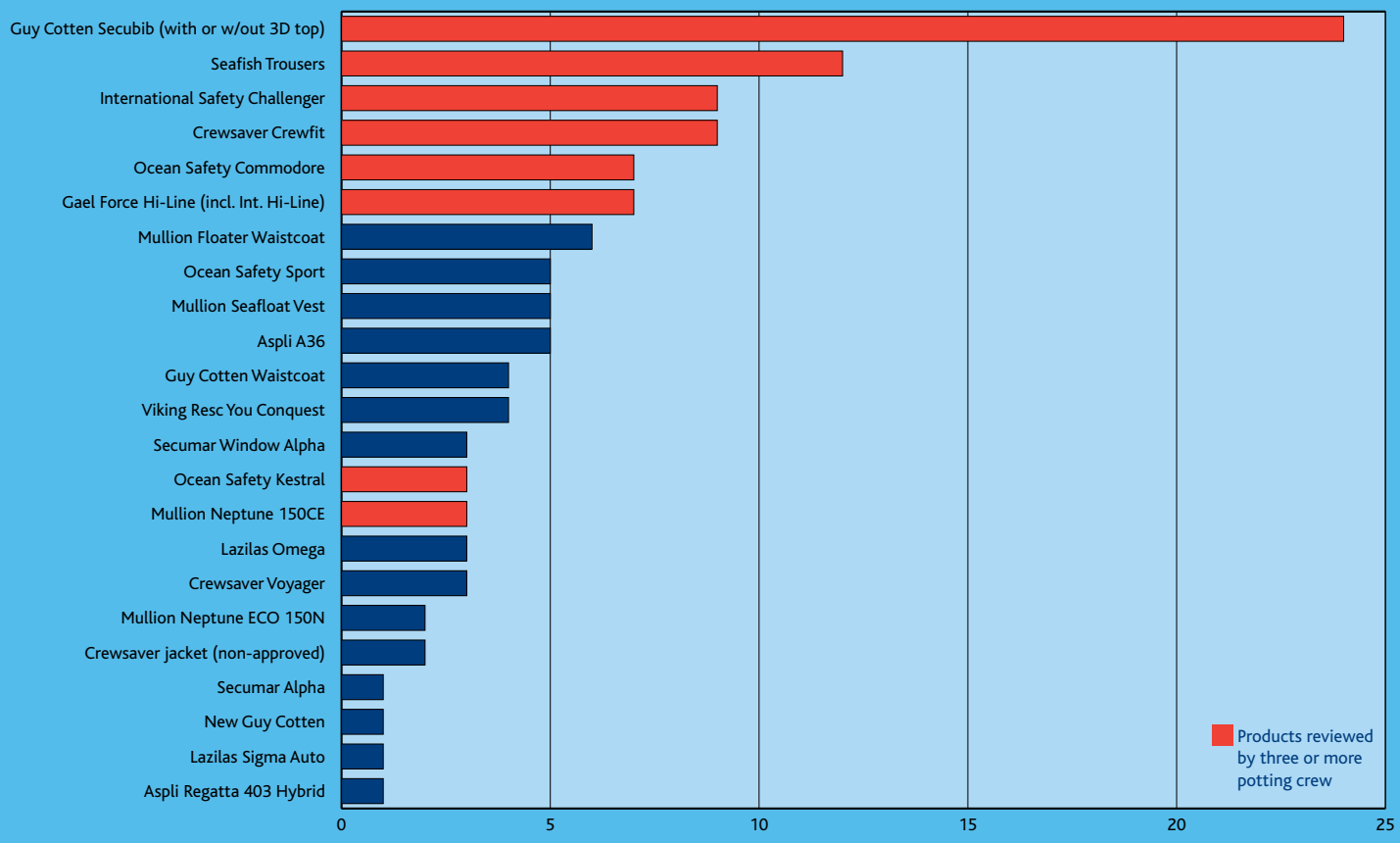
For general offshore and rough weather use. Will turn an unconscious person into a safe position and requires no subsequent action by the user to maintain this position.

Level 275

Primarily for offshore use and by people carrying significant weights, and thus requiring additional buoyancy. Also for those wearing clothing which traps air and which may adversely affect the self-righting capacity of the lifejacket. Designed to ensure the user floats with mouth and nose clear of the surface.

The eight most popular lifejackets for potting

Number of fishermen on the trial initially choosing product



Scores: average comfort when working (10 = high)

Gael Force Hi-Line (incl. International Hi-Line)

8

Guy Cotten Secubib (with or w/out 3D top)

7.9

Ocean Safety Commodore*

7.3

Mullion Neptune 150CE

7

Ocean Safety Kestral*

6.7

Seafish Trousers

6.6

International Safety Challenger

6.3

Crewsaver Crewfit*

5.7

Full results for each product can be requested from the RNLI Fishing Safety Team.

*results shown are over a shorter average period of time

RNLI Lifeboats

Results by type of fishing – potting (including crabbing and creels)

Number in trial:	62 (50% of overall trial)
Regional split:	Scotland 47%; South West 53%
Role:	skipper 76%; crew 14%
Average trip frequency (per month):	20
Average trip duration (hours or days):	9 hours
Pre-trial use of lifejackets whilst fishing:	none 71%; rarely/very rarely 5%; occasionally 23%; yes, when working alone 1%
Number of different products tried:	19

Product	**First review** number of testers	Average comfort when WORKING (10 = high)	Average comfort when WEARING (10 = high)	Average DURABILITY (10 = as new)	After (average number of months)	**Second review** number of testers	Average comfort when WORKING (10 = high)	Average comfort when WEARING (10 = high)	Average DURABILITY (10 = as new)	After (average number of months)
Guy Cotten Secubib (with or w/out 3D top)	12	7.5	7.4	8	6	8	7.9	8.4	6.1	14.5
Seafish trousers	8	6.1	7.9	8.3	5	5	6.6	7	4.2	15
Gael Force Hi-Line (incl. International Hi-Line)	6	7.5	7.8	8.3	6	3	8	8.7	8.7	12
International Safety Challenger	6	6.2	6.7	8.5	3.5	4	6.3	6.7	7.7	10
Ocean Safety Commodore	4	7.3	7.3	7.8	8.5	2	6	7.5	7.5	8.5
Mullion Neptune 150CE	3	6.7	6	8.3	3	3	7	7.5	7	12
Ocean Safety Kestral	3	6.7	7.3	7.3	4	0				
Crewsaver Crewfit	3	5.7	7.3	9.3	4	1	4	3		10
Crewsaver jacket (non approved)	2	8.5	8.5	9	1.5	2	4.5	5.5	7.5	12
Mullion Floater Waistcoat	2	8	8	8.5	3	2	6	6	7.5	14
Mullion Neptune ECO 150N	2	6.5	6.5	7.5	3.5	2	7.5	7.5	7	12
Aspli A36	2	4	7	8	6	1	8	8	7	16.5
Crewsaver Voyager	1	8	8	10	6.5	0				
Viking Resc You Conquest	1	8	8	8	2	1	8	7	6	7
Guy Cotten Waistcoat	1	7	9	10	2	1	5	7	6	5.5
Mullion Seafloat Vest	1	7	7	7	17	0				
Ocean Safety Sport	1	7	7	9	2	0				
Lazilas Omega	1	1	6	7	6	0				

Full results for each product can be requested from the RNLI Fishing Safety Team.

Our thanks to the lifejacket manufacturers who helped us with this project

Crewsaver
Mumby Road
Gosport Hampshire
PO12 1AQ
02392 528621
sales@crewsaver.co.uk
• *Crewsaver Crewfit*

International Safety Products Ltd
Orrell Mount
159 Hawthorne Road
Bootle Merseyside
L20 6JU
0151 922 2202
sales@ispl.co.uk
• *International Safety Challenger*

Aspli Safety Ltd
209/211 Hunslet Road
Leeds LS10 1PF
0113 2461550
sales@aspli.com
• *Aspli A36*

Ocean Safety Ltd
Saxon Wharf
Lower York Street
Southampton SO 14 5QF
023 8072 0800
mail@oceansafety.com
• *Ocean Safety Commodore*
• *Ocean Safety Sport*

Gael Force Marine
136 Anderson Street
Inverness Scotland
IV3 8HD
01463 229400
• *Gael Force Hi-Line*

Mullion Manufacturing Ltd
South Park Industrial Estate
44 North Farm Road
Scunthorpe Lincolnshire
DN17 2AY
01724 280077
mullion@sioen.com
• *Mullion Floater Waistcoat*
• *Mullion Seafloat Vest*

Guy Cotten
Unit 1 Heathlands Road
Industrial Estate
Station Road Liskeard
Cornwall PL14 4DH
01579 347115
• *Guy Cotten Secubib*
• *Guy Cotten Waistcoat*
• *Seafish trousers*

For further information, call the Fishing Safety Team on 01202 663142.

SEAFISH

Lifeboats

Royal National Lifeboat Institution
West Quay Road, Poole, Dorset BH15 1HZ
rnli.org.uk

Annex 9

PACCShip Training guide for 4th Officer

PACCSHIP JUNIOR OFFICERS ONBOARD TRAINING PROGRAMME FOR 4/O AND 5/E

Introduction and purpose
As part of the long term planning for our officers' retention and sustenance, the company has embarked on training of cadets since the 1980s. The good foresight of the management has allowed our organisation to have a constant supply of officers despite the shortage of officers globally at the present times.

The effort of the company's training plan is only good and effective if the cadets and officers take interest in the training programme assigned to them. The need for continual training from cadet to officer and after becoming officer is of paramount importance in grooming an officer.

It is for this reason that we are providing guidelines for junior officers who have just obtained their Certificate of Competency as a qualified watchkeeping officer. The management understands that the reduction of seatime on cadets training over the years may have some impact on the confidence of a fresh officer. To assist these officers to be confident and capable to discharge their duties and responsibilities effectively, it is prudent for a fresh officer to spend sometime as a junior officer (4/O or 5/E). To ensure that the period of a junior officer is not wasted but fully utilised to acquire the required skills and competence, we have provided a training guide to assist these officers in preparing them for eventual independent watchkeepers.

The period and capability to be an independent officer greatly depend on the junior officers' interest and ability, and the guidance of their fellow officers and senior officers.

Officers' responsibility
The Master and Chief Engineer are fully responsible for the training and assessment of junior officers under their charge. They will assess the junior officer's competence on the areas of training as provided in the attached Training Guide. Upon completion of the training, they will make a recommendation to FPS as per the instructions given in the attached Training Guide if the junior officer concern can be promoted to 3/O or 4/E and able to keep an independent watch.

If the Master and C/E are not satisfied with the progress and competence of the junior officer, they are at liberty to extend the training period.

We urge Master, C/E and other experienced officers onboard to assist and guide the junior officers in their career progression. The ability and competence of the junior officers and eventual officers will also help the shipboard management in discharging a safe operation onboard. Their gain will also be your gain.

Junior officers responsibility
All junior officers are expected to take a keen interest in learning the duties and responsibility of a watchkeeping officer. They shall seek the assistance and guidance of their superiors whenever possible to complete their training programme. They shall report to the Master or C/E on their progress on a regular basis. As qualified officers, junior officers should not expect to be 'spoon-fed' but to take initiative and responsibility becoming of an officer.

Please be guide accordingly.

Yours truly

Capt [redacted]
Sr Manager
Crew Dept

PACCSHIP TRAINING GUIDE FOR FOURTH OFFICER

Rank: _____ Name : _____ Vessel: _____ Date join : _____

Instructions

1) All 4/O are to double up with a qualified OOW for sea watches and his performance appraised by the Master before being allowed to keep an independent watch at sea.
2) During the understudy period, the Master should rotate him with the various OOW to gain experience on watchkeeping duties at sea.
3) 4/O shall also assist the watchkeeper that he is assigned to, the additional duties such as chart corrections, passage planning, cargo operations, etc.
4) Below is the recommended training program during the understudy period.
5) 4/O shall maintain a training book to record all the training carried out and verified monthly by the Master.
6) Masters may use their discretion to modify the training program according to the availability of the resources onboard at that time.
7) Masters shall monitor their competence and to report to FPS-PPSB on a monthly basis, and make recommendation on their ability to keep an independent watch at sea upon completion of their understudy period. Masters may extend the period of training if deem appropriate.

PERIOD O/B	TRAINING PROGRAMME	REMARKS
1st month	- double up with OOW on 8-12 watch at Sea - know the passage plan for the voyage - familiarization and understanding of ROR and Buoyage system - know the Master's standing instructions - assist in correction and maintenance of nautical publications - know the operations and testing requirements of all navigation equipment - know the Vessel Operating Procedures and Bridge & Navigating Procedures given in the Safety Management Manual for Tankers or Non-Tankers - know the requirements of Cargo Operations given in the Fleet Instruction Manual or Safety Management Manual for Tanker - assist or maintain a Watch at Anchor and in Port	
2nd month	- double up with OOW on 12-4 watch at Sea - know the passage plan for the voyage - familiarization and understanding of ROR and Buoyage system - know the Master's standing instructions - assist in correction and maintenance of nautical charts and publications - assist in completing noon register & Log Abstract or Charterer's Log - assist in the maintenance of the medical locker and medical requirements - assist in updating company's circulars and filing system - know the Vessel Operating Procedures and Bridge & Navigating Procedures given in the Safety Management Manual for Tankers or Non-Tankers - know the requirements of Cargo Operations given in the Fleet Instruction Manual or Safety Management Manual for Tanker - assist or maintain a Watch at Anchor and in Port	
3rd month	- double up with OOW on 4-8 watch at Sea - know the passage plan for the voyage - familiarization and understanding of ROR and Buoyage system - know the Master's standing instructions - assist in maintenance of LSA and FFA - assist in preparing the Muster List - assist in the maintenance of nautical publications - assist in the maintenance of flags and Shapes/Signals for ROR - know the Vessel Operating Procedures and Bridge & Navigating Procedures given in the Safety Management Manual for Tankers or Non-Tankers - know the requirements of Cargo Operations given in the Fleet Instruction Manual or Safety Management Manual for Tanker - assist or maintain a Watch at Anchor and in Port	

I confirm that the above officer has completed the training and is competent to maintain an independent watch and may be promoted to 3/O.

_____ _____ _____

Master's Name Signature Date

Note: This signed copy to be sent to FPS-PPSB.

Annex 10

Port State Inspection on Hamburg arrivals

Paris MOU
On Port State Control

FORM A/1

REPORT OF INSPECTION IN ACCORDANCE WITH THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL *)

See-Berufsgenossenschaft
Schiffssicherheitsabteilung
Reimerstwiete 2
+49 40 36 13 72 14
+49 40 36 13 72 95

copy to : master
head office
PSCO
if ship is detained, copy to :
flag state
recognized organization, if applicable

SHIP PARTICULARS

1. Name of ship	ALAM PINTAR	**2. Flag of ship**	Singapore
3. Type of ship	Bulk carrier	**4. Call sign**	9VBK4
5. IMO number	9296858	**6. Gross tonnage**	46982
7. Keel date	2004	**8. Dead Weigt**	0

9a. Classification society(ies) responsible for issuance of class certificates :
Lloyd's Register (LR)

9b. Classification society(ies) responsible for issuance of certificates on behalf of the flag State :
Lloyd's Register (LR)
American Bureau of Shipping (ABS)

10.Full particulars of company **(identical to particulars as in the ISM DoC)**)**
1968440 - PACCship UK Ltd, United Kingdom

11. Name & address of charterer : **(Only ships carrying liquid or solid cargoes in bulk, pref. 1st charterer record.)**
Voyage charterer Arcelormittal, , Quebec, Canada

12. name and signature of master to certify that the information under 11 is correct :

name : ..... **signature** .....

INSPECTION PARTICULARS***)

13. Date of first boarding	23-12-2009	**13b. Date of final report**	23-12-2009
14. Place of inspection	HAMBURG		

15. If Vessel is detained : Date of issue of detention notice

16. Type of inspection : More detailed inspection

17. Operational controls :
- Communication equipment

- Emergency generator

- Emergency steering

This report must be retained on board for a period of two years and must be available for consultation by Port State Control at all times.

*) This inspection report has been issued solely for the purpose of informing the master and other port States that an inspection by the port State, mentioned in the heading, has taken place.
This inspection report cannot be construed as a seaworthiness certificate in excess of the certificates the ship is required to carry.
**) Non-ISM ships: Master to supply and sign under 12. for correct full particulars of company
***) Masters, Shipowners and/or Operators are advised that detailed information on the inspection may be subject to publication (www.parismou.org).

Paris MOU
On Port State Control

FORM B/1

REPORT OF INSPECTION IN ACCORDANCE WITH THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL *)

See-Berufsgenossenschaft
Schiffssicherheitsabteilung
Reimerstwiete 2
+49 40 36 13 72 14
+49 40 36 13 72 95

copy to : master
head office
PSCO
if ship is detained, copy to :
flag state
recognized organization, if applicable

1. name of ship	ALAM PINTAR	**2. Imo number**	9296858
3. Date of final report	23-12-2009	**4. Place of inspection**	Hamburg

DEFICIENCIES FOUND AND FOLLOW UP ACTIONS *)**

Group deficiencies	MARPOL annex V
Defective item 1)	Garbage record book - Incorrect -
Convention reference 2)	M73/78-37 ANV/R9.3,4,5
Action taken	Not detainable, Before departure
Additionnal comments	In the GRB under incineration recorded burn off of sludge and waste oil.

Group deficiencies	MARPOL annex V
Defective item 1)	Garbage management plan - Not as required -
Convention reference 2)	M73/78-37 ANV/R9.2
Action taken	Not detainable, Before departure
Additionnal comments	Garbage drums to be located according GMP on only one place on poopdeck (5 to 6 durms)and secured by safe lashing.

Group deficiencies	MARPOL annex V
Defective item 1)	Other MARPOL Annex V - Other -
Convention reference 2)	NO REF.
Action taken	Not detainable, Before departure
Additionnal comments	Found a amount of garbage in Deckstore, all garbege to mbe disposed in Hamburg.

Group deficiencies	Safety of navigation
Defective item 1)	Charts - Not up to date -
Convention reference 2)	S74-23/CV/R19.2.1.4,.5,R27
Action taken	Not detainable, Before departure
Additionnal comments	found charts used for the voyage from Canada to Hamburg not corrected upto the last available N.t.M. 45.

Group deficiencies	Safety of navigation
Defective item 1)	Navigation records - Not as required -
Convention reference 2)	S74-23/CV/R28
Action taken	Not detainable, Before departure
Additionnal comments	In the Bridge Logbook the names of watchkeeping ratings not mentioned.

***) Masters, Shipowners and/or Operators are advised that detailed information on the inspection may be subject to publication (www.parismou.org)

1) This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommanded that a full survey is carried o and all deficiencies are rectified before an application for re-inspection is made.

2) To be completed in event of a detention.(for non-convention ships <500 GT for reference only)

Annex 11

IMO Recommendation on watchkeeping

RESOLUTION A.285(VIII)
Adopted on 20 November 1973

RECOMMENDATION ON BASIC PRINCIPLES AND OPERATIONAL GUIDANCE RELATING TO NAVIGATIONAL WATCHKEEPING

THE ASSEMBLY,

NOTING that Council at its twenty-fifth session decided that urgent consideration should be given to the question of training requirements and the principles relating to the keeping of a navigational watch,

TAKING INTO ACCOUNT the contents of Recommendation 39 adopted by the International Conference on Safety of Life at Sea, 1960,

RECOGNIZING the complexity of the problem and the urgent need to deal with it in a manner which should lead to its early and most effective solution,

HAVING EXAMINED AND APPROVED the Reports of the twenty-seventh and twenty-eighth sessions of the Maritime Safety Committee,

RESOLVES to recommend to Member Governments that they implement as soon as practicable the measures contained in Annexes A and B to this Recommendation.

ANNEX A

BASIC PRINCIPLES TO BE OBSERVED IN KEEPING A NAVIGATIONAL WATCH

Member Governments shall direct the attention of shipowners, masters and watchkeeping personnel to the following principles which shall be observed to ensure that a safe navigational watch is maintained.

(a) The master of every ship is bound to ensure that the watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under his general direction, the officers of the watch are responsible for navigating the ship safely during their periods of duty when they will be particularly concerned to avoid collision and stranding.

(b) The basic principles including but not limited to the following shall be taken into account by all ships:

(i) Watch arrangements

The composition of the watch, including the requirement for look-out(s), shaft at all times be adequate and appropriate to the prevailing circumstances and conditions.

When deciding the composition of the watch on the bridge the following points are among those to be taken into account:

(1) at no time shall the bridge be left unattended;

(2) the weather conditions, visibility and whether there is daylight or darkness;

(3) the proximity of navigational hazards which may make it necessary for the officer in charge to carry out additional navigational duties;

(4) the 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 ship;

(5) whether the ship is fitted with automatic steering;

(6) any additional demands on the navigational watch that may arise as a result of special operational circumstances.

(ii) Fitness for duty

The watch system shall be such that the efficiency of the watchkeeping members of the crew is not impaired by fatigue. Accordingly the duties shall be so organized that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit when going on duty.

(iii) Navigation

(1) The intended voyage shall be planned in advance taking into consideration all pertinent information and any course laid down shall be checked.

(2) On taking over the watch the ship's estimated or true position, intended track, course and speed shall be confirmed ; any navigational hazard expected to be encountered during the watch shall be noted.

(3) During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals using any available navigational aids necessary to ensure that the ship follows the planned course.

(4) The safety and navigational equipment with which the ship is provided and the manner of its operation shall be clearly understood : in addition its operational condition shall be fully taken into account.

(5) Whoever is in charge of a navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.

(iv) Look-out

Every ship shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision, stranding and other hazards to navigation. Additionally, the duties of the look-out shall include the detection of ships or aircraft in distress, shipwrecked persons, wrecks and debris. In applying these principles the following shall be observed:

(1) whoever is keeping a look-out must be able to give full attention to that task and no duties shall be assigned or undertaken which would interfere with the keeping of a proper look-out;

(2) the duties of the person on look-out and helmsman are separate and the helmsman should not be considered the person on look-out while steering; except in small vessels where an unobstructed all round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper look-out;

(3) there may be circumstances in which the officer of tile watch can safely be the sole look-out in daylight. However, this practice shall only be followed after the situation has been carefully assessed on each occasion and it has been established without doubt that it is safe to do so. Full account shall be taken of all relevant factors including but not limited to the state of weather, conditions of visibility, tea(flc density, proximity of navigational hazards and if navigating in or near a traffic separation scheme.

(v) Navigation with pilot embarked

Despite the duties and obligations of a pilot, his presence on board does not relieve the master or officer in charge of the watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship's characteristics.

(vi) Protection of the marine environment

The master and officer in charge of the watch shall be aware of the serious effects of operational or accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution particularly within the existing framework of existing international regulations.

ANNEX B

OPERATIONAL GUIDANCE FOR OFFICERS IN CHANGE OF A NAVIGATIONAL WATCH

INTRODUCTION

1. This document contains operational guidance of general application for officers in charge of a navigational watch, which masters are expected to supplement as appropriate. It is essential that officers of the watch appreciate that the efficient performance of their duties is necessary in the interest of safety of life and property at sea and the avoidance of pollution of the marine environment.

GENERAL

2. The officer of the watch is the master's representative and his primary responsibility at all times is the safe navigation of the vessel. He must at all times comply with the applicable regulations for preventing collisions at sea (see also paragraphs 23 and 24).

3. The officer of the watch should keep his watch on the bridge which he should in no circumstances leave until properly relieved. It is of especial importance that at all times the officer of the watch ensures that an efficient look-out is maintained. In a vessel with a separate chart room the officer of the watch may visit this, when essential, for a short period for the necessary performance of his navigational duties, but he should previously satisfy himself that it is safe to do so and ensure that an efficient look-out is maintained.

4. There may be circumstances in which tile officer of the watch can safely be the sole look-out in daylight. However, this practice shall only be followed after the situation has been carefully assessed on each occasion and it has been established without doubt that it is safe to do so. Full account shall be taken of all relevant factors including but not limited to the state of weather, conditions of visibility, traffic density, proximity of navigational hazards and if navigating in or near a traffic separation scheme.

When the officer of the watch is acting as tile sole look-out he must not hesitate to summon assistance to the bridge, and when for any reason he is unable to give leis undivided attention to the look-out such assistance must be immediately available.

5. The officer of the watch should bear in mind that the engines are at his disposal and he should not hesitate to use them in case of need. However, timely notice of intended variations of engine speed should be given when possible. He should also keep prominently in mind the manoeuvring capabilities of his ship including its stopping distance.

6. The officer of the watch should also bear in mind that the sound signalling apparatus is at his disposal and he should not hesitate to use it in accordance with the applicable regulations for preventing collisions at sea.

7 The officer of the watch continues to be responsible for the safe navigation of the vessel despite the presence of the master on the bridge until the master informs him specifically that he has assumed responsibility and this is mutually understood.

TAKING OVER THE WATCH

8. The officer of the watch should not hand over the watch to the relieving officer if he has any reason to believe that the latter is apparently under any disability which would preclude him from carrying out his duties effectively, If in doubt the officer of the watch should inform the master accordingly. The relieving officer of the watch should ensure that members of his watch are apparently fully capable of performing their duties and in particular the adjustment to night vision.

9. The relieving officer should not take over the watch until his vision is fully adjusted to the light conditions and he has personally satisfied himself regarding:

(a) standing orders and other special instructions of the master relating to the navigation of the vessel;

(b) the position, course, speed and draught of the vessel;

(c) prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;

(d) the navigational situation including but not limited to the following:

(i) the operational condition of all navigational and safety equipment being used or likely to be used during the watch;

(ii) errors of gyro and magnetic compasses;

(iii) the presence and movement of vessels in sight or known to be in the vicinity;

(iv) conditions and hazards likely to be encountered during his watch;

(v) the possible effects of heel, trim, water density and squat on underkeel clearance.

10. If at the time the officer of the watch is to be relieved a manoeuvre or other action to avoid any hazard is taking place, the relief of the officer should be deferred until such action is completed.

PERIODIC CHECKS OF NAVIGATIONAL EQUIPMENT

11. The officer of the watch should make regular checks to ensure that:

(a) the helmsman or the automatic pilot is steering the correct course;

(b) the standard compass error is established at least once a watch and when possible, after any major alteration of course. The standard and the gyro compasses should be frequently compared ; repeaters should be synchronized with their master compass;

(c) the automatic pilot is tested in the manual position at least once a watch;

(d) the navigation and signal lights and other navigational equipment are functioning properly.

AUTOMATIC PILOT

12. Officers of the watch should bear in mind the need to station the helmsman and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner. With a vessel under automatic steering it is highly dangerous to allow a situation to develop to the point where the officer of the watch is without assistance and has to break the continuity of the look-out in order to take emergency action. The change-over from automatic to manual steering and vice versa should be made by, or under the supervision of, a responsible officer.

ELECTRONIC NAVIGATIONAL AIDS

13. The officer of the watch should be thoroughly familiar with the use of electronic navigational aids carried, including their capabilities and limitations.

ECHO-SOUNDER

14. The echo-sounder is a valuable navigational aid and should be used whenever appropriate.

NAVIGATIONAL RECORDS

15. A proper record of the movements and activities of the vessel should be kept during the watch.

RADAR

16. The officer of the watch should use the radar when appropriate and whenever restricted visibility is encountered or expected and at all times in congested waters having due regard to its limitations.

17. Whenever radar is in use, the officer of the watch should select an appropriate range scale, observe the display carefully and plot effectively.

18. The officer of the watch should ensure that range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible and that small or poor echoes do not escape detection.

19. The officer of the watch should ensure that plotting or systematic analysis is commenced in ample time, remembering that sufficient time can be made available by reducing speed if necessary.

20. In clear weather, whenever possible, the officer of the watch should carry out radar practice.

NAVIGATION IN COASTAL WATERS

21. The largest scale chart on board, suitable for the area and corrected with the latest available information, should be used. Fixes should be taken at frequent intervals; whenever circumstances allow, fling should be carried out by more than one method.

22. The officer of the watch should positively identify 81 relevant navigation marks.

CLEAR WEATHER

23. The officer of the watch should take frequent and accurate compass bearings of approaching vessels as a means of early detection of risk of collision; such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range. He should also take early and positive action in compliance with the applicable regulations for preventing collisions at sea and subsequently check that such action is having the desired effect.

RESTRICTED VISIBILITY

24. When restricted visibility is encountered or suspected, the first responsibility of the officer of the watch is to comply with the relevant rules of the applicable regulations for preventing collisions at sea, with particular regard to the sounding of fog signals, proceeding at a moderate* speed and he shall have the engines ready for immediate manoeuvres. In addition, he should:

(a) inform the master (see paragraph 25);

(b) post look-out(5) and helmsman and, in congested waters, revert to hand steering immediately,

(c) exhibit navigation lights;

(d) operate and use the radar.

It is important that the officer of the watch should have the manoeuvring capabilities including the "stopping distance" of his own vessel prominently in mind.

CALLING THE MATTER

25. The officer of the watch should notify the master immediately under the following circumstances:

(a) if restricted visibility is encountered or suspected;

(b) if the traffic conditions or the movements of other vessels are causing concern;

(c) if difficulty is experienced in maintaining course;

(d) on failure to sight land, a navigation mark or to obtain soundings by the expected time;

(e) if land or a navigation mark is sighted or a change in soundings occurs unexpectedly;

(f) on the breakdown of the engines, steering gear or any essential navigational equipment;

(g) in heavy weather if in any doubt about the possibility of weather damage ;

(h) in any other emergency or situation in which he is in any doubt.

Despite the requirement to notify the master immediately in the foregoing circumstances, the officer of the watch should in addition not hesitate to take immediate action for the safety of tile ship, where circumstances so require.

NAVIGATION WITH PILOT EMBARKED

26. Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligations for the safety of the ship. He should co-operate closely with the pilot and maintain an accurate check on the vessel's positions and movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives.

THE WATCHKEEPING PERSONNEL

27. The officer of the watch should give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe watch including an appropriate look-out.

SHIP AT ANCHOR

28. If the master considers it necessary a continuous navigational watch should be maintained. In all circumstances, however, the officer of the watch should:

(a) determine and plot the ship's position on the appropriate chart as soon as Practicable and at sufficiently frequent intervals check when circumstances permit, by taking bearings of fixed navigation marks or readily identifiable shore objects, whether the ship is remaining securely at anchor;

(b) ensure that an efficient look-out is maintained;

(c) ensure that inspection rounds of the vessel are made periodically;

(d) observe meteorological and tidal conditions and the state of the sea;

(e) notify the master and undertake all necessary measures if the vessel drags the anchor;

(f) ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;

(g) if visibility deteriorates notify the master and comply with the applicable regulations for preventing collisions at sea;

(h) ensure that the vessel exhibits the appropriate lights and shapes and that appropriate sound signals are made at all times;

(i) take measures to protect the environment from pollution by the ship and comply with the applicable pollution regulations.

MAIB Safety Flyer to the shipping industry

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

FLYER TO THE SHIPPING INDUSTRY

COLLISION BETWEEN THE BULK CARRIER *ALAM PINTAR* AND THE FISHING VESSEL *ETOILE DES ONDES* 20 DECEMBER 2009

Alam Pintar

Etoile des Ondes

On the evening of 20 December 2009 the Singapore registered bulk carrier *Alam Pintar* collided with the UK registered fishing vessel *Etoile des Ondes,* 15 nm north of the Cherbourg peninsula. As a result of the collision, the fishing vessel sank with the loss of one of her four crew. There was only cosmetic damage to *Alam Pintar.*

Alam Pintar's bridge was manned by an inexperienced officer of the watch (OOW) and a cadet, in contravention of the company's orders and STCW requirements to post a qualified lookout. The OOW had seen the fishing vessel, visually and by radar, and assessed there was a risk of collision, but the actions he took were insubstantial and rendered ineffective by *Etoile des Ondes* changing course while shooting pots.

After the collision, the surviving crew from *Etoile des Ondes* managed to get into their liferaft and fire two red parachute distress rockets. It is disturbing that only three of the many vessels in the area responded to these flares, or the subsequent "Mayday Relay" broadcasts made by Jobourg MRCC. This is in direct contravention of the requirements of SOLAS Chapter V, Regulation 33[1]

Several vessels wrongly assumed that they did not need to offer their services, and waited to be called to help. On others, the OOW took the decision not to respond and did not inform the master.

The surviving crew were rescued by a ferry whose OOW had sighted the flares and responded after calling the master.

---

[1] "*Master of a ship at sea which is in a position to be able to provide assistance, on receiving information from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so. This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log book the reason for failing to proceed to the assistance of the persons in distress, taking into account the recommendation of the Organisation to inform the appropriate search and rescue service accordingly.*"

SAFETY LESSONS

- Bridge Resource Management on *Alam Pintar* was poor, the owners had provided an extra watchkeeping officer but he was inexperienced and not intended to keep watch alone. The cadet was not qualified to act as a lookout. Masters and owners must ensure that watches are maintained by suitably qualified and experienced personnel at all times. Bridge teams should be adjusted according to the expected traffic levels.
- The skipper of *Etoile des Ondes* was concentrating intently on shooting his pots and was distracted from keeping an effective lookout. He expected other vessels to keep out of his way as he considered himself to be "engaged in fishing". He did not realise *Alam Pintar*'s actions had been rendered ineffective by his changes of course, until it was too late. When operations mean the skipper is distracted, then other crew members should help with lookout duties until the skipper can return attention to the keeping of a lookout.
- The masters and OOWs of other vessels close to this distress did not follow correct procedures when receiving a distress broadcast. SOLAS is clear that the master makes the decision on how to respond to any distress broadcast and therefore must be informed. Clear instructions are needed in both company SMS manuals and the master's standing orders to make sure this procedure is fully understood and followed by all OOWs.
- Owners and masters are reminded it is the master's legal and moral duty to respond to "Mayday" or "Mayday Relay" broadcasts – no matter how they are received. They should not to wait until called upon, or assume others are better placed to assist.

This flyer and the MAIB's investigation report are posted on our website:
www.maib.gov.uk

For all other enquiries:

Marine Accident Investigation Branch
Mountbatten House
Grosvenor Square
Southampton
SO15 2JU

Tel: 023 8039 5500

Fax: 023 8023 2459

Email: maib@dft.gsi.gov.uk

September 2010

MAIB Safety Flyer to the fishing industry

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

FLYER TO THE FISHING INDUSTRY

COLLISION BETWEEN THE BULK CARRIER *ALAM PINTAR* AND THE FISHING VESSEL *ETOILE DES ONDES* 20 DECEMBER 2009

Alam Pintar

Etoile des Ondes

On the evening of 20 December 2009 the Singapore registered bulk carrier *Alam Pintar* collided with the UK registered fishing vessel *Etoile des Ondes,* 15 nm north of the Cherbourg peninsula. As a result of the collision the fishing vessel sank with the loss of one of her four crew. *Alam Pintar* sustained only cosmetic damage.

Alam Pintar's bridge was manned by an inexperienced officer of the watch (OOW) and a cadet. The OOW had seen the fishing vessel, visually and by radar. He assessed there was a risk of collision and made two changes to his course. These changes were insubstantial and were rendered ineffective when *Etoile des Ondes* made a large change of course upon arriving at the skipper's preferred position for shooting his pots. The OOW also had difficulty identifying the fishing vessel's navigation lights due to glare from the deck working lights.

The skipper of *Etoile des Ondes* had not been monitoring *Alam Pintar*'s actions but assumed that she would keep clear of his vessel. However, his change of course upon shooting pots was directly into the path of *Alam Pintar*, and the vessels were then so close that *Alam Pintar*'s OOW had insufficient time to take any further, effective action.

Alam Pintar did not stop to offer assistance after the collision. Fortunately, the surviving crew from *Etoile des Ondes* managed to get into their liferaft and fire two red parachute distress rockets; they also released and activated their EPIRB[1]. The surviving crew were later rescued by a ferry.

[1] EPIRB – Emergency Position Indicating Radio Beacon

SAFETY LESSONS

- The skipper of *Etoile des Ondes* was concentrating intently on shooting his pots; this distracted him from keeping an effective lookout. When fishing operations mean the skipper could become distracted, other crew members should help with lookout duties until the skipper can return his full attention to the keeping of a lookout.

- Fishermen seem to believe that when engaged in fishing they can make any manoeuvre and nearby merchant vessels will understand what is happening and be able to take action to keep clear. This is a very dangerous assumption to make as not all OOWs are equally conscientious or experienced. Furthermore, bigger vessels may not be able to react in time. You may be in the right, but don't end up right in it!

- It is obvious that the working deck needs to be well lit at night. However, working lights should be carefully positioned, or shielded, so that the navigation lights can be distinguished by other vessels.

- None of the crew of *Etoile des Ondes* wore any kind of flotation device. They knew where the lifejackets were located, but after the collision there was no time to reach them. This incident shows yet again the need for fishermen to wear some form of device when working on deck; had they done so, the missing crew member might also have survived.

- *Etoile des Ondes* was well equipped; the EPIRB was not required on a vessel of this size, but proved vital in saving the crew. Owners and skippers are encouraged to equip their vessels with such equipment.

Since this collision the owners of *Etoile des Ondes* have fitted an AIS[2] unit to their remaining vessel to help the skipper identify other vessels in the vicinity, and allow unambiguous communications to be made.

This flyer and the MAIB's investigation report are posted on our website: www.maib.gov.uk

For all other enquiries:

Marine Accident Investigation Branch
Mountbatten House
Grosvenor Square
Southampton
SO15 2JU

Tel: 023 8039 5500

Fax: 023 8023 2459

Email: maib@dft.gsi.gov.uk

September 2010

2 AIS – Automatic Identification System

MGN 313 (F) - Keeping a Safe Navigational Watch on Fishing Vessels

Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

MGN 313 (F)

KEEPING A SAFE NAVIGATIONAL WATCH ON FISHING VESSELS

Notice to all Owners, Operators, Skippers, and Crews of Fishing Vessels

This note supersedes MGN84(F) and should be read in conjunction with MSN1781(M+F) Distress Signals and Prevention of Collisions, MGN266 (F) Guidance on the Interpretation of SOLAS Chapter Five for Fishing Vessels, MGN 137 (M+F) Look-out During Periods of Darkness and Restricted Visibility and MGN 202 (M+F) Navigation in Fog.

Summary

This notice explains the need to maintain a proper navigational watch at all times.
Key points.

- Watches must be kept by competent people;
- A Proper lookout should be kept at all times;
- Check the vessels position by all available means;
- The activities of all other vessels in the area should be monitored;
- Sufficient rest should be taken before a watch.

1. Introduction/ Background

1.1 Investigations into collisions, groundings and near misses involving fishing vessels have continued to show that poor watchkeeping is a major cause. In many cases one or more of the following were important factor(s):

- An unqualified or inexperienced person in charge of the watch;
- Only one person on the watch (regardless of whether a watch alarm was fitted);
- A poor lookout and/or radio watch being kept;
- Distraction by TV in the wheelhouse;
- Divided command;
- Fatigue, alcohol, prescription drugs or a combination of any of these.

2. What are the Arrangements of a Safe Navigational Watch?

2.1 Even where there is no statutory requirement for certificated officers, it is still essential that watchkeepers are always experienced, capable, and have been instructed in their duties. This is especially vital if you are making a landfall, navigating close to the coast, in restricted visibility, severe weather conditions or in areas where there is dense traffic.

2.2 While deciding the composition of the watch the following factors should be taken into account:

- The wheelhouse must not be left unattended at any time;
- The weather conditions, visibility and time of day. Although the size of the crew and the wheelhouse may not permit a continuous two person watch, two people should always be on watch during the hours of darkness and in poor weather conditions;
- The proximity of navigational hazards and any other hazards which may require additional navigational duties to be undertaken;
- The use and operational condition of navigational aids such as radar, echo sounder, automatic pilot, and position-fixing equipment(s).
- Any unusual demands on the navigational watch that may arise as a result of fishing operations.

3. Fitness for Duty

3.1 Both the skipper and the watchkeepers should take full account of the quality and quantity of rest taken when determining fitness for duty. Particular dangers may exist when the watchkeeper is alone. It is all too easy to fall asleep, especially while sitting down in an enclosed wheelhouse. Watchkeepers should ensure they remain alert by moving around frequently, and ensuring good ventilation.

4. Navigation

4.1 The Merchant Shipping (Safety of Navigation Regulations) requires that all voyages are planned, taking into account any relevant information, and courses should be checked before departure.

4.2 It is important that watch keepers maintain a close watch on their own vessel and always know the position, speed and course steered. Most groundings occur when the position is not being monitored and the watchkeeper thinks that the vessel is in safe water.

4.3 The watchkeeper should be aware of the location, operation and limitation of all safety and navigational equipment on board.

4.4 The person in charge of a navigational watch should not undertake any other duties that would interfere with the safe navigation of the vessel.

4.5 Unfortunately it may not be possible to rely on every give-way vessel to keep clear. It is therefore vital to monitor the movement of ALL traffic. Remember that a vessel engaged in fishing does not always have the right of way. In restricted visibility, even with gear extended, a fishing vessel has no special privileges.

4.6 Domestic radios, cassette players and television sets and other recreational items should never be used in the wheelhouse when they will distract a watchkeeper from their duties. The proper place for such items, especially television sets, is in the accommodation.

5. Navigational Equipment

5.1 Watchkeepers should make effective use of all available navigational equipment and not hesitate to use the helm, engines and sound signals. The radar should be used as an aid. There is no substitute for keeping a good visual lookout.

5.2 It is strongly recommended that any automatic pilot fitted should incorporate a watch alarm. It is a good practice to extend the installation of a watch alarm to vessels not fitted with automatic pilot. A watch alarm should be fitted on board ALL vessels where there may be one person on navigational watch. The watch alarm will not only alert the watchkeeper but also other member(s) of the crew. However, a watch alarm should not be relied upon exclusively.

5.3 Over-reliance on video plotters has been a factor in several recent collisions and groundings. Using an electronic system does not remove the need for proper passage planning and navigation, using appropriately scaled paper charts.

5.4 Assessments or assumptions based on video plotters alone are dangerous and unreliable. A video plotter used for fishing purposes is not adequate for safe navigation.

5.5 If a video plotter is used, it is imperative to be aware of its limitations and a cross-check should always be made about the accuracy of your position, course and speed. Equipment of this type may be used as an aid to navigation, but it cannot replace the fundamental need to maintain a visual lookout.

5.6 Information, charts, routes and waypoints may be stored for future reference. However, stored data should always be checked and used with caution, especially if transferred between vessels. The data should be applicable to the vessel's specific condition and voyage, and always kept up to date.

5.7 Electronic magnetic compasses may be unsuitable for use within a steel wheelhouse.

5.8 Groundings have been caused by the improper functioning of this equipment linked to an auto-pilot. When a heading reference is required for navigational equipment such as an auto-pilot or radar, it is recommended that a transmitting magnetic compass (rather than an electronic magnetic compass) be fitted.

6. Navigational Duties and Responsibilities

6.1 The person in charge of the watch should:

- keep watch in the wheelhouse, which should never be left unmanned;
- continue to be responsible for the navigation of the vessel, despite the presence of the skipper, until it is mutually agreed that the skipper has taken over;
- notify the skipper when in any doubt as to what action to take in the interest of safety;
- not hand over to someone who is obviously not capable of taking over the watch. If there is any doubt the skipper should be advised accordingly;
- on taking over a watch establish the vessel's estimated or actual position and confirm the intended track course and speed. Any danger(s) to navigation which is likely to be encountered during the watch should be noted;
- maintain a proper log of all movements and activities during the watch that relate to the navigation of the vessel.

7. Look-out

7.1 It is absolutely essential that a proper look-out is kept at all times. Casualties to fishing vessels, resulting in loss of life, continue to occur because of the lack of a look-out. In addition to assessing the situation and risk of collision, stranding and other navigation dangers, the duties of the look-out should include the detection of other vessel(s) and/or aircraft in distress, shipwrecked persons, wrecks and debris, plus anything out of the ordinary.

7.2 The look-out must give full attention to keeping a proper look-out and no other duties should be undertaken which could interfere with that task. The duties of the look-out and helmsman are separate and the helmsman is not considered to be the look-out while steering except where an unobstructed all round view is provided and there is no impairment of night vision or other impediment. The watchkeeper may be the sole look-out during daylight hours provided that it is safe to do so and assistance is immediately available.

8. Weather Conditions

8.1 The watchkeeper should take early action to notify the skipper when adverse changes in the weather could affect the safety of the vessel, including the possibility of icing occurring.

9. Navigation with Pilot Embarked

9.1 The presence of a pilot on board does not relieve the skipper or watchkeepers from their duties and obligations. The skipper and pilot should exchange information regarding navigational procedures, local conditions and, the vessel's characteristics. The skipper should co-operate closely with the pilot. An accurate check of the vessel's position and movement should be maintained.

Further Information

Further information on the contents of this Notice can be obtained from:

Fishing and Code Vessels Safety Branch
Bay 2/05
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9163
Fax : +44 (0) 23 8032 9447
e-mail: robb.bailey@mcga.gov.uk

General Inquiries: 24 Hour Infoline
infoline@mcga.gov.uk
0870 600 6505

MCA Website Address: www.mcga.gov.uk

File Ref: MS 088/001/223,233 and 386

Published: February 2006

ISO 9001: 2000 FS 34835

Safer Lives, Safer Ships, Cleaner Seas

An executive agency of the Department for Transport