

Scot Isles - SMS post collision checklist

Card 10 - COLLISION @ SEA

Immediate Actions	Check
1 Call the Master.	
2 Check for personal injuries, damage to ship and cargo. Check for possible leakages, take soundings of tanks and bilges.	✓
3 Crew 'stand-by'.	✓
4 Prepare life-boats and life-saving equipment.	
5 Keep the radio station or 'stand-by' – with current and updated position available.	✓
6 Show applicable signal from the International Code of Signals. (VHF could also be used to indicate distress).	✓
7 Fix time for and position of the collision.	✓
8 Take necessary actions to minimise further damages to personnel, environment & ships. (SOPEP Manual to be used in case of oil spill).	✓
9 Contact the other ship:	
• State your ship's name, call sign, port of registry	✓
• Nationality, owners name and your destination	✓
• Request the same information from the other ship	✓
• If interlocked – agree with the other ship whether you should separate the ships or not, considering the risk (for any of the two ships) of, oil spill, sparks, ignition of fire, spread between the ships, sinking and manoeuvrability	✓
• Maintain contact on VHF as long as needed	✓
10 Report to the Company by the fastest and most efficient way. Keep them continuously informed	✓
11 Enter continuously any actions taken in ship's log book.	

Extract from MGN 364 (M+F)
Guidance on use of Sandettie deep water route



Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

MGN 364 (M+F)

Navigation: Traffic Separation Schemes - Application of Rule 10 and Navigation in the Dover Strait

Notice to all Shipowners, Masters and all concerned with the navigation of Seagoing vessels

This notice replaces Marine Guidance Notes 128 and 200

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

- The International Regulations for Preventing Collisions at Sea (COLREGs) 1972 as amended, govern the conduct of all vessels in and near Traffic Separation Schemes (TSSs) which have been adopted by the International Maritime Organisation (IMO).
- This notice draws attention to mariners on the mandatory reporting regime and the recommendations for navigating within the Dover Strait.

4.10 The deep-water route to the NW of the Sandettié Bank is intended for use by vessels with a draught of 16 metres or more. Masters considering using this route should take into account the proximity of traffic using the SW-bound lane. Through traffic to which this consideration does not apply should, if practicable, avoid using the deep-water route.

Scot Isles - Fleet directive re watchkeeping

General Description

This Directive defines the Master's responsibility to give clear instructions to the Officer of the Watch for the conduct of the ship, with particular regard to the safety of the ship, her crew and the environment.

1.0 Responsibilities

The Master is responsible for giving clear, written instructions to the Officer of the Watch in accordance with this directive.

2.0 References

Company's Standing Orders to Masters, Bridge Procedures Guide and STCW Code (Chapter VIII).

3.0 Familiarisation

3.01 When a new OOW joins a vessel the Master will ensure that he is fully familiarised with the bridge, all of its equipment and the vessels handling characteristics both in Autopilot and hand steering. The familiarisation is to include alterations of course on hand steering in both light and loaded conditions, operation of the ships main engine controls and where applicable the procedure for disengaging the shaft generator so that engine movements may be made without causing a blackout or damage to electrical equipment.

3.02 Navigational Watch Ratings are to be fully familiarised with the bridge and basic equipment. This should include but is not restricted to, the ability to change over from Autopilot to hand steering, regular periods hand steering the vessel, being able to locate and operate navigation lights, deck lights and the Aldis lamp. They must be actively encouraged to become a part of the bridge team reporting lights, daymarks, obstructions, other vessels, floating objects or anything else that causes them concern.

4.00 Directive

4.01 Master's Standing Orders are to contain detailed instructions to the Officer of the Watch for the conduct of his watch, whether underway, at anchor or in port.

Such orders are to pay particular attention to the safe navigation of the ship, the safety of the ship, her crew and the environment.

Fleet Directive B-Deck-2 Keeping a Safe Navigational Watch

Page 2 of 3

Full details of the requirements for Master's Standing Orders are contained in the Company's Standing Orders to Masters.

Every Officer of the Watch (OOW) shall upon joining the vessel read and understand the Masters Standing Orders signing an acknowledgement to this effect.

Further amplification of the Master's Standing Orders to the Officer of the Watch, pertinent to each voyage are to be given in the Master's Night Order Book. This is to be read and signed by each Officer of the Watch before taking over his watch.

4.02 It should be emphasised to the OOW that the Master is always available and that he should not hesitate to call him to the bridge immediately in any situation or circumstance he feels it necessary. The OOW should always call the Master in good time so that he can adequately assess the situation before making any decision.

4.03 The Master must always, taking into account the OOW experience and familiarity with an area insist on being called to bridge for any part of the voyage where he considers density of traffic or navigational problems may cause uncertainty.

4.04 A Navigational Watch Rating is to be on the bridge not just during the hours of darkness but as circumstances dictate, i.e. restricted visibility, heavy commercial traffic, concentrations of fishing vessels or pleasure craft and narrow or busy channels.

Due consideration must be given to all the prevailing circumstances before releasing the lookout at any time.

The bridge must never be left unattended at sea and only duties pertinent to navigation are to be carried out whilst on watch.

4.05 The Officer of the watch shall make use of all the information available to him when planning voyages or making alterations of course this will include, NAVTEX, Admiralty Sailing Directions, Tidal Stream Atlas, Charts, Almanac and any other relevant Nautical Publications. The Master shall in turn inform the OOW of any local anomalies or dangers.

Consideration will be given to marking no go areas and escape routes on charts during passage planning.

The OOW will at all times avoid altering course to port in restricted visibility except in the most exceptional circumstances.

5.0 Taking over a Navigational Watch

5.01 Prior to taking over the watch, relieving officers must satisfy themselves as to the ship's position and confirm its intended track, course speed and status of controls as appropriate. They will also be made aware of other traffic in the proximity and any developing situations.

They shall particularly note any dangers to navigation expected to be encountered during their watch or approaching a port or pilot station.

The Officer going off watch shall generally, but especially in narrow channels or port approaches stay on the bridge until they are completely satisfied their relief is aware of the prevailing situation and that the vessel is continuing to maintain a safe course.

If at any time the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

Scot Isles - Fleet circular re watchkeeping


Intrada Ships Management Limited

COMPANY STANDING ORDERS TO BRIDGE WATCH KEEPERS

1. The bridge must never be left unattended at sea
2. Only duties pertinent to safe navigation are to be carried out at sea
3. A Navigational Watch Rating is to be on the bridge as a look out, not only during the hours of darkness but as circumstances dictate, i.e. restricted visibility, heavy commercial traffic, concentrations of fishing vessels or pleasure craft and narrow or busy channels
4. Passage Planning must always be from berth to berth not pilot to pilot
5. **Masters Standing Orders & the Night Order Book are to be signed as read by all Navigating Officers**
6. **Procedures in both the Company Fleet Directives & Bridge Procedures Guide are to be adhered to when handing over the watch**
7. **Always keep a good lookout**

*By order of the Directors
Intrada Ships Management Limited*

Wadi Halfa - SMS procedure re watchkeeping

 NNC	Integrated Management Procedures	IP 05- 20	
	Vessels Operation Management Bridge Operations	Section 01	Page 1 of 2
	Bridge Organisation	Revision 0	Date 01/11/2003

1. Application

1.1 This procedure is applicable onboard all the company's ships.

2. Objective

The objective of this procedure is to provide guidance to Masters and deck officers in order to ensure safe navigation of ships and the compliance with the applicable International Rules & Regulations (SOLAS, STCW & COLREGS).

3. Responsibilities

3.1 The Master is responsible for the proper organisation of bridge operations to be in accordance with ship's features & voyage requirements and without contradiction with the QSMS requirements or the International Rules & Regulations.

3.2 OOW (Officer On Watch) is responsible for the proper implementation of the requirements of this procedure.

4. Method

4.1 The general principles of safe manning should be used to establish the levels of manning that are appropriate to ship and the intended voyages.

4.2 At all times, ship is to navigate safely in compliance with COLREGS and also to ensure the protection of the marine environment.


4.3 An effective bridge organisation should manage all the resources that are available to the bridge and promote good communication & teamwork.

4.4 Navigational watch under STCW Convention:

In order to ensure the effectiveness of watch activities, the following factors are to be taken into consideration by the Master for deciding level of bridge personnel: -

-) Visibility, state of weather & sea.
-) Traffic density.
-) The attention necessary when navigating in or near traffic separation schemes.
-) The additional workload caused by the nature of the ship functions and anticipated manoeuvres.
-) The fitness for duty and knowledge of the ship's officers and crew.
-) The experience of each OOW and the familiarity of the OOW with the ship's equipment and navigational procedures.
-) The operational status of bridge equipment and controls, including alarm systems.
-) Rudder & propellers control and ship manoeuvring characteristics.
-) The size of the ship and the field of vision available for the conning position.
-) Operational condition of navigational aids such as radar or electronic position indicating devices.
-) Whether the ship is fitted with automatic steering.



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-) Whether there are radio duties to be performed by OOW.
-) The OOW may be the sole look out in day light conditions only.

4.5 Master's standing orders:

- 4.5.1 The shipboard operational procedures are supported by Master's standing orders that should be written to reflect the Master's own particular requirements and circumstances particular to the ship, her trade and the experience of the bridge team.
- 4.5.2 Standing orders and instructions should operate without conflict with the SMS.
- 4.5.3 Standing orders should be read by all officers before the commencement of the voyage and signed accordingly. A copy of the orders should be available on the bridge for reference.
- 4.5.4 An example for Master's standing orders was prepared as guidance; refer to Appendix 1 to this procedure.

4.6 Night Orders:

- 4.6.1 At night the Master should write in the bridge order book what is expected for the OOW. These orders must be signed by each OOW when going to watch.

4.7 Calling Master:

The OOW should notify the Master immediately in the following circumstances: -

-) Restricted visibility is encountered or suspected.
-) If the traffic conditions or the movement of other ships are causing concern.
-) Difficulty is experienced in maintaining course.
-) If unexpectedly land or a navigation mark is sighted.
-) In case of break down of Main Engine, Steering Gear or any essential navigational equipment.
-) In heavy weather and the possibility of changing weather to the worst.
-) In any other emergency or situation in which he is in doubt.

4.8 New personnel familiarisation:

- 4.8.1 Newly assigned personnel that have direct involvement in watch keeping, a reasonable period of time must be allocated for them to be acquainted with bridge equipment and any other associated equipment.
- 4.8.2 The above familiarisation may be assigned to the chief officer or to one of the deck officers and to be carried out as per a check list, refer to Appendix 2 to this procedure.

= END =



MGN 315 (M) - Keeping a safe navigational watch

KEEPING A SAFE NAVIGATIONAL WATCH ON MERCHANT VESSELS

Notice to Owners, Operators, Managers, Masters and Officers of Merchant Vessels

This notice should be read in conjunction with MGN 137 (M+F) and MGN 202 (M+F)

Summary

This Merchant Guidance Notice (MGN) gives guidance on the application of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended (**STCW 95**)¹ regarding the keeping of a safe navigational watch.

Key Points

This notice gives information and guidance on the keeping and maintaining of a safe navigational watch in accordance with the requirements of STCW 95 and its associated code (**STCW Code**).

The areas that this notice covers are:

- General application for Masters and officers in charge of a navigational watch;
- Fitness for duty;
- Performing the navigational watch;
- Watch arrangements, handing over the watch and taking over the watch;
- Maintaining a safe look-out and relationship with the look-out;
- Restricted visibility, safe speed, stopping distance and vessel at anchor;
- Certification.

1.0 Introduction

- 1.1 This notice contains guidance for officers in charge of a navigational watch, which Masters are expected to supplement as they consider appropriate. It is essential that officers of the watch (**OOW**) appreciate that the proper performance of their duties is necessary in the interests of the safety of life and property at sea and the prevention of pollution to the marine environment.

¹ Available from the Publications Department, International Maritime Organisation, 4 Albert Embankment, London SE1 7SR

- 1.2 It is the responsibility of Masters, and companies owning or operating UK registered seagoing vessels, to ensure that the principles applying to the keeping of a safe watch, as detailed in STCW 95 are followed.
- 1.3 The Master shall not be constrained by the shipowner, charterer or any other person from taking any decision which, in the Master's professional judgment, is necessary for safe navigation. It is the duty of the Master of every vessel to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch at all times.
- 1.4 The International Chamber of Shipping (**ICS**) Bridge Procedures Guide is established as the principle guide to best watchkeeping practice and includes additional guidance on bridge resource management and the conduct of the bridge team including the use of passage planning, integrated electronic navigation systems and the use of GMDSS.
- 1.5 This notice, which should be read in conjunction with STCW 95 and ICS Bridge Procedures Guide, highlights the Maritime and Coastguard Agency (**MCA**) concerns and interpretations with respect to what constitutes the 'Keeping of a Safe Navigational Watch' in the light of recent maritime accidents and incidents.
- 1.6 The Annex to this notice lists relevant publications.

2.0 General

- 2.1 The OOW is the Master's representative and is primarily responsible at all times for the safe navigation of the vessel and for complying with the International Regulations for Preventing Collisions At Sea (**ColRegs**).
- 2.2 It is of special importance that the OOW ensures that at all times an efficient look-out is maintained and that ColRegs are complied with.
- 2.3 Officers and Masters are reminded that the vessel must at all times proceed at a safe speed.
- 2.4 The vessel's engines are at the disposal of the OOW and there should be no hesitation in using them in case of need. Where possible, timely notice of intended variations of engine speed should be given to the duty engineer. The OOW should know the handling characteristics of the vessel, including the stopping distance, and should appreciate that other vessels may have different handling characteristics.
- 2.5 Officers in charge of a navigational watch are responsible for navigating the vessel safely during their periods of duty with particular concerns for avoiding collision and stranding. The OOW shall also 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.
- 2.6 Masters, owners and operators are reminded that the MCA considers it dangerous and irresponsible for the OOW to act as sole look-out during periods of darkness or restricted visibility.
- 2.7 The factors to be considered before the dedicated bridge look-out can be dispensed with are detailed in paragraph 8.3. It is implicit in STCW 95 that at all times when a ship is underway a separate dedicated look-out must be kept in addition to the OOW.

3.0 Fitness for Duty

- 3.1 The Merchant Shipping (Hours of Work) Regulations 2002 (**the Regulations**) apply to all seafarers employed or engaged in any capacity on board a seagoing vessel and includes officers and ratings assigned to bridge watchkeeping duties.
- 3.2 In summary, and unless covered by an exception, the Regulations provide for a minimum of 10 hours rest in any 24 hour period and 77 hours in any seven day period.

Hours of rest may be divided into no more than two periods, one of which should be at least six hours long, and the intervals in between should not exceed 14 hours.

- 3.3 The watch system shall be such that the efficiency of watchkeeping personnel is not impaired by fatigue. The Master shall take into account the quality and quantity of rest taken by the watchkeepers when determining fitness for duty.
- 3.4 It is the overall responsibility of the Master and the responsibility of every watchkeeping officer and rating to ensure that they are sufficiently rested prior to taking over a navigational watch. It is the responsibility of the owner or operator to ensure that the vessel is manned with a sufficient number of personnel so that a safe navigational watch can be maintained at all times by appropriately qualified and rested personnel in all foreseeable circumstances.
- 3.5 In circumstances where the Regulations cannot be met there should be established procedures and contingencies in place to ensure that the vessel is brought to or remains in a place of safety until a safe navigational watch can be established. In some circumstances this may require delay to a vessel's departure.
- 3.6 Watchkeepers should ensure they remain alert by moving around frequently and ensuring good ventilation. Marine Accident Investigation Branch (**MAIB**) reports have shown that it is all too easy to fall asleep, especially while sitting down in an enclosed wheelhouse.
- 3.7 The OOW shall be free from the effects of alcohol and any other substance, including prescription drugs or other medication that may have a detrimental effect on the officer's judgments.

4.0 Performing the Navigational Watch

4.1 The officer of the navigational watch shall:

- keep the watch on the bridge
- in no circumstances leave the bridge until properly relieved by an appropriate officer
- continue to be responsible for the safe navigation of the vessel despite the presence of the Master on the bridge until informed specifically that the Master has assumed the con and this is mutually understood
- notify the Master when in any doubt as to what action to take in the interests of safety
- continue to be responsible for the safe navigation of the vessel despite the presence of a pilot on board
- if in any doubt as to the pilot's actions or intentions, seek clarification from the pilot; if doubt still exists, they should notify the Master immediately and take whatever action is necessary until the Master arrives
- not undertake any other duties that would interfere or compromise the keeping of a safe navigational watch
- ensure there are no distractions caused by the use of domestic radios, cassettes, CD players, personal computers, television sets, mobile phones, etc
- have available at all times, the services of a qualified helmsman

- in areas of high traffic density, in conditions of restricted visibility and in all hazardous navigational situations ensure the vessel is in hand steering
- keep in mind that the perceptions of watchkeeping officers on different types and sizes of vessels may vary considerably when assessing a close quarter situation and the time in which avoiding action should be taken
- keep a proper record during the watch on the movement and activities relating to the navigation of the vessel
- station a person to steer the vessel 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. Officers are further reminded that when the vessel is in automatic steering it is highly dangerous to allow a situation to develop to the point where the OOW is without assistance and has to break the continuity of the look-out in order to take emergency action
- use the radar at all times in areas of high traffic density and whenever restricted visibility is encountered or expected and shall have due regard to its limitations. Radar should be available for use at all times to enable the officers to use the equipment in clear weather so as to fully appreciate the limitations of the equipment
- at sufficiently frequent intervals during the watch check the vessel's position, course and speed using all appropriate navigational aids and means necessary to ensure that the vessel follows the planned track
- take fixes at frequent intervals. These fixes shall be carried out by more than one method whenever circumstances allow. The largest scale chart on board, suitable for the area and corrected with the latest available information shall be used. This includes local navigation warnings, and temporary and preliminary notices to mariners

Mariners are also reminded of the requirement to use the latest editions of all supporting navigational publications such as charts, list of lights, list of radio signals, pilot books etc. Such publications should be fully corrected.

5.0 Watch Arrangements

- 5.1 The composition of a navigational watch should comprise one (or more) qualified officers supported by appropriately qualified ratings. The actual number of officers and ratings on watch at a particular time will depend on the prevailing circumstances and conditions.
- 5.2 At no time shall the bridge be left unmanned without a qualified watchkeeping officer.
- 5.3 Factors to be taken into account when composing a bridge watch:
- fatigue
 - weather conditions and visibility
 - proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties
 - use and operational condition of navigational aids
 - whether the vessel is fitted with automatic steering
 - whether there are radio duties to be performed

- unmanned machinery space (**UMS**) alarms, controls and indicators provided on the bridge, procedures for their use and limitations
- any unusual demands on the navigational watch that may arise as a result of special operational circumstances

In circumstances where a single man bridge is considered permissible support personnel should be readily and immediately available should assistance be required. There should be an established and continuously available means of communications for the watchkeeper to summon such assistance at all times.

6.0 Handing Over the Watch

6.1 The OOW shall:

- ensure that the members of the relieving watch are fully capable of performing their duties
- ensure that the vision of the relieving watch is fully adjusted to the light conditions
- ensure that all standing orders and the Master's night orders are fully understood

6.2 The OOW shall not hand over the watch:

- if there is reason to believe that the relieving officer is not capable of carrying out the watchkeeping duties effectively, in which case the Master should be notified
- when a manoeuvre is in progress until such action has been completed

7.0 Taking Over the Watch

7.1 The relieving officer shall:

- prior to taking over the watch verify the vessel's estimated or true position
- confirm the vessel's intended track, course and speed
- note any dangers to navigation expected to be encountered during the watch
- be aware of prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed
- note any errors in gyro and magnetic compasses
- note the status of all bridge equipment
- note the settings of bridge/engine controls and manning of engine room
- be aware of the presence and movement of vessels in sight or known to be in the vicinity
- give watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe navigational watch, including maintenance of a proper look-out

8.0 Look-out

- 8.1 The ColRegs require that 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 risk of collision.
- 8.2 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 that could interfere with that task. The duties of the look-out and helmsman are separate and the helmsman should not be considered to be a look-out except in small vessels where an un-obstructed 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.
- 8.3 In certain circumstances of clear daylight conditions the Master may consider that the OOW may be the sole look-out. On each occasion the Master should ensure that:
- The prevailing situation has been carefully assessed and it has been established without a doubt that it is safe to do so;
 - Full account has been taken of all relevant factors including but not limited to:
 - state of the weather
 - visibility
 - traffic density
 - proximity of dangers to navigation
 - the attention necessary when navigating in or near traffic separation schemes
 - design and layout of the bridge
 - arcs of visibility
 - radar equipment fitted and their limitations with respect to navigation
 - other duties that the officer may have to engage in and which could be a distraction from the keeping of a proper look-out such as:
 - operation of GMDSS and other communications equipment such as cell phones and email systems
 - navigational maintenance such as completion of logs and other record keeping and correction of charts and publications
 - routine testing and maintenance of bridge equipment

In any event, an OOW acting as sole look-out should always be able to fully perform both the duties of a look-out and those of keeping a safe navigational watch. Assistance must be immediately available to be summoned to the bridge when any change in the situation so requires.

- 8.4 It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper look-out is maintained. In vessels with a separate chartroom the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that a proper look-out is maintained.

9.0 Relationship Between the OOW and Look-out

- 9.1 The OOW should consider the look-out as an integral part of the Bridge Team and utilise the look-out to the fullest extent.
- 9.2 As a way of fully engaging the look-out's attention consideration should be given to keeping the look-out apprised of the current navigational situation with regard to expected traffic, buoyage, weather, landfall, pilotage and any other circumstance relevant to good watchkeeping.

10.0 In Restricted Visibility

- 10.1 When restricted visibility is encountered or expected, the first responsibility of the OOW is to comply with the ColRegs with particular regard to the keeping of a look-out, sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre.
- 10.2 In addition the OOW shall:
- inform the Master
 - ensure that a dedicated look-out is posted at all times
 - exhibit navigation lights
 - operate and use the radar
 - put the engines on standby

11.0 Safe Speed and Stopping Distance

- 11.1 The ColRegs require that every vessel shall at all times proceed at a safe speed so that proper effective action can be taken to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.
- 11.2 In cases of need, the OOW shall not hesitate to use the engines to reduce speed further and allow more time for consideration and assessment of a developing situation. However, timely notice of the intended variations of engine speed shall be given to the engineers where possible or effective use made of UMS engine controls.
- 11.3 Whatever the pressure on Masters to make a quick passage or to meet the wishes of owners, operators, charterers or port operators, it does not justify vessels and those on board them being unnecessarily put at risk. The MCA is concerned that proper standards be maintained and will take appropriate action against officers who jeopardize their vessels or the lives and property of others. Such action may lead to fines and/or the suspension or cancellation of their certificates.
- 11.4 In the well known case of THE LADY GWENDOLEN, the Court of Appeal stated that "excessive speed in fog is a grave breach of duty and vessel owners should use their influence to prevent it." Because of their failure to do so, it was held in that case that the owners could not limit their liability.

12.0 Vessel at Anchor

- 12.1 The OOW shall:
- determine and plot the vessel's position on the appropriate chart as soon as practicable

- when circumstances permit, check at sufficiently frequent intervals whether the vessel is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects. The use of carefully chosen transits can give an almost instant indication as to whether the vessel's position has changed
- ensure that a proper look-out is maintained
- ensure that inspection rounds are made periodically
- observe meteorological and tidal conditions and state of sea, notify the Master and undertake all necessary measures if the vessel drags anchor
- ensure the state of readiness of the main engines and other machinery complies with the Masters requirements
- ensure the vessel exhibits the appropriate lights and shapes and that appropriate ColRegs sound signals are made
- avoid placing reliance on guard zones when using radar in lieu of a look-out as this is not considered acceptable practice.

In all the above circumstances it remains the Master's responsibility to ensure that the anchor watch to be kept is appropriate to the prevailing conditions.

13.0 Certification

- 13.1 The Regulations require that any officer in charge of a navigational watch shall be duly qualified in accordance with the requirements of STCW 95. It is the responsibility of the owner or operator, and Master to ensure that every navigational watchkeeping officer is appropriately qualified with respect to the size of the vessel and limitations in area of operation. Under no circumstances is it permitted for an un-qualified person to take charge of a navigational watch.
- 13.2 Similarly STCW 95 Section A-II/4 requires that every rating forming part of a navigational watch on a seagoing vessel of 500gt or more shall be required to demonstrate competence in the duties associated with the keeping of a safe navigational watch at the support level. This competence is evidenced by the issue of a Navigational Watch Rating Certificate. No rating should be assigned to navigational watchkeeping duties unless suitably qualified.
- 13.3 A qualification demonstrates that the holder has reached a minimum level of competence as defined in STCW 95. However, it does not imply that the holder has achieved all the necessary management or operational experience particular to a vessel, its operation or operational area. In considering an officer's or rating's qualifications due consideration should also be given to an individual's experience with respect to the vessel type and/or area of operation(s). In some circumstances it may be prudent to 'double-up' a watch or provide additional supervision to a qualified watchkeeper whilst particular operational experience is achieved.

Further Information

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

Seafarer Training and Certification Branch
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel : +44 (0) 23 8032 9231
Fax : +44 (0) 23 8032 9252
e-mail: exams.section@mcga.gov.uk

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

MCA Website Address: www.mcga.gov.uk

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Annex

Mariner's attention is drawn to the following publications relating to this notice:

- International Regulations for Preventing Collisions at Sea 1972 (ColRegs)
- STCW 95, Code Sections A-VIII/2 Part 3, 3-1,3-2 and A-II/4
- ICS Bridge Procedures Guide

COLREGS - Rules 7,8,10,16 and 17

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 10

Traffic separation schemes

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other Rule.
- (b) A vessel using a traffic separation scheme shall:
 - (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
 - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate

traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.

(ii) Notwithstanding sub-paragraph (d) (i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

(e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter

a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;

(ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

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(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

(k) A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

(l) A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

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.

Wadi Halfa - master's night orders, 27 and 29 October 2008

NIGHT ORDER BOOK

From ALEXANDRIA Towards BREMEN

Wednesday day 29.10.08

Course to Steer 071 T

All OFFICERS pls kindly

- KEEP SHARP LOOKOUT.
- KEEP ALWAYS wide Berth for the other SHIPS in all Time.
- KEEP ALWAYS vessel on COURSE.
- CHECK COMPASS ERROR FREQUENTLY. AT least on Time every watch.
- CHECK SHIP'S POSITION FREQUENTLY.
- CALL ME IF ANY DOUBT.
- REPORT in UTS all Time.

MASTER



CH. OFF.:

2nd OFF.:

3rd OFF.:

EX^{3rd} OFF.:

NIGHT ORDER BOOK

From ALEXANDRIA Towards BREMEN

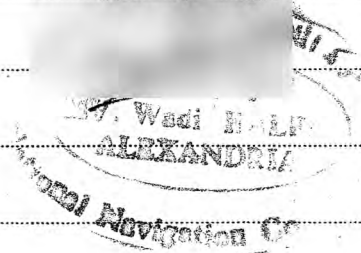
Monday day 27-10-08

Course to Steer 027 T

All OFFICERS plb kindly.

- KEEP SHARP LOOK OUT.
- KEEP ALWAYS wide Berth for the other SHIP'S in all Time.
- KEEP V/L ALWAYS on COURSE.
- CHECK COMPASS ERROR frequently. AT least one Time every watch.
- CHECK SHIP'S POSITION frequently.
- CALL ME IF ANY DOUBT.

MASTER



CH. OFF :
2nd OFF :
3rd OFF :
EX 3rd OFF :

MAIB Safety Flyer

FLYER TO THE SHIPPING INDUSTRY

Scot Isles collision with *Wadi Halfa*

On 29 October 2008 at 0449 (UTC+1), *Scot Isles*, a 2,600gt, UK registered general cargo vessel was on passage from the Thames estuary to Antwerp. She was crossing the NE traffic lane of the Dover Strait TSS when she was in collision with *Wadi Halfa*, a 22,900gt, Egyptian registered, bulk carrier which was heading NE in the Sandettie deep water route.

No lookout was posted on either bridge at the time of the collision. The vessels both had fully operational radars, fitted with Automatic Radar Plotting Aids, although no radar targets had been acquired by either vessel before the collision.

Scot Isles was the give way vessel in accordance with the COLREGS but, on a clear, dark night with good visibility neither vessel saw the other until moments before the collision. The watchkeeping officer on *Wadi Halfa* saw *Scot Isles* when she was very close to port, and he put the helm hard to starboard just before the collision occurred.

Image courtesy of French Customs

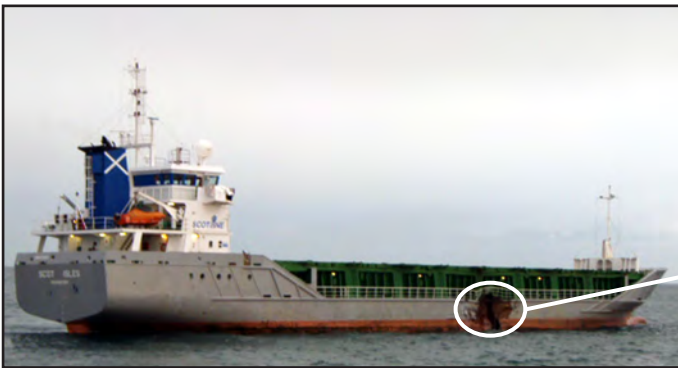
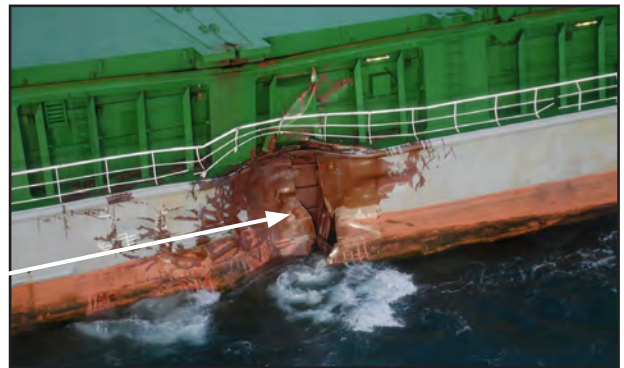


Image courtesy of French Customs



Damage to *Scot Isles*

Scot Isles was struck amidships and a fuel tank was breached, causing pollution, but the full extent of the damage was not discovered for some time due to ineffective post collision checks. The Coastal State subsequently directed the vessel to proceed to Dunkirk for a full damage survey and repairs, which kept the vessel out of service for several weeks.

Damage to *Wadi Halfa*, although less severe, took more than a week to repair on arrival at her next port in Germany.



Damage to *Wadi Halfa*

This accident occurred because of complacency on both vessels:

- The lookouts on both vessels were allowed to leave the bridge in an area of high navigational risk.
- In the absence of a dedicated lookout, neither OOW made best use of the available navigational aids (radar, AIS) visually to maintain an effective appreciation of the traffic situation.
- *Wadi Halfa* was using a deep water route, recommended for vessels with a draught of 16m or more, despite having a draught of less than 6m.
- Although neither master was on the bridge, standing/night orders were not used to alert the watchkeepers to the risks they were likely to encounter during their bridge watch.
- There was no encouragement for the lookout to become an integral part of the bridge team of either vessel.

Lessons learned:

- Complacency continues to be a recurring safety issue in accidents investigated by the MAIB. Shipowners should recognise the risks posed by complacency and ensure that their vessels operate with effective bridge teams at all times.
- Masters should make best use of standing/night orders to set operational benchmarks and heighten bridge watchkeepers' awareness of risk when appropriate.
- Masters must lead by example. Ships' crews are unlikely to apply the high professional standards demanded if these are not observed by the officer in overall command.
- The use of designated lookouts is an essential requirement for safe navigation, but continues to be regarded as a low priority on some vessels.
- The use of navigational aids is not a substitute for maintaining a visual lookout.

This accident was the subject of an MAIB Investigation, which can be found on MAIB's website at: www.maib.gov.uk

A copy of the report and/or the flyer will be sent, on request, free of charge.

Marine Accident Investigation Branch
Carlton House
Carlton Place
Southampton, SO15 2DZ
Telephone 023 8039 5500
Email: maib@dft.gsi.gov.uk

May 2009