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INTRODUCTION AND DOCUMENT STRUCTURE

1. INTRODUCTION

All vessels operated by company shall provide safe, reliable, and efficient marine transportation. The safety of personnel, environment, vessel and cargo shall be paramount in navigation and vessel operations.

This manual is authorized for use on board all ships fully managed by company.

The purpose of this manual is to ensure that the highest standards of navigational proficiency are practiced onboard. The sole objective is to execute a safe voyage with respect to its complement, environment, vessel and cargo.

The Master and all Navigating Officers shall acquaint themselves with the contents and comply with the procedures.

The Company expects and requires that all Masters and Deck Watch Officers devote their full attention toward navigational safety. There can be no complacency in navigation. Navigation safety shall be the highest priority in the management of Company vessels.

Nothing in this manual or any other company instructions shall exempt the Master and the Officer of the Watch (OOW) from their responsibilities of always acting according to International, National or Local regulations and with due regard to the observance of good seamanship.

Safety is never to be compromised in favour of commercial considerations.

The Company will not condone cutting corners to reduce distances and compromising of navigational safety in the interests of speed.

The basic principles of common sense, situational awareness, prudence, rational judgment, good practices of seamanship, prevailing circumstances and conditions and applicable international, national and local rules and regulations are to remain the basis on which the watch keeping Officer and the Master will take decisions.

Master should seek information on local regulations from agents or concerned authorities for every port and these are to be complied with due regard to safety.

Any breaches of the Regulations will result in strict disciplinary action being taken.

The bridge shall be sufficiently manned during all stages of the vessel's passage from one berth to the other. The watch manning levels shall be at least those as laid down in this manual.

Master and OOW shall exercise sound judgment at all times.

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Course and speed must be set so as to provide an adequate margin of safety in the event of an unanticipated emergency situation at all times.

Except for the international Regulations for the Prevention of Collisions at Sea (COLREGS), company policies shall take precedence when they are more stringent than other laws and regulations.

Departure from practice demanded by this manual may be made for the protection of life, property or environment or to permit compliance with the law.

This manual shall not be distributed to outside parties, unless the company's approval is obtained.

Sections of the manual related to celestial navigation are applicable only to tanker vessels and not for bulk carriers /cargo ships.

This manual will be revised and re-issued when appropriate, to ensure that operating policies are properly updated and comply with changes to various laws, rules, regulations and company requirements. It is the responsibility of the Master to forward any recommendations for changes to the company.

This manual shall be reviewed by DPA at least on annual basis.

2. DOCUMENT STRUCTURE

2.1. Nautical Manual

The Nautical Manual is an integral part of the third tier of the integrated Safety, Health, Environmental and Quality Management System.

The Nautical Manual incorporates Circulars used for the quick dissemination of instructions that take precedence over or amplify those contained in the Nautical Manual.

Refer to Fleet Procedures Manual (2.0. SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM) – Section 7 for further details on company circulars.

The Nautical Manual is supported by the Masters standing instructions / night order book and various recognised publications.

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3. DEFINITIONS¹

- **Ocean waters** are waters more than 50 NM from nearest land for the purposes of the procedures defined in this manual.
- **Coastal waters** are waters less than 50 nautical miles from nearest land for the purposes of the procedures defined in this manual.
- **Restricted / confined waters:** Restricted / confined waters are defined as areas such as narrow channels or shallow waters (depth is less than less than 2 x draft), coupled with proximity of navigational hazards like the presence of shoals or other dangers where the vessel has limited sea room available for manoeuvring and thereby confining the vessel movement example inland waterways, rivers, canals, straits, port approaches etc.
- **Congested waters** are defined as areas where heavy traffic may be encountered where undivided attention of the bridge team is required to monitor traffic and take action as per COLREG's / navigational parameters.

Congested waters include the following:

- An area of water where due to presence of many vessels in the vicinity, a repeated risk of collision exists, and it may be difficult for own vessel to maintain her course.
- An area of water where the situation repeatedly arises in which a vessel is likely to collide with another vessel and an action to avoid a collision is limited by the existence of a third vessel or fixed structure, or where such situation is expected to arise.

¹ W 05 / 2020