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NAVIGATION IN COASTAL OR RESTRICTED WATERS

1. GENERAL

- 1.1. The largest scale chart on board, suitable for the area and corrected with the latest available information, should be used.
- 1.2. Navigation shall be as per the passage plan and due consideration shall be given to:
 - a. Advice from sailing directions
 - b. Ships draught in relation to available water depths
 - c. Effect of 'squat' on underkeel clearance in shallow water.
 - d. Tides and currents.
 - e. Weather, particularly in areas prone to poor visibility and strong winds
 - f. Available navigation aids and their accuracy.
 - g. Position fixing methods to be used.
 - h. Danger points, 'no go' areas and margin of safety.
 - i. Traffic likely to be encountered.
 - j. Traffic separation/routing schemes and VTS reporting requirements.
 - k. Available emergency anchorages and emergency facilities tugs etc.
 - l. Local regulations and requirements such as CFR33 164 in U.S. waters.
- 1.3. Whenever potential dangers to navigation exist, in restricted waters or in coastal areas, frequent fixes shall be taken to assure that the position of the ship is positively known and is in conformity with the planned track. The OOW should positively identify relevant navigation marks used for obtaining the fixes.
- 1.4. Such fixes shall be checked by using more than one of the alternative methods available, thus reducing to a minimum the risk of grounding as a result of human error or failure of navigation equipment.
- 1.5. Soundings must be taken when making a landfall, when the vessel is in restricted or shoal waters and at any other time when they may assist in establishing the position of the vessel.
- 1.6. Local weather forecasts and navigation warnings shall be monitored and the passage plan adjusted accordingly.
- 1.7. When navigating in coastal or restricted waters particular attention must be given to pollution prevention and compliance with MARPOL and applicable local regulations.

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2. COASTAL WATERS

- 2.1. Coastal waters are waters less than 50 nautical miles from nearest land for the purposes of the procedures defined in this manual.¹
- 2.2. The Master shall use his discretion when setting the bridge watch manning levels to suit the prevailing conditions e.g. double watches, Master on the bridge etc.
- 2.3. A Helmsman shall be readily available on standby.
- 2.4. Steering shall be changed over to manual operation when:
 - a. Approaching the pilot station or port limits
 - b. The main engines are placed on standby
 - c. Transiting high density traffic areas
 - d. The Master, or the passage plan requires it
 - e. The OOW deems it necessary.
- 2.5. An additional steering gear power unit shall be tested and kept readily available on immediate standby.
- 2.6. When entering coastal waters following a deep-sea passage the manual steering gear system shall be tested and a record made in the logbook.
- 2.7. The main engine shall be placed on standby if the Master deems it necessary. Generators shall be in auto load sharing mode. If the auto load sharing system is not fully operational or if the vessel is not fitted for auto load sharing an additional generator shall be placed on load.
- 2.8. At least one of the GPS position verification method shall be using visual bearings or radar positioning.²
- 2.9. In the advent of a main engine or power failure the OOW must immediately alter course and head the vessel to seaward to gain maximum distance from the coast. Due cognisance must be given to other shipping or hazards in the area when altering course.

¹ W 08 / 2024

² W 08 / 2024

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3. RESTRICTED / **CONFINED**³ WATERS

- 3.1. 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.⁴.
- 3.2. The Master must employ a Pilot whenever the safe navigation of the vessel or local regulations make this necessary or mandatory.
- 3.3. When navigating in restricted waters the Master shall be responsible for the safe navigation of the vessel and shall be present on the bridge together with the OOW and a Helmsman.
- 3.4. To avoid fatigue during prolonged navigation in restricted waters the Master may delegate the responsibility of safe navigation to the Chief Officer and retire to his / her cabin or pilot's cabin for rest, provided he / she is immediately available on call. The Master must be on the bridge whenever pilots are being embarked/disembarked or exchanged; on approach to port limits or when the vessel transits particularly high traffic or hazardous areas.
- 3.5. The engine room shall be manned and the engines on standby and immediately available for manoeuvring. Generators shall be in auto load sharing mode. If the auto load sharing system is not fully operational or if the vessel is not fitted for auto load sharing an additional generator shall be placed on load.
- 3.6. Steering shall be manual. An additional steering gear power unit shall be tested and kept readily available on immediate standby.
- 3.7. Anchors shall be cleared ready for immediate use, but the riding pawls are to be left down until just before letting go and the anchor party shall be on call.
- 3.8. The vessel's speed shall be regulated so as to comply with local speed restrictions and to avoid damage to shore installations, moored vessels and tows.

See BRIDGE PROCEDURES GUIDE

³ W 08 / 2024

⁴ W 08 / 2024