	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>02.0 ABORT POINT MARKING ON CHART</p> <p>ON THE JOB TRAINING</p>	<p>OJT : 002 Page : 1 of 2 Date : 07-Nov-25 Rev : 10.1 Appr : DPA</p>
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VESSEL : _____

DATE : _____

Training: Abort point marking on chart

Abort Point

When approaching confined waters the ship may come to a position beyond which it will not be possible to do other than to proceed termed as point of no return. It will be the position where the ship enters water so narrow that there's no room to turn or where it is not possible to retrace the track due to a falling tide and insufficient water or UKC.

An 'abort point' is the position on the charted course where the ship may abandon her planned passage. The last point at which the planned passage can be aborted must be clearly shown in the plan **depending on depth of water, sea room, turning circle characteristics of the vessel** and marked on the chart. **Care should be taken when marking an abort position on chart. At the abort position, there should be sufficient sea room for the ship to undertake the maneuvers safely: turn around, stop in safe waters or proceed to anchorage.** Once the abort point is passed, ship has entered the 'no return area', hence the point of no return should be known to the bridge team as beyond the point of no return vessel is committed and must continue on her passage.

Position of abort point


The position of the abort point will vary with the prevailing circumstances such as:

- Location of the pilot boarding ground
- The navigable width and depth of water
- Speed of the vessel
- Turning circle
- Direction of tidal stream / currents / wind

Reasons to abort a passage

Some reason for not proceeding and deciding to abort will vary according to the circumstances but may include:

- Deviation from approach line.
- Machinery failure.
- Instrument failure or malfunction.
- Non availability/delay of tugs or berth or pilot
- Dangerous situation ashore or in the harbour
- Sudden changes in weather conditions such as onset of poor visibility or dangerous increase in wind speed or direction.
- Any situation where it is deemed unsafe to proceed

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Contingencies

Contingency Planning shall be done in advance which may include Alternative routes, Emergency anchorages, Waiting areas, Emergency berth etc., after passing the Abort Point.

Above read and understood:

CO: _____

2O: _____

3O: _____

X2O/X3O _____

Verified by: Master / _____

Date: _____