



Navigation – Back to Basics



Do not get too close to danger.

Do not take a vessel into what you can expect to be a dangerous situation, such as passing in a narrow channel while another vessel is trying to pass the same way at the same time. Stay away from explicit danger at all times.



Maintain sufficient margin in preparation for unexpected situations.

Consider the need for flexibility to address unexpected situations, such as providing sufficient margin while preparing passage plans



Do not grow accustomed to danger.

When handling potentially dangerous operations, we need to return to safety basics, even when such operations have been conducted smoothly in the past, without relying on past experiences, which might have been the result of mere good luck



Always prepare for danger.

As a precautionary measure, take the time to fully maintain machinery and equipment and conduct emergency drills to hone your incident prevention and response skills.



Take steps to avoid danger as early as possible.

Making a decision ahead of time is a cardinal rule in protecting the vessel and crew.



Always imagine danger ahead.

Even incidents that occur due to unexpected problems can be prepared for in advance, if you use your imagination. The master of a ship is always expected to use his imagination to prepare for unexpected situations and consequential danger



Be prudent with danger.

Excellent seafarers have the courage to honestly assess the dangers / hazards and respond appropriately, rather than ignoring or challenging danger.



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Responsibility for safe navigation with a pilot embarked:

1. Bridge team shall support the pilot, by maintaining a good lookout and continual situational awareness.
2. Bridge team shall continually monitor the pilot's actions, be prepared to seek clarification as necessary and/or call the master.
3. The Officer of the Watch must take whatever action is necessary before the master arrives, to maintain the safety of navigation.
4. Bridge team shall discuss, agree and communicate to the entire team, any change to the ship's passage plan advised by the pilot.
5. In case of any change, the original passage plan must be amended and the amended passage plan must then be adhered to.

Using Appropriate Charts:

All ships, shall have “*nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage.*”

1. Use appropriate scale, accurate and up-to-date charts.
2. Larger scale charts cover smaller areas, have progressively more detail and should be used as some aids to navigation and dangers may not be included on small scale charts.
3. When using ECDIS with ENC's, navigating officers should be familiar with the methods for scrolling and zooming into charts, including determining the usage codes (scale equivalent) of displayed ENC's and associated warnings and indications of inappropriate display scales.
4. OOW should know the update status of the loaded ENC's.

Passage plans:

1. Passage plan to be prepared Berth to berth including for areas where a pilot is on board.
2. Passage plans can be amended, with the new plan being thoroughly checked, recorded on charts and communicated to all concerned.
3. Unplanned shortcuts to save time and distance, or unplanned deviations from the passage plan are dangerous and unacceptable practices.

Good Navigation Practice:

1. Do not over rely on any one navigational aid like GPS for navigation, especially when navigation can be conducted visually and/or by radar.
2. Use soundings and transits as checks for position fixes.
3. Fix the ship's position at frequent and regular intervals, including when a pilot is on board.
4. Ensure that the ship has the latest Maritime Safety Information (MSI) for the area by configuring the EGC or NAVTEX receiver correctly.
5. Cooperate fully with any available Vessel Traffic Services (VTS).
6. Keep proper lookout using all available means at all times.

The Company expects and requires that Master and OOW devote their full attention toward navigational safety.

There can be no complacency in navigation.

You have an important role – Lives of 20 over people, taking care of cargo and property worth several millions, huge environmental responsibility – not to forget your future in this career. Please remind yourself of this every time you come on watch.