



## 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.



## Navigation – Back to Basics

### 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.**



## On the job training (OJT) Safe conduct during pilotage

**Name of vessel:**

**Date:**

**S.No: OJT 18**

### **Details of training: Safe conduct during Pilotage**

- Efficient pilotage is chiefly dependent upon the effectiveness of the communications and information exchanges between the pilot, the master and other bridge personnel and upon the mutual understanding each has for the functions and duties of the others. Ship's personnel and pilot should utilize the proven concept of "Bridge Team Management".
- Pilots and Mooring Masters are important advisers to navigation, but the Master remains responsible for their actions. The presence of a pilot on the ship does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safe conduct of the ship.
- The boarding position for pilots should be chosen to allow sufficient sea-room to ensure that the ship's safety is not put in danger before, during or directly after such discussions; neither should it impede the passage of other ships.
- In some ports, pilot may request vessel to proceed beyond pilot boarding ground for their own convenience. Master should always request pilot to board/disembark vessel at pilot boarding area and vessel not to proceed beyond this area.
- Master/Pilot Exchange Form shall be properly completed and discussed with pilot. The pilot and the master should exchange information regarding the pilot's intentions, the ship's manoeuvring characteristics and operational parameters as soon as possible after the pilot has boarded the ship.
- The safe progress of the ship as planned should be monitored closely at all times. This will also include track monitoring and regular fixing of the position of the ship, particularly after each course alteration, and monitoring under keel clearance.
- Masters and Deck Watch Officers must insist when proceeding in all waters that the Pilot or Mooring Master comply with COLREGS and observe speed restrictions when navigating rivers and narrow channels, with due regard for the conditions likely to be encountered en route to the vessel's destination.
- When under pilotage, discuss speed and squat with pilot and agree on a maximum safe speed for the transit. Please note Pilot is engaged only in the capacity of an adviser. If the master believes that a slower speed should be used than that recommended by the pilot, then the master's view shall prevail.



## On the job training (OJT)

### Safe conduct during pilotage

- Prior to the pilot leaving an outward bound vessel the master must discuss with him the anticipated movements of other traffic in the area and the course to be taken by the vessel after disembarkation of the pilot.
- The Master retains the ultimate responsibility for the safety of his ship. He and his bridge personnel have a duty to support the pilot and to monitor his actions. This should include querying any actions or omissions by the pilot (or any other member of the bridge management team) if inconsistent with the passage plan or if the safety of the ship is in any doubt.
- The Master must be fully aware of the pilots' intentions. The bridge team should not hesitate to seek clarification from pilots regarding any aspect of their plans or communication.
- Should the Pilot or Mooring Master fail to act on the Master's or Deck Watch Officer's direction when the Master or Deck Watch Officer judges the safety of the vessel to be in jeopardy, the Master or Deck Watch Officer must countermand the Pilot's or Mooring Master's instructions and take such action as may be appropriate to ensure the safety of the vessel.
- Cohesive interaction between the pilot and the bridge team management, supported by clearly understood plans and communication protocol is key to the safe and effective navigation of the vessels.

*IMO Resolution A.285 (VIII) states: "Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligations for the safety of the ship. He should co-operate closely with the pilot and maintain an accurate check on the vessel's position and movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives."*

**Master:**

**C/O:**

**2/O:**

**3/O:**