VESSEL		**DATE:**		**VOY NO:**	

Laminated copy of the checklist shall be maintained in wheel house and compliance will be recorded in deck log book for each change of watch at sea.

SN	**DESCRIPTION**	**YES**	**NA**
1.	Members of the relieving watch are well rested and fit for duty		
2.	Sufficient time has been allowed for night vision to be established		
3.	Master's daily orders and special instructions read and signed		
4.	GMDSS log, compass error log and deck log up to date		
5.	Position, course and speed of the ship		
6.	Passage plan and Progress of ship throughout previous watch		
7.	Passage plan look- ahead including cnditions and hazards likely to be encountered during the watch		
8.	Draught, air draught, depth of water and UKC		
9.	Effect of heel, trim, water density and squat on UKC		
10.	Current traffic conditions, movement of other vessels in vicinity / CPA & TCPA of nearby vessels /effect on own ship		
11.	Maritime Safety Information: Weather and navigational warnings		
12.	Prevailing / predicted tides, currents, weather and visibility and the effect of these factors upon course and speed		
13.	Status of watertight doors		
14.	Large scale charts to be used during watch		
15.	Identification of shore-lights, targets, buoys, light-house and prominent landmarks visually and on radar.		
16.	Any reporting points expected during the watch, report format and VHF channel checked		
17.	Next alteration of course, DTG and ETA's at critical points		
18.	Position fixing accuracy		
19.	Follow up of any distress, urgency or safety message received (as applicable)		
20.	Location of look out person		
21.	Any clock alterations to be made during the watch		
22.	Ship security status – HRA transit / Piracy Alerts		
23.	Any special deck work/operation in progress and work permit issued		
24.	**Status of Navigation and Bridge Equipment:**		
24.1.	ECDIS Alarms and Settings as per FORM 1.3.2		
24.2.	AIS reflecting the correct vessel's status		
24.3.	Autopilot		

24.4.	BNWAS operational and in manual mode		
24.5.	Course and engine movement recorder		
24.6.	VDR/S-VDR		
24.7.	Echo sounder (UKC / Echo sounder alarm settings)		
24.8.	GNSS /GPS - Check Datum (Always should be WGS 84) . Verify that positions on GPS 1 and GPS 2 are the same. RAIM accuracy level set correctly as applicable.		
24.9.	Gyro and magnetic compass including errors. All repeaters including steering gear repeater synchronized.		
24.10.	Where Transmitting Magnetic Compass (TMC) is fitted, compare the magnetic compass card heading with the digital redaing on the panel. Record in deck log book if any		
24.11.	Navigation lights, shapes and sound signals displayed as applicable		
24.12.	Radar/ARPA controls (heading /speed, tuning, gain, TPA/TCPA setting, clutter)		
24.13.	No prexisting alarm condition and no alarm is muted on any of the bridge equipment		
24.14.	Speed through water (signal from speed log) is being fed to radars		
25.	**Status of Communications Equipment:**		
25.1.	EPIRB		
25.2.	NAVTEX /EGC – monitored with respect to the vessel's geographical position		
25.3.	SES		
25.4.	MF/HF/VHF Channels monitored including volume / squelch settings		
26.	**Status of Propulsion and Steering Equipment:**		
26.1.	Engine Room watch keeping arrangement status and RPM of engine		
26.2.	Engines on bridge control OR engine room control		
26.3.	Hand steering tested		
26.4.	Main engines and generators		
26.5.	Steering system		
26.6.	Status of fire zones- Have any Loops been temporarily isolated? If so why?		
26.7.	Any deficiencies on navigation, communication, safety or steering equipment		
27.			
28.			
29.			
30.			