

Bridge Instructions

Poster
004

THE MASTER

- Is ultimately responsible for the safety of the ship.
- Shall make sure that the Officer of the Watch is well acquainted with the navigational and the safety equipment as well as the engine controls and the different steering systems.
- Shall organize the Watch-keeping on the Bridge in a practical way so that everyone including himself gets the necessary rest periods.
- Shall check that the ship's Log Books are kept.
- Shall clearly state when he takes over responsibility for the navigation.
- Shall, if required, supplement these instructions.

OFFICER OF THE WATCH

- Is the Master's representative and primarily responsible at all times for the safe navigation of the ship and for complying with the International Regulations for Preventing Collisions at Sea, 1972.
- Must not occupy himself with anything which might endanger the safe navigation of the ship.
- Must not leave the Bridge before his relief takes over.
- Shall give instructions necessary for safe watch-keeping.
- Shall during his watch check the gyro and magnetic compasses and the lights and shapes as well as all other equipment used for the safe navigation of the ship.
- Shall call up reinforcements in case of need.

shall besides this call the Master:

- As per the Master's special orders.
- In case of a feared or real deterioration of the weather or visibility.
- If he is in the least uncertain of the ship's position.
- If traffic conditions or movements of other ships are causing concern.
- In the event of breakdowns of engines, steering gear or any navigational equipment.
- In case of any other danger or uncertainty.

PILOT ONBOARD

- Despite the duties and obligations of Pilots, their presence on board does not relieve the Master or the Officer in Charge of the watch from their duties and obligations for the safety of the ship.
- The Officer of the Watch shall closely co-operate with the Pilot. If in any doubt as to the Pilot's actions or intentions, the Officer in Charge of the Watch shall seek clarification from the Pilot. If doubt still exists, shall notify the Master immediately and take whatever action is necessary before the Master arrives.

Embarkation and disembarkation:

- Prepare the Pilot ladder in good time.
- Next to this shall be a life buoy, a life line, man ropes and good lighting.
- Embarkation and disembarkation shall be supervised by an Officer having communication with the Bridge.
- Before the Pilot disembarks the Master shall request relevant information regarding the condition of the fairway, other ship movements, current and tidal conditions etc.

LOOK-OUT

- A proper look-out shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972.

- The look-out shall have been instructed in his duties.
- The look-out is not permitted to occupy himself with anything which might interfere with this duty.
- The look-out shall be aware of the difficulties of detecting objects and navigation lights against background lights from shore.

WATCHKEEPING

- All Watch Officers shall be well acquainted with the engine and propeller controls and should not hesitate to use them if necessary.
- The ship's speed at different revolutions and propeller pitches as well as turning characteristics and stopping distances shall be entered on a notice on the Bridge.
- Change over to manual steering shall be done as soon as justified.
- The Helmsman shall be well acquainted with the ship's steering controls and the meaning of helm orders.
- The Officer in Charge shall always use distinct helm orders.
- The Helmsman shall repeat the helm orders immediately.
- The Officer in Charge shall check that helm orders have been correctly executed.

TAKING OVER THE WATCH

- Under no circumstances may the watch be handed over to someone who is considered unable to carry out his duties.
- The Officer of the Watch may not be relieved if, in a dangerous situation.
- The oncoming Watch Officer shall first have his eyes fully adjusted to night vision.

The relieving officer shall be informed of:

- Special instructions relating to the safe navigation of the ship etc.
- Own position, course and speed.
- Other ships in the vicinity.
- Visibility, weather, tidal and ice conditions, currents etc.
- Navigational equipment being used including operational conditions of same.
- Current navigational warnings.

BEFORE DEPARTURE AND ARRIVAL

- Carefully plan departure and arrival before the voyage.
- Make emergency stop tests.
- Make up and use check-list for measures to be taken care of on departure/arrival.

NAVIGATION

- The voyage shall be carefully planned in advance using all possible information available.
- Charts shall be corrected and of suitable scale.
- The ship's position shall be determined at regular intervals and if possible more than one method shall be used.
- The limitations of the various navigation methods shall be carefully identified.
- Care must be exercised when using floating navigation marks to determine ship's position, especially in ice waters.
- Care must be exercised when using sector lights during winter.
- Check courses laid out in charts.
- Make sure that the ship is steering the correct course.
- When manoeuvring in shallow waters pay attention to possible reduction in keel clearance due to list, squat, rolling and pitching.

- Pay attention to possible bank-effect when manoeuvring in narrow waters.
- When in doubt, don't hesitate! REDUCE SPEED OR STOP!

ACTIONS TO PREVENT COLLISIONS

- Always follow the Collision Rules.
- Always use radar.
- Always proceed at a safe speed.
- If it is your ship's duty to give way, the avoiding action shall be carried out without any risk of misunderstanding and in good time.
- The effect of your own action shall be carefully watched until the other vessel is all clear.
- Pay attention to possible interaction, when meeting/passing ships in close quarters.
- Use the proper manoeuvring and warning signals.
- If an approaching "give way vessel" takes no avoiding action, use sound and light signals, search light and VHF to call her attention in good time. If the other vessel still does not take proper action; – KEEP AWAY IN GOOD TIME!

ACTIONS DURING REDUCED VISIBILITY

- Call the Master.
- Proceed at a safe speed.
- Increase look-out if necessary.
- Give fog-signals.
- Make use of all radar systems.
- Exhibit navigation lights.
- Determine possible risk of a close quarter situation by plotting.
- If possible avoid close quarter situations.
- Meeting starboard to starboard at close quarters should be avoided.
- If only one radar is used the range should be changed frequently.
- If several persons use the same radar, always advise the change of range.
- If in doubt: STOP!

ANCHORING

- Anchorage shall be selected taking into account the water depth, condition of the bottom, wind, currents, other vessels etc.
- After anchoring the position shall be carefully fixed and plotted on the chart.

When the ship is at anchor:

- Check position continuously.
- The prescribed ship's lights and shapes shall be exhibited.
- In reduced visibility sound signals shall be given as required.
- Look-out shall be maintained at all times.
- Weather, tide and current shall be kept under observation.
- Check if own or other vessels are dragging.
- Check that other vessels not drop their anchors too close.

Call the Master

- If the visibility deteriorates.
- If the vessel is dragging.
- If another vessel is threatening.

PROTECTION OF MARINE ENVIRONMENT

- Be aware of the serious effects that operational or accidental pollution has on the marine environment.
- Take all possible precautions to prevent such pollution.
- Read and follow national and international regulations regarding the use of toxic products.