To be completed at the change‐over of **All** watches while underway. This checklist is to be filled up by the Officer on Watch before being relieved.

One Checklist will be completed in any 24 hour period while underway and verified by the Master

for compliance and fulfillment.

|  |  |  |  |
| --- | --- | --- | --- |
| AT LEAST ONE HOURS BEFORE LEAVING PORT THE ROUTINE CHECKS MENTIONED IN THIS FORM ARE TO BE CARRIED OUT BY THE DEPARTMENTS. ENTRY TO BE MADE THE DECK AND ENGINE LOG BOOK UNDER THE HEADING “ALL CHECKS, ACCORDING TO THE FORM “KFS/IMSP/SOM/02/Bridge – Change Of Navigational Watch” List WERE MADE AND FOUND SATISFACTORY”. | | | |
| **Sl No** | **Item** | **Yes** | **No** |
| 1. | Has the relieving Officer of the Watch read the following directives? | | |
| a | Standing Orders |  |  |
| b | Supplementary Master’s instructions |  |  |
| c | Navigational Warnings |  |  |
| 2. | Are all members of the relieving watch capable of carrying out their duties? |  |  |
| 3. | Has the relieving Officer of the Watch been acquainted with the following information? | | |
| a | Position, course, speed and draft of ship If the vessel is conducting coastal navigation, is the position being obtained by alternative methods as a means of crosschecking |  |  |
| b | The Passage Plan This should include monitoring the effectiveness and progress of the vessel by all available position fixing means and parallel indexing |  |  |
| c | Prevailing / predicted tides, currents, weather and visibility & effect of these factors upon course & speed. |  |  |
| d | Procedures for the use of main engines to manoeuvre when the main engines are on bridge control and the status of the watchkeeping arrangements in the engine room. |  |  |
| e | Operational condition of all Navigational & Safety equipment on Bridge |  |  |
| f | Gyro and Magnetic Compass Errors |  |  |
| g | Movement of other vessels in sight or known to be in vicinity |  |  |
| h | Identification of shore lights, buoys etc |  |  |
| i | Conditions / hazards likely to be encountered on watch |  |  |
| j | Possible effect of any heel, trim, ‘squat’ etc on Under Keel Clearance |  |  |
| k | Present Underkeel clearance |  |  |
| 4. | Is the vision of the relieving Officer adjusted conditions? to the prevailing |  |  |
| 5. | Is the relieving Officer / watchman well rested in accordance with work hour requirements (6 hours rest in last 12, etc as per section 2 of the Bridge Procedure Manual)? |  |  |
| 6. | Other information/Watch Checks completed and acknowledged? (To include but not limited to: Course recorder endorsed, RPM/Bell logger recorder verified, radar log completed, GMDSS, daily running log, Bridge log book, position log and VHF log) |  |  |

Note: If at any time the Officer of the Navigational Watch is to be relieved when a maneuver or other vital action is taking place, the relief of that officer shall be deferred until such action has been completed.

|  |  |  |  |
| --- | --- | --- | --- |
| **Officer On Watch (0000 to 0600 hrs)** | | **Relieving Officer** | |
| Name/Rank |  | Name/Rank |  |
| Signature |  | Signature |  |
| Date |  | Date |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Officer On Watch (0600 to 1200 hrs)** | | **Relieving Officer** | |
| Signature verification ALL checks have been completed as per the checklist | | | |
| Name/Rank |  | Name/Rank |  |
| Signature |  | Signature |  |
| Date |  | Date |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Officer On Watch (1200 to 1800 hrs)** | | **Relieving Officer** | |
| Signature verification ALL checks have been completed as per the checklist | | | |
| Name/Rank |  | Name/Rank |  |
| Signature |  | Signature |  |
| Date |  | Date |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Officer On Watch (1800 to 2400 hrs)** | | **Relieving Officer** | |
| Signature verification ALL checks have been completed as per the checklist | | | |
| Name/Rank |  | Name/Rank |  |
| Signature |  | Signature |  |
| Date |  | Date |  |

|  |  |
| --- | --- |
| **Master’s Verification** | |
| Name/Rank |  |
| Signature |  |
| Date |  |