|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **DECK OFFICER MANOEUVRING LOG**  **(for Staff. Captain (Ch. Off.), and as per Master’s discretion for other STCW Deck Officers)** | | | | | | | | | | |
| To be completed after each manoeuvre under the Master’s supervision and returned to the Crew Department  when signing off or when requested (reference [Fleet Ops](http://srv-glas301:82/Leisure/content/parent%20category%20topics/procedures%20and%20operations/fleet_ops.htm) > [4.0 Marine Operations](http://srv-glas301:82/Leisure/content/parent%20category%20topics/procedures%20and%20operations/deck_operations.htm) > [4.1 Navigational Operations](http://srv-glas301:82/Leisure/content/vessel%20management%20system/fleet%20ops/marine%20operations/navigational%20operations.htm) > 4.1.16 Ship Handling) | | | | | | | | | | |
| **OFFICER (Name & Rank):** | | | | | | | | | | |
| **VESSEL:** | | | | **MASTER:** | | | | | | |
| Port: | | | | Date: | | | | | | |
| Manoeuvring Time | | | start: | finish: | | | | | | total time: |
| Arrival / Departure: | | | | Alongside / At Anchor: | | | | | | |
| Pilot: | | | | Tugs: | | | | | | |
| Number of manoeuvres on this ship: | | | | Number if manoeuvres in this port : | | | | | | |
| Weather conditions: | | | wind: | sea: | | | | | | tide/current: |
| Other factors to be considered: | | | | | | | | | | |
| Complexity of Manoeuvre : | | | very difficult | difficult | | | | | | not difficult |
| **MASTER’S ASSESSMENT** | | | | | | | | | | |
| A = Satisfactory | | B = Safety maintained - would benefit from further practice | | | | | C = More practice/experience required | | | |
| Aspect | | | | | Assessment | | | | Comments | |
| GENERAL BRIDGE COMMAND | | | | | | | | | | |
| 1 | Planning | | | | A | B | | C |  | |
| 2 | Leadership | | | | A | B | | C |  | |
| 3 | Attitude and response to stress | | | | A | B | | C |  | |
| 4 | Decision making | | | | A | B | | C |  | |
| BRIDGE TEAM MANAGEMENT | | | | | | | | | | |
| 1 | Pilot briefing re own vessel | | | | A | B | | C |  | |
| 2 | Manoeuvre briefing to pilot and bridge team | | | | A | B | | C |  | |
| 3 | Clarity of port passage/manoeuvre observations and orders | | | | A | B | | C |  | |
| 4 | Acknowledgement and assimilation of feedback to the Con | | | | A | B | | C |  | |
| 5 | Clarity of communication with pilot & port re tugs, lines, etc. | | | | A | B | | C |  | |
| SITUATIONAL AWARENESS | | | | | | | | | | |
| 1 | Concentration | | | | A | B | | C |  | |
| 2 | Positional awareness | | | | A | B | | C |  | |
| 3 | Appreciation of environmental conditions | | | | A | B | | C |  | |
| 4 | Appreciation of speed (boarding/channel/berth inc. squat, etc.) | | | | A | B | | C |  | |
| 5 | Anticipation of developing situations | | | | A | B | | C |  | |
| 6 | Response to developing and unexpected situations | | | | A | B | | C |  | |
| SHIPHANDLING | | | | | | | | | | |
| 1 | Demonstrated knowledge of ship handling principals | | | | A | B | | C |  | |
| 2 | Use of engines | | | | A | B | | C |  | |
| 3 | Use of rudders | | | | A | B | | C |  | |
| 4 | Use of bow thruster | | | | A | B | | C |  | |
| 5 | Control of manoeuvres (turning short around/docking/other) | | | | A | B | | C |  | |
| 6 | Safety of docking and other manoeuvres | | | | A | B | | C |  | |
| Master’s Comments  Signed:………………………….. | | | | | | | | | | |
| Officer’s Comments  Signed:…………………………. | | | | | | | | | | |