## On Board Navigational Procedures Audit Form (Part B) - Technical Baseline

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| Vessel: |  |  | Name of Auditor/ Master: |  |
| Review Start Date: |  |  | Review End Date: |  |
| Voyage From: |  |  | Voyage To: |  |

*\*\* This form will be completed by Master conducting internal navigation audit, Company representative conducting static or dynamic navigation audit, external navigation auditor \*\**

| **Code** | **Activity** | **Response** | Comment | **Reference** |
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| **2** | Technical Baseline | | | |
| **2.1** | Passage Planning | | | |
| 2.1.1 | Is passage plan prepared for the voyage & Master aware of his duties? | Select |  | 1. Is Master aware of his duties with regards to passage planning? 2. Passage plan is prepared from berth to berth. Passage Plan Form (NM001) completed with all relevant information 3. All Charts/ENC’s are up to date for the intended voyage. 4. Bridge Equipment’s are in good working condition. 5. Port of refuge considered in plan 6. “Take me home folio’s/Emergency Navigation System (ENS)” (as applicable) are up to date & ready for immediate takeover in case of failure of ECDIS. 7. Full compliance with respect to Passage plan section of SMS (Procedure & checklist). 8. ECDIS settings are set for the entire voyage/Route Checks completed. 9. Navigation warnings (Navtex and Sat-C) are marked on the chart / ENC’s for the intended voyage. (Note: For ENCs - Within 30Nm of planned track). 10. A post passage meeting is held to assess the effectiveness of the plan. A record of same is maintained in deck logbook. |
| 2.1.2 | All Past Navigational Audit Non-conformity/ Observation are closed out. Preventive measures identified in report are effectively followed. | Select |  | 1. All noted short coming to be closed out depending on the severity of observation. However, a maximum of two month is allowed for close out from the time when audit is completed. 2. Corrective & Preventive Measures identified in last Navigational assessment/audit reports is completed? 3. A copy of at least last two Navigational audit report is available on board? 4. All Navigating officers are aware of the findings observed during last Navigation Audit? |
| 2.1.3 | Is the Navigating officer aware of Navigation Alerts within the Fleet as well as on non TCC Vessels? | Select |  | 1. Identify how the bridge team is working on improvement plan for each identified area provided in the Incident reports and alerts. 2. Identify how the bridge team is working on industry incident feedback and follow up. 3. All incident feedback is available on board either in hard copy or in electronic format. All newly joined officers have read and understood such navigation related incident reports (SM025D to be available as an evidence) |
| 2.1.4 | Does the Master and Navigating Officer conduct a Pre-Departure/Arrival meeting with Bridge team and record the same? | Select |  | 1. Date and time of post passage meeting to be recorded in the deck log book. |
| 2.1.5 | Does Master provide feedback on ports visited with special Navigational hazards that justify raising a Fleet Marine Notice. | Select |  |  |
| 2.1.6 | Is the Designated Navigating Officer aware of requirements for the passage as per Company Procedures? | Select |  | 1. Navigational procedures in the SMS followed correctly. ECDIS Procedures are followed correctly as per company SMS. 2. Any navigational related instructions in voyage orders is incorporated within passage plan. 3. Hazards, Bottle neck areas related to the voyage are identified 4. PSSA, MARPOL Special areas marked, and all departments notified. 5. Is the SPOS routing advises considered for the intended voyage. 6. Record keeping is maintained as per SMS Procedures. 7. Risk assessment available (If required) for the intended voyage - The management of the lengthy periods for increased bridge manning and hazardous transits through confined coastal waters and high-density traffic areas. 8. ECDIS IMO is compliant and with latest IHO standards. On board documents verified for same. |
| 2.1.7 | Does the Position fixing frequency and Position comparison method comply with the requirements of the SMS for all sections of the voyage? | Select |  | 1. The vessels position shall be monitored/Charted/Compared with other position fixing methods Various position fixing methods include - GPS / Visual/Radar/Celestial/any other electronic methods. 2. During coastal navigation vessel should use at least two independent means of position fixing. |
| 2.1.8 | Are contingency plans prepared? | Select |  | 1. The passage plan should incorporate Abort Points/ Points of No Return for critical maneuvers. 2. Is maneuvering characteristics considered when identifying abort points? 3. Bridge equipment’s malfunction, Restricted visibility, Emergency Anchoring etc.…are identified in the passage plan. 4. If ENS (emergency navigation system) & take home folio ready for use in case of failure of ECDIS. |
| 2.1.9 | Are UKC calculations calculated adequately? | Select |  | 1. UKC Calculations should be made for various legs of the passage plan. 2. Is the company procedure being followed for UKC calculations? 3. Ports where accurate depth information’s are not available - Is the relevant exchange of information from agents, port authorities, terminal available on board. Is the vessel maintaining a past record of depth information for all port channel transits etc. for future use? 4. Verify Squat calculations are correctly made for Open and confined waters, not exceeding speed limit for calculated squat for any leg of passage and Heel/trim/weather/DWA are considered for each leg of calculation. Verify water speed is considered for dynamic UKC Calculation. 5. Has the wave response allowance been considered especially when swell period is expected to be 7 sec. or more? |
| 2.1.10 | Are user charts / paper charts indicated with all relevant information for the safe passage as per guidelines provided in Company SMS? | Select |  | 1. The Chart/ENC user chart are marked with Wheel over positions for each course alteration, where appropriate. 2. All information’s as required for watch officer’s immediate attention is transferred to user charts/paper charts as applicable |
| 2.1.11 | Are the ECDIS properly set up for Safety parameters/Anti-Grounding Alarms? | Select |  | 1. Shallow and Deep Contour, Safety Depth and Safety Contour are correctly calculated as per company procedures. 2. All Anti-Grounding alarms are activated 3. CPA/TCPA settings is as per company guidelines 4. “Look Ahead” function is correctly set for the voyage leg with manual no-go area alarm activated for crossing of Limiting Danger Line (LDL). 5. Radar Overlays/Navtex and AIS Safety broadcasts/CIO are correctly set. All navigational warnings and Navtex are physically verified with print outs. 6. Master’s instruction on alarm management practiced as per company guidelines. |
| 2.1.12 | Are parallel indexes indicated for each course where applicable? | Select |  | 1. Parallel index techniques must be used during river/narrow channel/TSS transit’s/coastal passage when monitoring the ship for maintaining a safe distance to pass all navigational hazards. 2. When PI techniques are used, to monitor vessel track and same are recorded in bell book/logbook. 3. PI is practiced correctly while on passage. |
| 2.1.13 | Are the Position Reporting procedures incorporated into the Passage Plan and User Charts (E.g. UKMTO etc.)? | Select |  | 1. Initial/Departure/daily/Arrival reports may be required by local/international regulations (E.g. UKMTO, AMVER, INSPIRES, JASREP, SAFREF, AUSREP etc.) 2. Are the VTS reporting areas identified and VHF channels to use are stated in the Passage Plan and User Charts? VTIS reporting may help the vessels to monitor the local weather/traffic flow. |
| 2.1.14 | Does the Passage Plan contain relevant tidal information, current diamonds highlighted and are tide vectors where appropriate annotated on the ECDIS? Is the total tide software updated and activated for the current trading areas? | Select |  |  |
| 2.1.15 | Are Passage Plans archived correctly and retained as per SMS requirements? | Select |  |  |
| 2.1.16 | Are the relevant security details included in the passage plan? | Select |  | 1. HRA/VRA Transits 2. Relevant Security charts available onboard 3. Hardening measures in place 4. Weekly piracy reports and security alerts considered. 5. Maximum safe speed and M/E Status. 6. Rendezvous position with Escort vessel, Security Personal service launch etc. (as applicable). 7. Company reporting procedures are followed correctly. |
| 2.1.17 | Passage Plan Form / Navigational Document Review. | Select |  | 1. Terminal handbook available on bridge? 2. All applicable Local and National Advisory Notices (received from Terminal, agents, charterers etc.) as well as Company Fleet Notices are considered for the voyage? 3. Completion of various checklist are mentioned in the moment book. 4. UKC Calculation form reviewed. 5. Deck logbook entries verified. 6. All checklist compliance verified. 7. Watch condition complied with as per passage plan & Company SMS Procedures. |
| **2.2** | Charts and Nautical Publications / Corrections | | | |
| 2.2.1 | Are the Voyager, ADP and eNP up to date? | Select |  | 1. Verify all voyage digital publications on board are up to date. 2. Permit validity of the ENC’s are covered for the intended voyage. 3. Back up Voyager software is updated. 4. Voyager database reflects the actual charts & Publications inventory onboard as well as Chart Browser (Chart World) reflects the actual ENC inventory on board. 5. Master carry out random inspection of paper chart / ENC correction. |
| 2.2.2 | Have corrections to ENCs / charts been affected by uploading the latest received corrections? | Select |  | 1. A route validation is carried out after weekly ENC correction and same recorded. |

| **Code** | **Activity** | **Response** | Comment | **Reference** |
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| **2.3** | Standing Orders | | | |
| 2.3.1 | Has the Master prepared comprehensive standing orders supplemented with Night Orders daily according to company procedures and guidelines? | Select |  | 1. Are Master’s Night Orders read, understood and signed by all OOWs prior to taking over the watch. 2. Has Master prepared his / her comprehensive standing orders which include minimum the following:  Safety and security of the vessel and all on board take priority over all other activity.When to call the master.Targets on the radar display a combination of CPA (closest point of approach) of at least 1.0 NM TCPA (time to closest point of approach) of at least 12 minutesThere are more than 4 opposing targets (from ahead to between 2 points abaft the beam on either side of the vessel) within a radius of 3 NM of the vessel.Masters instructions on bridge alarm managementRestrictions of non-essential activity and use of cell phones & other electronic devices which may interfere with the safe operation of navigational equipments on bridgeMaster’s instructions on ECDIS Parameter Settings and Alarms.  1. Master’s standing orders are signed by each OOW with date and time as read and understood. |

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| **2.4** | Bridge Information & Administration | | | |
| 2.4.1 | Are there Company Navigation Procedures posted on the bridge? | Select |  | 1. Bridge posters displayed as per Location of Posters in company SMS? |
| 2.4.2 | Is the Deck Log /Movement book being maintained in such a way that the ship’s actual track could be reviewed at a later stage? | Select |  | 1. Deck logbook to be reviewed for all relevant entries concerning the voyage 2. eQuip is maintained with relevant entries concerning Primary, back up ECDIS as well as ENS (Emergency Navigation System) on board. 3. Movement Book: Con changeover, Hand/Auto steering change over with position, Navigation Checklists compliance, BNWAS status, Mooring/Anchoring Toolbox talk, Pilot name, Comparison of Depth with Echo sounder on all ranges and scales (Echo Sounder Logbook), pre-departure checklist as applicable. 4. Any erroneous entries In Logbooks clearly struck through, initialed. No entries are made in Pencil or corrected using correction ink/pens. 5. All appropriate entries are completed in respective log books prior handing over of watches. |
| 2.4.3 | During the Voyage manning levels maintained on the Bridge as per watch conditions in company SMS? | Select |  | 1. Critical stages of passage identified in passage plan. 2. Risk assessment available (If required) for the intended voyage - The management of the lengthy periods for increased bridge manning and hazardous transits identified especially for confined coastal water and high-density traffic areas. 3. Are the bridge watch conditions appropriate for the transit in critical navigation areas. |
| 2.4.4 | Has the Quarterly Test of emergency steering gear been done and recorded in the Official Logbook? | Select |  | 1. Navigating officer should make an entry in the Official logbook/Deck logbook with the location/Date/Time for testing of emergency steering gear which is carried out at least once every three months. |
| 2.4.5 | Are clear instructions on how to change from normal to emergency steering on display? | Select |  | 1. Operating instructions with a block diagram showing the changeover procedures 2. Are auto to manual steering changeover procedures clearly displayed? |
| 2.4.6 | Are all defects to Critical Bridge equipment reported to the Master immediately and recorded? | Select |  | 1. All bridge equipment failure reported to company, Flag State as required and recorded in PMS. 2. Are the incident reports prepared and available for failure of navigational equipment if any? Are charterers reporting procedures complied with as per voyage instructions for failure of critical bridge equipment if any? |
| 2.4.7 | Is the maneuvering booklet available and characteristics of the vessel on display in the wheelhouse? | Select |  | 1. OOW familiar with the stopping distance/advance/Transfer/Tactical Diameter etc. 2. Turning circle details on laden and ballast passage in shallow / deep water. |
| 2.4.8 | Are the Emergency Towing Arrangement Booklet available on the Bridge? | Select |  | 1. Emergency Towing booklet must be updated correctly showing any recent modifications. |
| 2.4.9 | Garbage Disposal – Is there an updated notice/ procedure in place which refers to MARPOL/Company Procedures? | Select |  |  |
| 2.4.10 | Muster List: Is this available on the Bridge and the Contents are accurate? | Select |  |  |
| 2.4.11 | Does the Pilot Card contain sections for all required information? | Select |  | 1. Are all sections of Pilot Card and Information Exchange (NM006) completed and recorded? |
| 2.4.12 | Are Drills/Trainings being adequately completed and recorded? | Select |  | 1. Bridge Operation for Power Failure drill form (SM036), Gyro Compass Failure (SM040), Steering Gear Failure Drill (SM065A) etc. completed for as per the drill matrix? 2. ECDIS Failure drills (SM070) are carried out as per drill matrix. |
| 2.4.13 | Is the SOPEP/SMPEP Contact List present and current? | Select |  |  |
| **2.5** | Pre-Arrival, Pre-Departure & Anchoring Preparations | | | |
| 2.5.1 | Are engines and steering suitably tested prior to arrival, departure or anchoring including testing of engines astern? | Select |  | Enough time allowed for bridge departure checks.Checklists are fully complied with? |
| 2.5.2 | Is other Bridge equipment suitably tested methodically in accordance with SMS procedures and Checklists? | Select |  |  |
| 2.5.3 | Is a Pre-Arrival/ Pre-Departure / Post-Passage meeting held and recorded? | Select |  | Effective Bridge Resource Management should avoid ambiguity through adequate briefing and guidance of the bridge team prior to undertaking the voyage (pre-departure), prior to arrival in port (pre-arrival), prior to undertaking transit through critical navigation areas (e.g. Singapore and Malacca Straits, Dover Straits, English Channel etc.) and Post Passage Meeting to assess the effectiveness of passage plan. |
| 2.5.4 | Is the vessel position/Heading/UKC adequately monitored whilst at anchor? | Select |  | OOW should maintain a check on the ship’s position to monitor that the ship does not drag its anchor or move too close to any other anchored ship. |
| 2.5.5 | Are swinging circles used when the vessel is at anchor? | Select |  |  |

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| **2.6** | RADAR ARPA Equipment | | | |
| 2.6.1 | Are all radars/ ARPA working in an efficient condition with good quality pictures? | Select |  | ARPA Alarm settings is as per company guidelines (minimum CPA & TCPA settings must be in line with company as well as master’s standing orders).Watch officers aware of Manual plotting of targets and is it practiced. (Manual plotting should be witnessed on Radar Plotting Sheets).Annual servicing carried out (Note Date). Service report to be reviewed for any recommendation given.Do Radars have a warning sign for speed input to be Water Track when using for Collision Avoidance?Performance monitor Test are recorded as per manufacturer’s instructions.Is there a diagram depicting Radar shadow and blind sectors near the radars?Are Officers familiar with various RADAR settings and tuning of RADAR depending on weather/traffic conditions etc. |
| **2.7** | GPS | | | |
| 2.7.1 | Is the vessel equipped with suitable GPS equipment and is it in good working order? | Select |  | Is there a note of the HDOP and smoothing values currently set into the GPS as per manufacturer’s instructions and Adjusted to Correct Datum? HDOP of 2 or less represents a “Good Fix” a HDOP larger than 2 represents increasingly poor fix geometry. GPS shall be referenced to WGS84.Waypoints for the voyage entered in GPS units. Route in GPS should be transferred to both RADARS and there should be evidence that waypoints in such route are counterchecked by another OOW.Is the antennae height properly fed in all the GPS units?Where position fixing is by GPS only, comparison from 2 different units is to be logged at twice per watch? Visual and radar position fixing, and monitoring techniques should be used whenever possible.Are the OOW familiar with various GPS errors including SNR (signal to noise ratio), HDOP, Beacon Error Rate etc. |

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| **2.8** | Echosounder | | | |
| 2.8.1 | Is the vessel equipped with an Echo Sounder and recording facility in good operational/ working condition? | Select |  | If provided with enough spare paper rolls.Alarm set for early warning. Master’s alarm management instructions are followed. Alarm test carried out prior use.Correctly marked at significant landmarks and while starting and stopping with position.Depth comparison records available for all ranges and scales.Correct Transducer to be selected in relation to the Vessels Draft. Forward or Aft Transducer should be selected in relation to vessels condition of squat (Loaded or Ballast) |
| **2.9** | Gyro Compass | | | |
| 2.9.1 | Are the gyro compasses serviced regularly? | Select |  | Note date of last service. Annual Service reports to be reviewed to ensure any recommendation given by Service Engineer. |
| 2.9.2 | Are gyro repeaters aligned and gyro compass error taken once a watch and after every major course change? | Select |  | OOW to take compass error once every navigation watch and record it in the Deck/compass error log and compare with the Deviation Table.Gyro repeaters on bridge wing are compared and are adequately protected from weather when not in use.Steering gear repeater is compared. Is it visible from emergency steering stand?Transit bearing used for verifying compass error. Which gyro is used for compass error verification?Gyro Change over procedure is prominently displayed? |

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| **2.10** | Standard Compass | | | |
| 2.10.1 | Is the vessel equipped with a Standard Compass and is it in good operational/ working condition? | Select |  | Does the vessel have a suitable means for taking bearings and in good working/ operational condition? |
| 2.10.2 | Is the Standard compass properly adjusted? | Select |  | Is deviation of magnetic compass being consistently within +/- 5°.Is the Standard compass clearly readable during both day and night?Is the vessel provided with a spare magnetic compass and Is this specified in Class records and is it properly stored upside down?Are spare magnets and flinders bars etc. provided? If provided, are they stowed away from the spare magnetic compass?Are the Magnetic Compasses (including the spare compass) free from any bubbles?Does the vessel have a replacement fluid and OOWs aware of the procedure to remove the bubbles from the Magnetic Compasses?Is the magnetic deviation card displayed on the bridge? Is the location of soft iron correctors mentioned in card?Compass deviation broadly agrees with compass error.Dimmers for light is functioning. |
| **2.11** | Speed Log | | | |
| 2.11.1 | Is the vessel equipped with a Speed Log and is it in good operational/ working condition? | Select |  | Is the Speed Log dual axis? Is the Speed Log capable of providing speed through the water?If vessel is fitted with satellite log, are the OOWs aware that satellite log cannot be used for water speed? |

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| **2.12** | AIS / LRIT | | | |
| 2.12.1 | Is the vessel equipped with AIS/ LRIT and is it in good operational/ working condition? | Select |  | Is correct Static and current Voyage Data entered in AIS prior departure port/anchorage?Is the AIS equipment set correctly when in port and updated when at sea or at anchor? (When in port at a cargo-handling facility, ships should be guided by local regulations as to whether the AIS unit is to be switched off. In port, the equipment should be switched off or if port specific requirement then set to Dummy load (1W).Is the AIS interfaced with a properly adjusted transmitting heading device?Is AIS data overlaid onto Radar and ECDIS?LRIT test certificate available on board. |
| **2.13** | Navigation Lights | | | |
| 2.13.1 | Are Navigation lights in good working condition? | Select |  | Is there a procedure to check the navigation light failure alarm and is it displayed near the panel*?*Does the vessel carry enough spare navigation lamps? |
| **2.14** | VDR | | | |
| 2.14.1 | Is the vessel equipped with VDR and is it in good operational/ working condition? | Select |  | Are the instructions for saving and downloading data displayed next to the VDR control panel?VDR data retrieving procedure available in case of abandoning vessel.Is the Annual VDR test up to date? A Certificate of Compliance is available on board.VDRs if installed on or after 1 July 2014 must be connected to the ECDIS as per MSC.333(90). |

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| **2.15** | ECDIS | | | |
| 2.15.1 | Is the vessel fitted with approved ECDIS and is it in good working order/ operational condition? | Select |  | Annual Performance Test (APT) completed. (Note Date).Spare renewal carried out during servicing as per maker’s recommendation.Critical Spares are maintained and same verified in PMS.Critical jobs & Self-test carried out when not in monitoring stage.Backup power source (UPS) in working order, battery renewed as per recommendation.All latest base cards on board.All voyage ENCs permit valid for the entire voyage duration.eQuip (ENC Correction Log) / ECDIS Logbook correctly maintained.Is the Emergency Navigation System (ENS), if provided in good working order and updated? |
| 2.15.2 | Do all deck officers have the knowledge to operate the ECDIS to its full potential? | Select |  | Bridge team shall be aware of the limitations and over reliance of ECDIS.Retrieving voyage data information from ECDIS (Replay Mode).Position Comparison / Manual position plotting on ECDIS.Type specific training completed / Do all Officers undertaken ECDIS familiarization upon joining?Route checks carried out after weekly corrections, on completion of route planning and whenever route been modified.Master’s Instructions for alarm management practiced.CIO+, Navtex and Nav. Area warnings are plotted on ENCs/User charts?Senior deck officer’s familiarity with use of ECDIS.Are Watch officers aware which CATZOC area the vessel is transiting. |
| 2.15.3 | Are all deck officers aware of the risks to navigation that may be caused by incorrect operator inputs into ECDIS? | Select |  | Safe use of ECDIS requires the valid settings. Operator requires a detailed knowledge about various features of ECDIS like CATZOC, SCAMIN, Chart Alerts etc.Is the ECDIS properly set up for Shallow and Deep Contour, Safety Depth and Safety Contour?Safety frame/Look Ahead/watch vector setting appropriate to voyage leg with alarms enabled. |
| 2.15.4 | Is there a procedure in place for saving ECDIS Data as a routine on arrival Port? | Select |  | Memory files should be suitably titled and then kept in archive for a minimum period of 1 year. |
| 2.15.5 | Contingency plans maintained/understood for on board ECDIS. | Select |  | ECDIS failure Drills (SM070) practiced as per drill matrix.Clear understanding of ECDIS sensor status |
| **2.16** | Steering Gear and Engine Control Panels | | | |
| 2.16.1 | Are the various components of the Steering Gear in good operational/ working condition? | Select |  | Is the vessel equipped with Manual Override Alarms and are they in good operational/ working condition?Is the Steering Gear properly tested as per SOLAS/CFR requirements? Is the Steering Gear suitably tested in all modes available on the vessel including any remote locations where control of steering can be assumed?Steering Gear Changeover Instructions displayed including Emergency instructions?Is the manual steering gear tested at least once every watch when autopilot is in use and recorded in the Deck Operations Log?Is the vessel provided with a telephone or other means of communicating to the emergency steering position? |
| 2.16.2 | Is the vessel equipped with an Off-Course Alarm & Off-heading alarm and is it in good operational/ working condition? | Select |  | Navigating Officer test the Off-Course alarm and Off-Heading Alarm (if provided) once a day.If magnetic compass can be selected as steering heading device and is alarm functioning. |
| 2.16.3 | Are the bridge engine control panel alarms being functional? M/E emergency stop tried out as per PMS schedule & Company procedures? | Select |  |  |
| **2.17** | Other Bridge Equipments | | | |
| 2.17.1 | Rudder, propeller, thrust, pitch or other mode indicators repeaters: Are these in good working order including any dimmers? | Select |  |  |
| 2.17.2 | Rate of Turn Indicator: is the Rate of Turn Indicator in good working order? | Select |  |  |
| 2.17.3 | Binoculars: Are there sufficient quantity and are they in good condition? | Select |  |  |
| 2.17.4 | Data Recorders/ Loggers: Are Telegraph/Engine Data Loggers/ Recorders properly maintained (including spare paper/stylus) and indicating the correct time? | Select |  | The engine order printer (if fitted) must always be in operation. If it fails and is inoperable, manual recordings must be made. Synchronize the engine telegraph logger at noon each day, during pre-arrival testing, and during testing before getting underway. |
| 2.17.5 | Clocks: Are the Bridge clocks being maintained in good condition & synchronized correctly? | Select |  |  |
| 2.17.6 | Cargo Tank High/ Low pressure alarm repeaters if fitted? | Select |  |  |
| 2.17.7 | BNWAS: Is the vessel equipped with a BNWAS and is it used as per SOLAS? | Select |  | 1. The BNWAS should always be used except when the ship is alongside, in Dry-dock repair facility unless inhibited by the Master. 2. The Automatic mode should not be used if it is available on board. 3. Password/key must be available only with Master.Is the BNWAS fully functional with 1st and 2nd stage alarms sounding at designated stations? 4. Main and backup power supply available? 5. Power failure alarm is connected to a central alarm panel (UMS alarms)? 6. Weekly test of BNWAS carried out and recorded in deck logbook? |
| 2.17.8 | Gas Detection Alarm: Is this in good working order? | Select |  |  |
| 2.17.9 | Is the course recorder being maintained in accordance with the requirements of the SMS? | Select |  | Entries should be made on the course recorder chart and initialed by the Officer of the Watch for:   1. Time and date of pre-arrival testing and testing prior to getting underway 2. Vessel’s course position at noon. 3. Vessel’s time, position and course at every major course alteration. |
| 2.17.10 | Is the bridge visibility being maintained? | Select |  |  |
| 2.17.11 | Are Clear Views and Wind Screen wipers operational? | Select |  |  |
| 2.17.12 | CCTV: If the vessel is equipped with CCTV, is it operational? | Select |  |  |
| 2.17.13 | Meteorological Instruments: Are Meteorological Instruments in good working condition? | Select |  |  |
| **2.18** | Communication (other than GMDSS) Equipment | | | |
| 2.18.1 | Talkback System fully functional to remote stations including mooring/ anchoring stations, bridge wings and steering flat? | Select |  |  |
| 2.18.2 | Loudhailer available and working? | Select |  |  |
| 2.18.3 | Aldis lamp available and working? | Select |  | Battery in working condition & Battery charger working conditionSpare bulbs available on board? |
| 2.18.4 | Ship automatic whistles working? Ship’s whistles working from remote push button locations? | Select |  |  |
| 2.18.5 | Daylight Signaling Shapes readily available and in good condition? | Select |  |  |
| 2.18.6 | Sound Signals; bell, gong readily available and in good condition? | Select |  |  |
| 2.18.7 | Pennants readily available and in good condition? | Select |  |  |
| 2.18.8 | Communication to E/R: Is the vessel equipped with 2 means of communication to the Engine Room and are they both operational? | Select |  |  |
| 2.18.9 | Public Address System: is this in good working condition? | Select |  |  |
| **2.19** | GMDSS Communication Equipment | | | |
| 2.19.1 | Are Aerials and Antennas | Select |  | Suitably grounded?Aerial and Antennae diagrams updated and posted on bridge for quick reference?Are Antennae Areas of Operation highlighted on the deck |
| 2.19.2 | Are GMDSS log entries as per Flag state requirements? Station programmed correctly. Shore Based Maintenance Cert and License displayed? | Select |  | 1. Stations programmed correctly 2. Annual battery drain test recorded as done in port or within port limits. Results signed by Master & Chief Engineer 3. EPIRB & SART test recorded. 4. Daily, weekly & monthly tests recorded 5. Distress, Urgency & Safety Alert messages recorded 6. Inspections and surveys recorded 7. Daily position recorded and signed by master daily 8. Shore Based Maintenance Certificate available  A radio Station License with correct information displayed |
| 2.19.3 | DSC: MH/HF Equipment in good operational condition & VHF Equipment in good operational condition? | Select |  |  |
| 2.19.4 | SAT C with EGC: Equipment in good operational condition? | Select |  |  |
| 2.19.5 | Are there equipment specific instructions in place, to assist operator to send an emergency message or DSC? | Select |  |  |
| 2.19.6 | Is there a procedure with clear local instructions, for earthing the GMDSS aerials when the ship is in port? | Select |  |  |
| **2.20** | Bridge Publications | | | |
| 2.20.1 | Digital and Hard Copy Publications shall be checked to ensure they are on board the vessel where required and that the latest editions, and or any amendments or supplements are also on board the vessel. Digital Publications (ADP & eNP) must be available for the current voyage and updated on both primary and backup computers on the bridge. | Select |  | Verify ADP & Digital Publications are available on board for the current voyage and are updated.E-NP corrections are up to date.Voyager inventory is up to date and matching. |
| **2.21** | Navigational Incidents and Alerts | | | |
| 2.21.1 | Bridge Team is familiar with navigation related incident reports within the fleet or in the industry. Training and feedback carried out effectively to learn from such incidents and avoid recurrence. | Select |  |  |
| 2.21.2 | Bridge team exhibits situational awareness on various conditions & their decision-making ability. | Select |  |  |
| 2.21.3 | Teamwork open reporting, review of passage plan by all officers and identifying scope of improvement | Select |  |  |
| 2.21.4 | Is closed loop of communication maintained during the navigational watches. | Select |  |  |
| 2.21.5 | Are proper signals and shapes displayed in pilotage and narrow waters | Select |  |  |
| 2.21.6 | Any Navigation equipment failure or reduced performance, company is informed, corrective maintenance recorded in PMS and incident report filed as required. | Select |  |  |
| 2.21.7 | ECDIS and VDR playback are being used to review the navigational practices and debrief conducted to impart the lessons learnt from such review | Select |  |  |