



Change of Bridge Watch Checklist

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Issue Date:	12 - 2015	Amendment Date:	-

Before taking over the watch, the relieving Officer(s) are to personally satisfy themselves regarding each item in the checklist below, using a suitable pen (chinagraph or dry wipe (non-permanent) marker), which can be erased after use.

Relieving Officer Satisfied Regarding	✓
Master's Standing Orders and, as applicable, Master's Night Orders, and other special instructions of the Master relating to the navigation of the ship have been read and understood. Master's Night Orders book to be initialled after reading.	
Position, course, speed and draught of the ship known and verified. Upcoming course alterations / expected landfall / Reporting points.	
Prevailing and predicted tides, currents, weather, visibility and the effect of these factors on course and speed.	
Operational condition of all navigation and safety equipment being used, or likely to be used during the watch (i.e. BNWAS on, GMDSS equipment status – Channels set -VHF 16, etc.).	
Errors of gyro and magnetic compasses.	
Presence and movement of ships in sight, or known to be in the vicinity. The relieved OOW is not involved in any manoeuvring of altering the course/speed , and/or avoiding or undertaking vessels.	
Identity of the lookout on duty, and physically present on the bridge when required by the OOW – lookout MUST be present on the bridge during the hours of darkness, critical navigation operations, restricted visibility, heavy traffic or confined waters.	
The apparent health conditions of the relieving OOW and Lookout are as required by STCW/MLC (not under influence of any drugs, alcohol, etc.). If Not- Master informed ASAP.	
Conditions and hazards likely to be encountered during the watch.	
Possible effects of heel, trim, water density and squat on under-keel clearance.	
Availability of updated passage plan.	
Any deck work planned or in progress.	
Status of watchkeeping arrangements in the engine room (UMS or manned), name of engineer on call.	
Procedures for use of the main engine to manoeuvre when on bridge control.	
Any cargo-related points of interest or note.	
Other members of bridge team briefed.	
Additional items (as required by the Master)	

After checking and ticking in the appropriate column to confirm that the item has been checked, a formal written entry is to be made in the Deck Log Book as follows: "[Time]: Change of Bridge Watchkeeping Officer checks completed in accordance with form BWC". The log book entry must be **initialled by both the relieving and standing-down Officers**.