

Ref : DMA/AIFI/97/C 949

Date: 07/10/2018

Dear Captain  
Good Day,

Recent investigation on board of one of the fleet container vessel revealed that the bridge team management was neglecting to fully comply with the international rules and/or company procedure which may lead to a disaster and huge losses, among those some important notations are reminded and summarized below for your kind attention and appropriate actions to avoid recurrence.

- 1) Company Instruction promulgated under subject of "DA-11, number C 647, chief Officer shall keep 0400-0800 Navigation Watch" dated 17/02/2016.  
Above instruction reminds the master, about "Master's role and duty" for prearranging bridge navigational team management at sea.
  
- 2) According to ISM Manual "Fleet Memo & System Index" file, Section 3, Memo No. 02.11/SBO/DMA, Masters are required to make sure that Watchman along with Navigating Officer on bridge is present at all times during hours of darkness. According STCW-78(as amended), Ratings forming part of a navigational watch (Qualified Watchmen) should meet the competence requirements stated below. These do not apply to ratings on ships of below 500 gross tonnages.  
Watchmen must be able to:
  - A) Steer the ship and comply with helm orders issued in English (covers the use of magnetic and gyro compasses, helm orders, change over from automatic pilot to hand steering device and vice-versa).
  - B) Keep a proper look-out by sight and hearing (covers the responsibilities of a look-out including reporting the approximate bearing of a sound signal, light or other object in degrees or points).
  - C) Contribute to monitoring and controlling a safe watch (covers shipboard terms and definitions, use of internal communication and alarm systems, have the ability to understand orders and to communicate with the officer of the watch in matters relevant to watch-keeping duties, be familiar with the procedures for the relief, maintenance and hand-over of a watch, the information required to maintain a safe watch and basic environmental protection procedures).
  - D) Operate emergency equipment and apply emergency procedures (covers knowledge of emergency duties and alarm signals, knowledge of pyrotechnic

distress signals, satellite EPIRB's and SARTS, avoidance of false distress alerts and action to be taken in the event of accidental activation).

- Joining Staff in Rank of Able Seafarers (AB) are fulfilling above requirements as they have hand steering skills/Experience and also hold Certificate of Proficiency in the capacity of "Deck Rating" and qualified to perform "Navigation" as per Reg. II/4 STCW Convention, meantime as per ISM, steering certificate also deemed necessary to be issued on board by master.
  - Joining Staff in Rank of "Ordinary Seaman (OS)" or "Cadet" may have above Certificate but Hand Steering Skills are not confirmed. Master should ensure the Steering Skill of the holders of above certificate before appointment of the same person as ratings forming part of a navigational watch by issuing on board "Steering Certificate" (T/SMD/053/SC).
  - Rating/Cadet who has not holding above mentioned Certificate should not be appointed as a part of navigational watch to maintain sole watchman duties in bridge.
- 3) The last is reminding the importance of exact follow up of "COLREG" to avoid collision at sea and avoid any misconception from mentioned rules. Using of sound signal in a restricted area is vital even in large vessels as it may be very useful for attracting attention of small fishing vessels in the vicinity and consequently very helpful to reduce risk of collision in such restricted visibility.

You are requested to confirm receipt , discuss the contents in the next consolidated meeting on board and keep a copy in DA-11 file.

Best Regards,

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)