

MASTER'S STANDING ORDERS

These Standing Orders are to be followed in conjunction with the Company's QMS Main Manual (Chapter: Shipboard Operations, Section 7.4 Bridge Operations), & incorporating the principles outlined in the Bridge Procedures Guide.

The Master's Night Orders & other Shipboard Memos will further supplement these, from time to time.

Good Seamanship is the Most Fundamental Attribute in Ensuring Safe Navigation: Safety of Life, Vessel, Cargo & Environment. Do not limit yourself to these Standing orders- added safe practices and recommendations from you are welcome.

NAVIGATIONAL PRACTICES:

1. I am **available** at all times. I will always be of assistance. Call me when in **any doubt** whatsoever, in particular:
 - a. In restricted visibility
 - b. If weather deteriorates. Sudden drop in barometer.
 - c. Difficulty in maintaining course.
 - d. If in doubt of vessel's position.
 - e. If landfall not made as expected.
 - f. If another vessel not following COLREGS.
 - g. If traffic density increases and for crossing traffic.
 - h. Failure of any shipboard equipment.
 - i. If vessel moving dangerously or shipping water.
 - j. As per applicable QSMS S.I. for the situation.
 - k. If watch-keeping officer is fatigued or relieving officer found incapable of taking over watch.
 - l. Any doubt you may have on any matter.
2. My mere presence on bridge does not relieve you of your duties. I will make it clear when I take the con & even then, I expect you to keep me well informed of your observations, opinions & suggestions. I will always stay open to your advice & submissions
3. **QSMS Standing Instructions:** They incorporate safe practices that must be followed & logged as relevant.
4. All **Bridge equipment** is for your use. If in doubt about **the limitations & errors inherent** in these, consult the Master.
5. Lookout – all means to be employed to allow **good lookout** (sight, sound & radar).
 - a. Besides the OOW a lookout man shall be posted always from sunset to sunrise. Do not spend unnecessary time in chart room; especially after sunset: **Maintain efficient night vision.**
 - b. Both **Radars** are for your use. You do not need my permission to keep them on. It is good practice to keep each on a separate range scale to allow a wide range of target detection. Avoid indiscriminate use of clutter & FTC controls.
 - c. **Sound** – keep at least one door open at all times. Your watch on bridge gives you effective command of the entire vessel, not the bridge alone. Move to the wings- **listen for unusual sounds**; be aware of your ship & cargo. It is not good practice to limit yourself within the wheelhouse alone. Other vessels or persons in distress may also be making sound signals. VHF monitoring also an important aspect of bridge watch. Do not mute or switch off the VHF.
6. **Fire/Other rounds** by Lookout man – the primary job of the lookout man is to maintain safety on bridge. Only when this is not compromised (good visibility, no traffic, etc), he can be directed to take a round around the vessel. On these occasions, he must carry a radio, available for immediate recall.
7. **Bridge Logs** – to be maintained accurately including logging of any untoward incident, phenomena or observation. Magnetic Error Log should be updated every watch (as far as practicable). Radar & GMDSS logs to be updated. QSMS guidelines to be followed and annotation made.
8. Always keep updated to the latest **Weather Reports**. Apprise me of weather status minimum twice a day. If inclement weather is expected, associated QSMS SI to be followed & other departments informed well in time.
9. Information on company guidelines, my expectations from you and any clarifications on any doubts are freely available. The "No Look No Touch" attitude will not work. All you have to do is ask!

PORT PRACTICES:

10. Do not allow unsafe practices or operations on your vessel. Be polite, firm & professional when dealing with shore personnel. Follow all safe practices as listed in QSMS SI for various port operations (cargo ops, bunkering, painting, etc).
11. Maintain a **Safe Access** to vessel at all times. If no cargo work or vessel boarding expected, gangway may be lifted.
12. In port, a gangway watch to be maintained at all times. All **Visitors** to the vessel are to be logged & not allowed access to vessel without express permission from Master or C/O. Beware of likelihood of stowaways or persons interested in planting contraband on board. Do not allow unauthorized persons free access to vessel. A ship staff must escort them to Master.
13. Monitor **Cargo** stowage at all times – it affects your safety & that of the stevedores in our care. Weather checks in port.
14. Local port and national **Regulations** to be observed diligently. A quick read of the Guide to Port entry will update you.

Capt. Pawanexh Kohli

Tuesday, 14 December, 1999

PREEMPT – THINK AHEAD

SAFETY FIRST

PROFESSIONALISM

All Bridge Officers to **read** and **understand** these Standing Orders. In acknowledgement, they must enter this fact in the logbook the first time these orders are read by them.

For any clarifications contact C/O or Master.

BY ORDER MASTER