

## 5. **Fitness for duty**

The watch system shall be such that the efficiency of watchkeeping officers and watchkeeping ratings is not impaired by fatigue. Duties shall be so organized that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

## 6. **Navigation**

(a) The intended voyage shall be planned in advance taking into consideration all pertinent information and any course laid down shall be checked before the voyage commences.

(b) During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course.

(c) The officer of the watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of such equipment.

(d) The officer in charge of a navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.

## 7. **Navigational equipment**

(a) The officer of the watch shall make the most effective use of all navigational equipment at his disposal.

(b) When using radar, the officer of the watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the applicable regulations for preventing collisions at sea.

(c) In cases of need the officer of the watch shall not hesitate to use the helm, engines and sound signalling apparatus.

## 8. **Navigational duties and responsibilities**

(a) The officer in charge of the watch shall:

(i) keep his watch on the bridge which he shall in no circumstances leave until properly relieved;

(ii) continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until the master informs him specifically that he has assumed that responsibility and this is mutually understood;

(iii) notify the master when in any doubt as to what action to take in the interest of safety;

(iv) not hand over the watch to the relieving officer if he has reason to believe that the latter is obviously not capable of carrying out his duties effectively, in which case he shall notify the master accordingly.

(b) On taking over the watch the relieving officer shall satisfy himself as to the ship's estimated or true position and confirm its intended track, course and speed and shall note any dangers to navigation expected to be encountered during his watch.