



NAVIGATION ASSESSMENT

SCORING

4 = Best practice

3= Acceptable

2= Needs improvement

1= Unacceptable

NA = No applicable

ASSESSMENT AREA	SCORE	COMMENTS
Passage plan – Stage 1 – Preliminary	3	Implementation of look ahead sector at restricted waters need to improve.
Passage Plan – Stage 2 – Appraisal and risk assessment	3	No Specific Risk assessment but only generic strait passage
Passage Plan – Stage 3 – Planning	2	Parallel indexing limited and not properly applied
Bridge team briefing on passage plan	4	Briefing was satisfactory with all means of necessary items
Passage plan – monitoring of passage	3	Parallel indexing is limited, commonly not applied to the RADAR. Position cross check is not carried out with Radar and other available means during coastal water navigation.
Alternative passage plan	N/A	
No-go areas/abort points discussed and plotted	3	No go areas not properly marked using with spot sounding. Only ecdis shallow pattern has been used. Familiarization regarding to crossing safety counter should be improved.
Equipment tested/status verified	2	Steering gear power failure, phase failure alarms did not tested - Lack of familiarization for steering gear system Navigation light test was only carried via test button at the system but did not mentioned any fuse test E/S alarm limits did not set as per company procedures, and alarms did not test. E/S replay option was not able to demonstration.

Bridge team organization- manning levels	4	Manning levels are adequate at all times
Effective use of bridge equipment	2	VDR data extract poster is not complete ECDIS failure procedures are not clear Reverse power equipment list did not posted GNSS Dop values did not understood. The sog has been used on the radar instead of stw.
Monitoring instruments	3	Bridge team is not familiar with MSC-MEPC. 6/circi.13 for reporting local authorities Performance monitoring of radar not carried out each watch.
Traffic appreciation	3	VHF usage is over trusted, before each collusion prevention maneuvering, the VHF communication established.
Application of Colregs	4	Colreg rules well applied. Restricted visibility procedures well known.
Track management	3	ECDIS playback never controlled in order to control OOW traffic management actions.
Communication management	3	Communication onboard is satisfactory and SMCP well managed. Limitation when using English with 3rd parties such as shore stations and pilot.
Anticipation-decision making	3	Found familiar with vessel characteristic. Can not manage some of ENC symbols, np 231 and 5012 should be reviewed
Situational awareness	2	Company distraction prevention policy at bridge is not implemented enough.
Bridge team management	4	Master found well familiar with bridge team management and fundamentals.
Response to stress	3	Found in acceptable fatigue and stress management level
Delegation of duties	3	During taking and giving con, is not clear, all times oow need to ask that, who have the con.
Confidence	3	Master found confidence for the actions and decisions taken.
Pilotage – overall	2	Pilot's intention is not questioning/assessed well. Pilot tug boat communication is not followed There Is no entry for ECDIS safety settings at the pilot card
Discussion with pilot including amendments to passage plan and mooring or tug arrangements	3	Deviation request from the pilot is not assessed with Btm
Integration of pilot	4	Integration satisfactory
Monitoring of pilot	3	Pilot tug boat communication is not followed Overall responsibility of pilot did not questioning. Position of the vessel did not regularly check while pilotage.
Master's standing/night orders	2	Master stading order need to voyage specific and ECDIS management inputs Night orders has not been verbally readed.
Relevant ship handling	4	Ship handling satisfactory There is no any company guidance for the promoting senior officer anchoring practice.

Overall navigation safety	3	Found acceptable level Emg steering drill has been carried out
Watch handover procedure	3	Master attended different watched and cross check night orders well understood. Watch handover is satisfactory hence, during handover check list area filled as tick box not with infos
Familiarity with ECDIS	2	Playback option of the ECDIS never been used. Company procedures inadequate for updating ECDIS during restricted area passage and updating same time. Isolated danger marks in shallow water need to be clarified. ENC management and controls need to be improved. ECDIS sensors did not check before and/or during watch. ECDIS software management need to be followed. Scanning option was not used as per company procedures during watch.
Cyber-security/hygiene	2	Cyber attack response plan need to be practiced No familiarity with social media policy. Physical barrier for the bridge equipment cyber security inadequate. Use of internet at the bridge during watch is not followed satisfactorily. Security and cyber hygiene awareness need to be promoted. The USB media used for ENC upload has been used for other systems also. Both ECDIS weekly update carried out same time.
Navigation instructions/procedures/checklists/documents on bridge	3	Cyber security implementation need to be promoted.
Standard publications available	3	Limited NI publication carried onboard. No routing chart onboard 5506 - Bosphorus strait
Entries in logbooks	3	Radar performance test is not logged as per manufacturer's guidance. The m/e astern test before arrival did not record to the bell book (CPP vessel).
Transfer of con	2	During taking and giving con, is not clear, all times oow need to ask that, who have the con. During handover is not audibly observed.
Fatigue management (hours of work and rest)	4	Fatigue management found in satisfactory level.
Compass errors	3	Compass error calculations did not carried out after major alteration of course as per CDI VIQ 3.1.49 Some of compass error log book entries such as " due to bad weather compass error cannot be carried out", conflict with deck log book
Management of navigation warnings	2	Navigational warnings, navtex messages did not checked during watch. Navigational warnings are not applied once received on the watch and handed to the navigation officer
Familiarity with emergency/contingency plans	3	Familiarization and drills frequency should be increased for the bridge equipment failure drills. Mitigation actions during emergencies at SMPEP should be studied.
Control of night vision	4	Found familiar with control of night vision and equipment in order.

End-of-voyage briefing	1	End of voyage brief did not carried.
Training	2	Training schedule is inadequate for cyber security The officer did not receive refresher btm training
Maintaining anchor watch	3	Master call requirements during anchorage is not specific hence generic. Unable to determine swing circle.
GMDSS equipment	4	Familiar with gmdss equipment and gmdss watch including sar operations and distress situations.
Security awareness	4	Security awareness is at acceptable level.
Accident, collusion and salvage	3	Master is not familiar with Lloyd's open form and new edition is not available onboard.
Mentoring	2	Mentoring and coaching is limited onboard.
TOTAL SCORE	134	
Maximum score	184	
Overall score (%)	73	