

Lerrix programme 21st August 2005 - 10th October 2005

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| Port | Arrived | Sailed | Port Time | Passage Time |
|----------------|-------------|-------------|------------|--------------|
| Riga | N/A | 0645 21Aug | N/A | 4d 12h 15m |
| Hull | 1900 25 Aug | 1125 28 Aug | 2d 16h 25m | 3d 4h 35m |
| Klaipeda | 1600 31 Aug | 1245 01 Sep | 0d 20h 45m | 3d 23h 45m |
| Great Yarmouth | 1230 05 Sep | 1915 07 Sep | 1d 6h 45m | 4d 12h 45m |
| Klaipeda | 0800 12 Sep | 1030 12 Sep | 0d 2h 30m | 5d 23h 20m |
| Peterhead | 0950 18 Sep | 2030 21 Sep | 3d 10h 40m | 4d 14h 00m |
| Klaipeda | 1030 26 Sep | 2200 29 Sep | 3d 11h 30m | 4d 3h 20m |
| Montrose | 0120 04 Oct | 1520 06 Oct | 2d 14h 00m | 1d 6h 00m |
| Hull | 2120 07 Oct | 2100 08 Oct | 0d 23h 40m | 2d 2h 42m |
| Grounding | 2342 10 Oct | | | |

ISM grounding actions

SECTION 9

GROUNDING**Touched ground or unknown object**

If unusual noises, a sudden retarding or jumping movement of the ship is experienced or the vessel shears off the course, it must be assumed that the vessel has touched the ground or an unknown object. (If vessel is grounded without doubt, then look under "Grounding").

- X The master to be called
- X the speed to be reduced or the vessel stopped
- X in bad weather a favourable course to be steered
- X at night NUC lights and deck illumination to be lit
- X echo sounder to be watched
- X position to be verified
- X all ballast and cargo tanks to be sounded
- X all holds to be inspected if possible, or at least bilge soundings to be taken
- X anchors to be made ready
- X steering to be tested with one person in the steering gear room

Whatever may be the result of the investigation, all facts are to be entered in the log book.

Grounding**Immediate Actions**

- a Call the Master
- b Check for personal injuries, damage to ship and cargo. Check for possible leakage, take soundings of tanks and bilges. (SALVAGE OF OWN SHIP PLAN to be used in case of salvage).
- c Crew stand by
- d Prepare life boats and lifesaving equipment
- e Inform authorities and keep the radio station on standby with current and updated position available.
- f Show applicable signal from the International Code of Signals Manual (VHF could also be used to indicate distress).

(25/6/01)

If only the foreship is aground in sand or mud: fill forward ballast tanks, discharge aft tanks. Move the free floating stern to either side by engine and rudder order to enlarge the space in the sand forward. The effect of this can be increased by giving the ship a list to one or the other side. After or during discharging of the forward ballast try the engine astern.

- X Consider
 - a) warping the ship to a fixed point
 - b) Discharging or transfer of cargo
 - c) Jettisoning of cargo – ***(Refer to section SCP 13)***
- X Report to the Company by the fastest and most efficient way. Keep them continuously informed.
- X Enter continuously any actions taken by the ship's log book.

The main question is, can the ship be refloated using its own power or is tug assistance required.

In some situation, it might be possible to arrange own salvage operations (stevedores, lighters, tugs for lighters etc. locally at normal tariff.

If no leaks are ascertained and the voyage is to be continued, the vessel's bottom should be provisionally examined by divers.

- g Lay down the exact position on the sea chart indicating the heading. Fix time
- h Take soundings around the ship. Sketch the ship with draft before and after the grounding indicating soundings taken as well as the bottom texture. Record the time soundings taken.
- i Check tide table for High Water and Low Water times and range.
- j Check weather forecast, wind and current, direction and force.
- k Consider the risk of heavy waves, strong current or flood, should empty tanks be filled in order to prevent the ship from being driven higher up or off the grounding spot?
- l Judge whether refloat attempts should be made based on above information and trim and stability calculations as well as possible damages to propeller and rudder, which may cause manoeuvring problems once refloated. Consider the increased risk of oil spill.
- m Do not underestimate the risk of oil spill and make preparations for oil pollution prevention. (Ref SOPEP Manual). Some state authorities might require clean-up contractors to stand-by before any refloat attempts are allowed.
- n It could be wise to wait with the refloat attempt until the ship's position on the grounding spot, possible damages to the propeller, rudder, main engine, steering gear, and/or lubricating oil tanks are thoroughly examined, as well as the arrival of the Clean Up Contractors.
- o Take necessary actions to minimise further damages to personnel, environment and ships. (SOPEP Manual to be used in case of oil spill).

If a leak is identified, the following actions may be taken

- X Small holes can be closed by wedges
- X Bigger cracks can be closed by a salvage mat
- X After these actions and emptying the space, a cement box may be utilised
- X If a fuel tank is damaged the fuel must be transferred soonest to another tank
- X If the ship's hull is still in a distressed condition, emptying, transferring or filling ballast tanks may be necessary to reduce these stresses.

If you have an intact vessel, then check if any of the following can be carried out:

- X Get off the ground by just waiting for the flood to rise and/or by discharging ballast.

Company working arrangements directive

M.V. LERRIX
O.N 905756
P.O.R. HULL
GT 1989
NT 1143

RIX SHIPPING COMPANY LIMITED
Schedule of Working Arrangements

Name of ship: Flag of ship: BRITISH IMO no. 7530901
 Latest update of table: 11th August 2003

The maximum hours of work or minimum hours of rest are applicable in accordance with the Merchant Shipping (Hours of Work) Regulations 2002 issued in conformity with ILO's Seafarer's Hours of Work and the Manning of Ships Convention 1996 (No 180) and with any applicable collective agreement registered or authorised in accordance with that Convention and with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended, (STCW 95) (7).

Minimum hours of rest: 77 Hours in Seven Consecutive Days (79 Hours in Seven Consecutive Days by collective agreement).

Other requirements: Minimum 6 hours rest in any 24 hour period, (not a calendar day) 10 hour rest Periods must include a minimum period of 6 consecutive hours

| Rank | Scheduled daily work hours at sea | | Scheduled daily work hours in port | | Comments | Total daily rest hours | |
|---------------------|-----------------------------------|------------------------------|------------------------------------|------------------------------|------------|------------------------|----------|
| | Watchkeeping (from - to) | Non-Watchkeeping (from - to) | Watchkeeping (from - to) | Non-Watchkeeping (from - to) | | At sea | In ports |
| Master | 06-12 18-24 | | | 07 - 1800 | | 12 | 13 |
| Mate | 00-06 12-18 | | | 07 - 1800 | See | 12 | 13 |
| Ch. Eng | 07 - 1800 | | | 07 - 1800 | Additional | 13 | 13 |
| 2 nd Eng | 07 - 1800 | | | 07 - 1800 | Notes | 13 | 13 |
| Seaman 1 | 00-04 12-16 | 09 - 1200 | | 07 - 1800 | | 11 | 13 |
| Seaman 1 | 04-08 16-20 | 09 - 1200 | | 07 - 1800 | | 11 | 13 |
| Seaman 2 | 08-12 20-24 | 13 - 1600 | | 07 - 1800 | | 11 | 13 |

Additional notes

- In port Crews hours may have to vary for shifting berth and late working of cargo. Hours worked in port are inclusive of meal breaks.
- At sea Crews hours may vary for arrival/sailing from ports, weather conditions. Preparation of meals will be shared by seamen during their work hours.
- Engineers Hours may vary due to standby, cargo operations and monitoring of engine room during unmanned engine room periods.

RIX SHIPPING Co. LTD
RIX TERMINAL
NO. 1 SHED,
ALEXANDRA DOCK
HULL HU9 1TA

M.V. LERRIX
O.N 905756
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GT 1989
NT 1143

PIOTR DZIEKOWSKI
MASTER
of the M.V. LERRIX
Master

Hours of rest records for Master, Mate
and Lookout for September and October

Lookout - rest hours for September 2005

Please mark periods of rest as applicable, with an X or using continuous line or arrow

| Hours Date | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | Hours of rest in 24 hour period | Net to be completed by employee(s) | | |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---------------------------------|------------------------------------|---|--|
| | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | | A | B | |
| 1 | X | | | | | | X | | | | | | | | | | X | | | | | | | | 14.5 | | | |
| 2 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 3 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 4 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 5 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 6 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 7 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 8 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 9 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 10 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 11 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 12 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 13 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 14 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 15 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 16 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 17 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 18 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 19 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 20 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 21 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 22 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 23 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 24 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 25 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 26 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 27 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 28 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 29 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 30 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| 31 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | 14.5 | | |
| Hours | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | | | |

A = Hours of rest in any 24-hour period(*) B = Hours of rest in any 7 day period(*)

Chief Officer - rest hours for October 2005

Please mark periods of rest as applicable with an X using continuous line or arrow

| Hours | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Hours of rest in 7-day period | Set in by computer by staff (ref. U) | |
|-------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------------------|--------------------------------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | |
| 1 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 12 | |
| 2 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 13 | |
| 3 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 10.5 | |
| 4 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 13.5 | |
| 5 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 12.5 | |
| 6 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 11 | |
| 7 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 16 | |
| 8 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 16 | |
| 9 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 12 | |
| 10 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 13 | |
| 11 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 13 | |
| 12 | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | rest | 12 | |

A = Hours of rest in any 24-hour period (*) B = Hours of rest in any 7-day period (s)

Company's ISM Procedure, Section II Preparation for Sea (Deck)

SECTION 11

Preparations for Sea (Deck)

Preparations for Navigation

Watch keeping Schedule

The schedule and composition of the watches shall be determined by the Master, who shall take the following into account:

- the expected weather and visibility
- if daylight or darkness
- navigational hazards which may make it necessary for the watch officer to carry out additional navigational duties
- the availability of navigational aids such as automatic steering, radar or electronic position indicating devices
- any additional demands during the watch that may arise as a result of operational circumstances, such as expected radio calls or the necessity of cargo monitoring

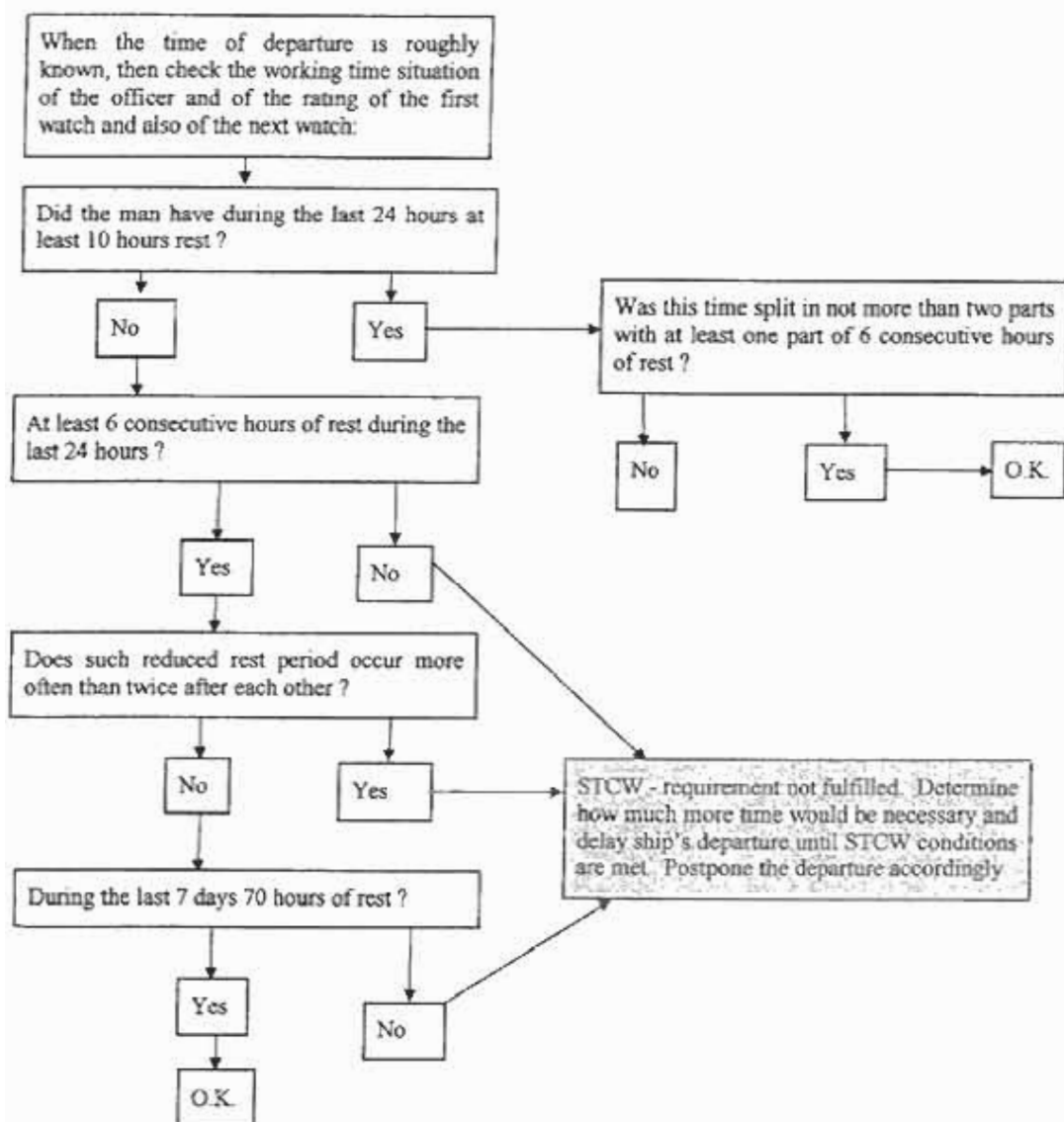
The fitness of the assigned personnel for watch keeping must not be impaired by fatigue. Clear criteria to determine whether fatigue may be anticipated, are given by the text of the STCW '95 Convention in Section A-VIII/1. Accordingly, the duties shall be organised so that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and fit for duty. This means planning and may require deviation from the fixed Watch keeping times.

If, in spite of thorough planning, the requirements of the STCW cannot be fulfilled, then the vessel has to stay alongside (or on a protected anchorage or at a lay by berth) until the requirements are met. Inform your operator if this situation is developing so that he can try to avoid any expensive stevedores overtime. Violation of the anti fatigue rules may be interpreted as lack of seaworthiness, with all the legal consequences.

The watch schedule must be posted on the Bridge together with any deviations from this schedule which may be required to fulfil the anti fatigue rules, a simple Watch keeping schedule shall normally be sufficient. (see diagram to check if the Anti Fatigue Rules of STCW '95 are fulfilled - next page) – *additionally MSN 1767(M) should be referred to.*

(21.03.05)

**Diagram to check if the Anti- Fatigue Rules of
STCW '95 are fulfilled**



Sea Going Voyage Planning

The STWC '95 Convention requests that the voyage must be planned in advance before departure. That means:

- a) making sure that all necessary information is available on board in up to date form;
- b) entering the intended course lines in the charts, calculating ETPs and ETA. Keeping everybody informed;
- c) this planning must be reported to the Master and entered into the "Passage Plan Checklist" see page.
- d) in the case of Estuarial passages Berth/Berth or Port/Port procedures for passage shall be discussed and agreed prior to departure;
- f) daily Log shall be completed for Estuarial Passages.

Records / References

- Passage Plan Check List
- Bridge Check list

(25/6/01)

SECTION 13

Operation Whilst at Sea

During navigation, one navigating officer shall be in charge on the Bridge, having the full command over the movements of the ship

The Master shall be present on the bridge when navigating in restricted waters or dense traffic or poor visibility, when approaching, entering or leaving port or canal locks, when a pilot is boarding or disembarking and at any time when the vessel is in danger or potentially in danger.

When the Master decides to take over the command on the Bridge, he shall say to the Mate eg. "I am taking over now". Correspondingly when he wishes the Mate to take over again, he should say "You are in charge again".

Navigation procedures

1 Courses must be laid on charts for every leg of every voyage.

2 Courses and waypoints must not be "buoy to buoy" but must be the actual track and course required at the required distance from any recommended routes.

3 ALL geographical positions taken from the GPS must be entered and recorded in a log prior to plotting on the chart. These records should be kept on board at all times. The time and date of the record should be logged. If at any time there is doubt as to the accuracy of the logged information or the resulting position on the navigational chart then the information should be retaken and the position re-plotted and where possible confirmed by other means.

4 Wherever and whenever practicably possible, positions should be checked by other means such as radar bearings and distance etc and utter reliance on GPS navigation only should be avoided.

5 Positions should be plotted frequently using all available means and any set and/or drift noted and acted upon by alteration of course to bring the vessel back to the intended track. Any resulting alteration of course should be recorded in the deck log book.

6 The passage as outlined in your passage planning should be strictly adhered to, any deviation from your passage plan should be logged and a reason for the deviation given.

7 All planned alterations of course must be recorded in the deck log upon execution. The record should show the time of the alteration and give a position at which the alteration took place. The position may be recorded as a latitude and longitude or as a bearing and distance from a known position, Point of land, buoy, fixed mark etc.

8 "Electronic Navigation" must never be the sole method used and must always be backed up be compared with practical navigation at regular intervals. Positions must be regularly marked on the chart(s) and reference made to the chartered course and compared with the course made good.

9 The accuracy of all navigation aids must be checked at regular intervals by reference to all available alternative means.

Anchoring

The anchoring manoeuvres are usually carried out by the Master while a suitably qualified person stands by on the forecandle.

Communications to the forecandle should be tested. The Master must determine which anchor and how much cable shall be paid out.

The anchor intended for use is usually warped out until it hangs just over the surface. The other anchor must be unlash and the anchor ball and signalling bell to hand.

The Master should observe the vessel's movement to determine the right moment for dropping the anchor. The anchor should not be dropped if the vessel has too much way on.

•(31/5/05)

•FI Page 24 of 51

After dropping anchor the suitably qualified person should report the direction of the chain, the number of shackles paid out and the tension of the chain to the Bridge, especially if it is suspected that the anchor is dragging.

Standing Orders to Watch Officers

1. The officer of the watch is the Master's representative and his primary responsibility at all times is the safe navigation of the vessel. He must at all times comply with the Regulations for Preventing Collisions at Sea (COLREGs), the STCW Code and where applicable, with national rules
2. The officer of the watch has to keep his watch on the navigation bridge which he must not leave until properly relieved by the Master or another qualified officer
3. When taking over, the watch officer must be sober and fully alert and familiarised with:
 - these standing orders
 - any other special instructions of the Master
 - operation and function of the controls and bridge instruments
 - the visibility, prevailing and predicted
 - the latest weather report and navigational warnings
 - the vessel's present position and its reliability
 - the visible sea or land marks, by sight or on the radar screen
 - the state of the tide, the prevailing current and its tendency
 - the present course, speed and maximum draft
 - any navigational hazards that may be encountered
 - the condition of the available navigation aids
 - the traffic situation in the vicinity including the movement of other vessels, either by sight or on the radar screen
 - the navigation charts covering the areas to be traversed during the period of his watch

Only when he is satisfied with this information and his vision is fully adapted to the light conditions, he is to accept the responsibility of taking over and shall clearly say so and not until then is the previous watch officer relieved and permitted to leave the bridge.

If at the time of relieving, a manoeuvre or other action to avoid any hazard is taking place, then the relief is to be deferred until such action is completed.

The relieving officer shall ensure that members of his watch are fully capable of performing their duties and adjusted to night vision. If the vessel is steered manually the relieving officer shall ensure the correct hand over between the helmsmen.

4. If the relieved officer has any doubt or any reason to believe that the relieving officer is under any disability which would prevent him from carrying out his duties effectively, he shall inform the Master immediately
5. At the commencement, at regular intervals during and before the end of each watch, the master gyro is to be compared with its repeaters and the gyro course is to be compared with the magnetic compass course. The courses in the sea charts to be true courses unless otherwise stated.
6. Whenever there is any doubt as to the reliability of automatic steering, then steering shall be changed from automatic to manual and the management company advised, who shall call in suitable technicians to test the system and make the necessary adjustments or repairs

7. The vessel's position shall be determined frequently by all available means at intervals appropriate to the situation. Do not rely on one navigational method and when you have a new fix in the chart, check its plausibility by comparing with the corresponding plotted position, with the depth indicated by the echo sounder or any other means of navigation.

Only the most prominent position fixes of the watch shall be entered into the log book, however, the position at the end of the watch shall be indicated and must clearly show the applied method of navigation or if e.g. only plotted.

8. The officer of the watch must maintain a good look out, anticipate possible danger and take the appropriate action in time to prevent a dangerous situation developing.

During Daylight hours there are some circumstances in which the officer of the watch can safely be the sole look out. However, this shall only be undertaken when assessment of the situation and relevant factors such as :

- the state of weather and the visibility
- the traffic density
- proximity of navigational hazards
- navigation in or near a traffic separation scheme has been taken into account.

When the watch officer is acting as the sole look out, he must call assistance to the Bridge at any time that he is unable to pay his full attention to the look out duties, at which time assistance must be immediately available.

9. The Master shall be advised immediately if any important equipment such as the steering gear, engines, gyro or radar fails and the appropriate contingency plan is to be put into action if required.
10. Continuous radio watch must be maintained at all times during passage on VHF Channel 16/70 DSC and on DSC HF (if fitted). Weather reports shall be taken at every opportunity.
11. *The radar(s) shall be used with due regard to its limitations and whenever:*
- restricted visibility is encountered or expected
 - navigating in congested waters
 - it can serve for ascertaining the position
 - you wish to practice or to test the sets in clear weather.

Make sure that you are using an appropriate range and change the range from time to time in order to detect targets early and also ensure that small or poor echoes are detected.

Use opportunities, like a small buoy or a small boat in the vicinity to adjust the display to an optimum and to test the sensitivity at different ranges and settings of brilliance, gain and sea suppression.

Start plotting objects in ample time. Be prepared to reduce speed in congested situations

12. When on passage in fog, mist, falling snow, heavy rain or any other conditions similarly restricting the visibility, the speed should be consistent with safe navigation and in compliance with the ColRegs. Whenever such conditions are encountered, the Master is to be informed immediately, engine put on standby, navigation lights turned on, look out posted, radar plot commenced and the appropriate sound signals made.

13. The Duty Engineer is to be notified
- when reduction in visibility is probable
 - one hour before entering a pilotage area
 - when announced manoeuvres are considerably delayed
 - when power is required on deck, if possible, one hour in advance
 - when exceptional circumstances occur of which the engineer should have knowledge about advancing or retarding time
14. When anchored, the position and time is to be entered into the chart as soon as the vessel is swung into position, the length of chain paid out, the depth of water and the bearings are to be entered into the log book.
- An anchor watch is to be maintained on the Bridge to :-
- verify the position frequently and take counter measures if the vessel drags
 - watch for any boat approaching, be it with visitors or pirates
 - watch the weather development
 - care for appropriate signals and lights
 - monitor the surrounding traffic, visually or by radar and be ready to signal by sound, by signalling lamp or by VHF
 - monitor the VHF for messages or warnings.
15. During navigation the Cargo Hold Bilges have to be checked at least twice a day in order to detect any ingress of water. It is often impossible during bad weather to sound the bilges, in which case the watch officer shall request the duty engineer to start the bilge pump and drag on the various bilge lines thus checking if water is present.
- Hatch covers are to be examined daily and the quick acting cleats re tightened if necessary.
- Cargo lashings must be examined at least daily and re tightened if necessary.
16. All entries in the log book must be precise. Correct times (local time throughout), dates and positions must be recorded and initialled by the officer making the entry.
17. *The Master may add to these standing orders any additional duties or instructions required by him for the safe navigation of the vessel.*
- One copy of these standing orders shall be posted in a prominent position in the wheelhouse or chartroom.*
18. *Any additional Master's standing orders shall also be displayed as above and in addition a dated copy is to be forwarded to the DPA at Hull.*
- Any criticism or suggested alterations to these standing orders are welcome and should be directed to the DPA*

Navigation Equipment

The Second Mate if carried or the Chief Mate is responsible to the Master for the care and maintenance of all navigation equipment. If a deficiency is detected, he shall inform the Master who shall arrange for repair or replacement, and follow up until the equipment is fully operational.

Portable instruments shall be secured against theft whilst in Port.

(25/6/01)

FI page 27 of 51

Compasses

At suitable opportunities, azimuths and transits shall be used to check the compasses. A compass observation book shall be maintained in which the gyro error, the variation and deviation of the magnetic compass shall be entered upon each reliable observation.

A deviation table less than two years shall be maintained. The Master shall swing the ship whenever he considers it necessary for testing the accuracy of the magnetic compasses and at least once a year. When the service of a compass adjuster is required, the Master shall advise the management office. After a long stay in a shipyard, the compass must be adjusted and a new deviation table drawn up.

Echo Sounder

Echo sounding equipment shall be checked for accuracy at each use. Underwater fittings shall be inspected each time the vessel is in dry dock. A sufficient supply of paper shall be maintained on board (if applicable).

Beside the automatic sounding equipment, a hand lead shall be kept on board.

Clocks

The wheelhouse clock is to be wound up regularly by the responsible mate, or the condition of the battery is to be checked regularly.

If a clock is out of order, it shall be removed for immediate repair or replacement or, if not practicable, it shall be marked as being out of order.

Binoculars

Binoculars shall be kept in their allotted box protected from the weather during navigation and under lock and key when in port.

Navigational and other lights

The Master and each Mate shall know the location of the various light switches and sockets applicable to the deck department.

The watch officer shall be responsible for the correct display of the navigation lights.

The Mates shall be responsible for the care of navigation lights, anchor and NLC lights, spare navigation lights, search lights, cargo lights and other special lights. Spare fuses and bulbs for these lights shall be located readily at hand. All lights not in use shall be stored in a dry, safe place. Defective lights or light circuits, if not rectifiable promptly, shall be reported to the engineer on watch.

VHF Sets - Portable

Portable VHF sets shall be kept at a readily accessible location whilst the vessel is at sea, and under lock and key when not in use in Port.

Signalling Equipment

All signalling equipment, such as flags, signalling lamp, pyrotechnic signals, engine telegraph, telephones, voice tubes, whistles and the general alarm are to be kept in such a way, that immediate use is possible at any time.

Charts and Nautical Publications

Only British Admiralty charts and nautical publications shall be used throughout the fleet.

The Second Mate if carried or Mate, shall be responsible for ensuring that the most recent editions are on board and that they are corrected up to date according to the latest available information. An index of charts shall be maintained and all charts and publications for the next intended trip shall be on board prior to the vessel's departure.

Admiralty Notices to Mariners shall be sent to all ships each week or as soon as practicable.

(1/3/01)

FI Page 28 of 51

The Master must ensure that the charts and nautical publications are corrected in accordance with Section 1 of the Notice to Mariners and the Mariners Handbook (NP100) Chapter 1.6. When the chart has been corrected the correction number must be inserted in the space provided on the chart. Under no circumstances should the correction number be inserted if the correction has not been made.

Every correction relating to any Admiralty Sailing Directions, Admiralty List of Lights and fog Signals or Admiralty List of Radio Signals carried by the ship is to be completed. Weekly numbers must be initialled at the front of the Light Lists and Radio Signals.

Temporary and Preliminary Notices relating to charts carried by the ship are to be retained in a file or book dedicated to (T) and (P)s. Charts affected by such notices need not be corrected, but the chart must be clearly marked to indicate that a (T) or (P) notice applies.

Once all applicable corrections have been completed, the correction summary sheet must be marked "COMPLETED", signed and dated by the officer completing the corrections and countersigned by the Master. The signed sheet should then be placed in a dedicated loose leaf folder. The completed correction summary sheets and the completed weekly Admiralty Notices to Mariners should be retained for a minimum of one year before disposal.

Log Books

During passage the log book shall be maintained by the watch officer, who shall record particulars of navigation, state sea wind and weather conditions, unusual occurrences and any other particulars to form a complete record of the vessel's activities during his watch. The log book shall be carefully preserved and retained on board.

In port, the log book shall be maintained by the Chief Mate and shall form a complete record of the operation of the vessel, its cargo and personnel, weather conditions and unusual occurrences. Before leaving port, the composition of the vessel's deadweight shall be entered together with the draft readings. When entering cargo weights, the origin of such figures shall be added like "as per draft calculation" or "shippers figures".

Notation of all safety drills, weekly and monthly lifeboat inspections, important repairs and of other inspections and surveys shall be made in the log book.

There must be no erasures in the log book. Instead, errors shall be struck out by a single line, rewritten and initialled.

The voyage reports shall be true and accurate copies of the contents of the log book. Forward the completed form to the management office and keep a copy on board.

In cases of inquiries, eg into accidents or cargo claims, it may be essential to refer to the respective log book entry. The completed books shall be forwarded to the office for safe keeping and shall be retained for at least seven years.

Ships Time

At sea the ship's time is to be kept as close as possible to the local time, or the daylight saving time at the Master's discretion. In Port the ship's time is always the legal time of the Port.

Each change of time shall be executed simultaneously for all clocks on board under the responsibility of the watch officer. Each noon and whenever clocks are advanced or set back, the watch officer shall inform the engineer on watch.

All times documented on board shall be expressed in the 24 hour format (eg 23:54 LT). All dates shall be written in the format dd/mm/yy or dd.mm.yy

(1/3/01)

Steering Gear

The engine department is responsible for the technical condition of the steering gear. When safely in Port, the motors of the steering gear are to be switched off. Prior to sailing, the Mate in charge shall switch the motors on and test the rudder in conjunction with the engineer who must observe the operation from the steering compartment.

The emergency change over procedure must be known to each mate. Therefore, an instruction shall be posted in the wheelhouse and at the emergency steering position. An emergency steering drill is to be carried out every three months.

When at sea one steering gear motor may be used but shall be alternated daily. When manoeuvring or in restricted waters/close quarters situation two steering motors shall be in operation.

(1/3/01

FI Page 30 Of 51

STCW Section A - V111 1/2 paragraph 40

STCW Section A-VIII/2 paragraph 40

40 The officer in charge of the navigational watch shall notify the master immediately:

- .1 if restricted visibility is encountered or expected;
- .2 if the traffic conditions or the movements of other ships are causing concern;
- .3 if difficulty is experienced in maintaining course;
- .4 on failure to sight land, a navigational mark or to obtain soundings by the expected time;
- .5 if, unexpectedly, land or a navigational mark is sighted or a change in soundings occurs;
- .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
- .7 if the radio equipment malfunctions;
- .8 in heavy weather, if in any doubt about the possibility of weather damage;
- .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
- .10 in any other emergency or if in any doubt