

**DAILY JOURNAL OF BRIDGE WATCHKEEPING DUTIES**

(STCW Convention, Regulation II/1, 2.3)

Name of Student:	Name of MHEI:
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Name of Vessel			
Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

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Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			



Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

Date:	Time:	No. of watchkeeping duty hours:	
Ship's Position	LAT:	LONG:	VICINITY:
Port Departure:		Destination:	
Position-Fixing Method:		Course and Speed:	
F.O ROB:	F.O DOB:	F.O LOB:	
Bridge Watchkeeping Activities, Specific Duties and Events During the Watch:			

<b>Key areas learned during the watch:</b>			

<hr/> Full Name & Signature of Student	<hr/> Full Name & Signature of Supervising Officer (Master or Qualified Officer)
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**Instructions:**

1. All entries must be handwritten.
2. The student is free to make all notes of his watchkeeping duties using the English Language.
3. The student must attach evidence of having performed the bridge watchkeeping activities listed above.
4. The attached List of Bridge Watchkeeping Duties are taken from the STCW Code and can be used as reference by the student in accomplishing this DJWD form.



**LIST OF BRIDGE WATCHKEEPING DUTIES**

(reference: Chapter VIII, STCW Code)

Deck watchkeeping tasks	Details
<b>a. Lookout</b>  <i>a proper lookout is maintained at all times in compliance with rule 5 of the COLREGS</i>	i. maintaining a continuous state of vigilance by sight and hearing, as well as by all other available means, with regard to any significant change in the operating environment. ii. appraising the situation and the risk of collision, stranding and other dangers to navigation. iii. detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.
<b>b. Sole lookout in daylight</b>	i. the situation has been carefully assessed and it has been established without doubt that it is safe to do so. ii. full account has been taken of all relevant factors, including, but not limited to: – state of weather; – visibility; – traffic density; – proximity of dangers to navigation; and – the attention necessary when navigating in or near traffic separation schemes; and iii. assistance is immediately available to be summoned to the bridge when any change in the situation so requires
<b>c. Taking over the watch</b>	i. standing orders and other special instructions of the master relating to navigation of the ship; ii. position, course, speed and draught of the ship; iii. prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed iv. procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and v. navigational situation, including, but not limited to: - the operational condition of all navigational and safety equipment being used or likely to be used during the watch; - the errors of gyro- and magnetic compasses; - the presence and movement of ships in sight or known to be in the vicinity; - the conditions and hazards likely to be encountered during the watch; and - the possible effects of heel, trim, water density and squat on under-keel clearance.
<b>d. Performing navigational watch</b>	i. The officer in charge of the navigational watch shall: .1 keep the watch on the bridge; .2 in no circumstances leave the bridge until properly relieved; and .3 continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood. ii. course steered, position and speed are checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course. iii. 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 iv. use radar in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended. v. use the helm, engines and sound signalling apparatus vi. know the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics. vii. keep proper record of the movements and activities relating to the navigation of the ship viii. perform navigational duties ix. carry out and record operational tests of shipboard navigational equipment (prior to port arrival and departure and as circumstances permit) x. make regular checks of the following: - if steering the correct course; - the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyro-compasses are frequently compared and repeaters are synchronized with



Deck watchkeeping tasks	Details
	<p>their master compass;</p> <ul style="list-style-type: none"> <li>- automatic pilot is tested manually at least once a watch;</li> <li>- navigation and signal lights and other navigational equipment are functioning properly;</li> <li>- the radio equipment is functioning properly;</li> <li>- UMS controls, alarms and indicators are functioning properly.</li> </ul> <p>xi. comply at all times with the requirements in force of the International Convention for the Safety of Life at Sea (SOLAS), 1974:</p> <ul style="list-style-type: none"> <li>- steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner</li> </ul> <p>xii. familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echo-sounder is a valuable navigational aid.</p> <p>xiii. use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.</p> <p>xiv. the range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection</p> <p>xv. Whenever radar is in use, select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis is commenced in ample time.</p> <p>xvi. notify the master immediately:</p> <ul style="list-style-type: none"> <li>- if restricted visibility is encountered or expected;</li> <li>- if the traffic conditions or the movements of other ships are causing concern;</li> <li>- if difficulty is experienced in maintaining course;</li> <li>- on failure to sight land, or a navigation mark or to obtain soundings by the expected time;</li> <li>- if, unexpectedly, land or a navigation mark is sighted or a change in soundings occurs;</li> <li>- on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;</li> <li>- if the radio equipment malfunctions;</li> <li>- in heavy weather, if in any doubt about the possibility of weather damage;</li> <li>- if the ship meets any hazard to navigation, such as ice or a derelict; and</li> <li>- in any other emergency or if in any doubt</li> </ul>
<b>e. Watchkeeping under different conditions and in different areas</b>	
<b>Clear weather</b>	<ul style="list-style-type: none"> <li>- take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision</li> <li>- take early and positive action in compliance with the applicable International Regulations for Preventing Collisions at Sea, 1972, as amended, and subsequently check that such action is having the desired effect.</li> <li>- carry out radar practice</li> </ul>
<b>Restricted visibility</b>	<ul style="list-style-type: none"> <li>- comply with the relevant rules of the International Regulations for Preventing Collisions at Sea, 1972, as amended, with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre</li> <li>- inform the master;</li> <li>- post a proper lookout;</li> <li>- exhibit navigation lights;</li> <li>- operate and use the radar</li> </ul>
<b>In hours of darkness</b>	<ul style="list-style-type: none"> <li>- due regard to the bridge equipment and navigational aids available for use, their limitations, procedures, and safeguards implemented</li> </ul>
<b>Coastal and congested waters</b>	<ul style="list-style-type: none"> <li>- Fixes shall be taken at frequent intervals and shall be carried out by more than one method whenever circumstances allow. When using ECDIS, appropriate usage code (scale) electronic navigational charts shall be used and the ship's position shall be checked by an independent means of position fixing at appropriate intervals</li> <li>- positively identify all relevant navigation marks</li> </ul>