

Improving hazard awareness – hazard recap

BRIDGE

2 Pilot distracted on phone

A pilot's attention should be focused on the safe navigation of the ship and a pilot should not be engaging in any activity that distracts them from this task. In this instance, the pilot is distracted with a phone call and is not being challenged by the ship's officers.

3 Wheel unmanned

When in close proximity to land, and in accordance with company procedures, a helmsman should always man the wheel to guard against a malfunction of the auto-pilot and to ensure that the ship's course can be quickly changed if necessary.

5 Radar off

The radar is an essential tool for both navigation and anti-collision. If turned off or incorrectly set up, the radar can at best be useless or at worst contribute to the occurrence of an accident. Every OOW should ensure that the radar is properly set up and switched on as and when required by the company procedures.

6 Over-scaled ECDIS display

The overly large ship shape and vertical lines on the screen indicate that the ECDIS is overscaled. The OOW therefore has no way of identifying navigational hazards ahead of the vessel, making it effectively useless. Every OOW should ensure that if ECDIS is used as a navigational aid, it should be correctly set up and the user should have received the appropriate training.

1 Alarm panel sounding

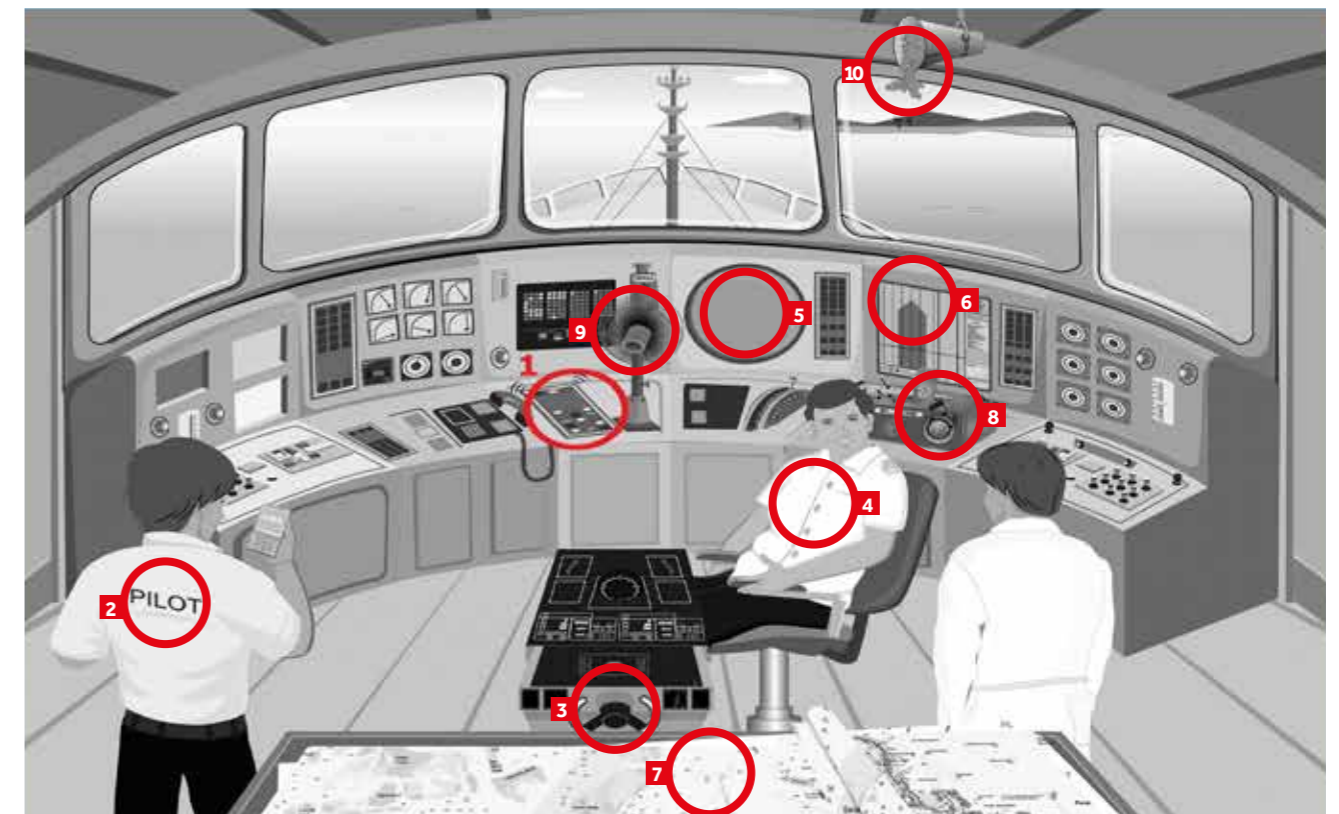
Over-exposure to alarms on the bridge of a modern ship is a common experience for deck officers. It is crucial that deck officers do not ignore alarms sounding on the bridge and properly configure them to avoid unnecessary alarms. It is a common factor in many accidents that a timely response to an alarm could have alerted the ship's staff to an imminent hazardous situation.

4 Officer of the Watch (OOW) facing the wrong way

A watchkeeping officer's first duty is to navigate the ship, which includes maintaining a lookout by all available means, the most basic of which is with his own eyes. The OOW should always exercise the habit of facing forward to ensure that they fulfil this basic function and set a good example to others.

7 Messy chart table

Multiple charts open on a chart table poses the risk of the OOW accidentally using the wrong scale to plot a position or calculate distance. A messy chart table also impedes the ability of the OOW to use it quickly and efficiently when they most need it.



8 iPod station playing

The bridge should be a place of concentration. Music has no place on the bridge as it may prevent the OOW hearing and responding to alarms, VHF calls, external sounds or verbal communications.

9 Bridge Navigational Watch Alarm System (BNWAS) motion sensor blocked by fan

The fan in this picture is being used to activate the motion sensor of the BNWAS, meaning that it will not alert in the event that the OOW has fallen asleep.

10 Broadcast speaker blocked by rag

A broadcast speaker is designed to be loud enough to alert the crew to the message being transmitted through it. By blocking or muffling it with a rag, the person doing so risks the possibility that a safety-critical message may be missed or misunderstood.