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Control vs manual on a ship

Page 1 2 3 >> Periodic inspections of navigational equipment OOW should carry out daily tests and inspections on bridge equipment, including: 1. Manual control shall be tested at least once on the clock when the automatic pilot is in use. 2. Gyro and magnetic compass errors shall be checked as far as possible after the clock and after any major course 3. Compass repetition shall be synchronized, including repeaters installed on the bridge, such as in the engine control room and emergency control station. Inspections of electronic devices should both confirm that the device is functioning properly and that it successfully communicates to any bridge system to which it applies. In order to ensure adequate performance, data from electronic devices should always be compared and verified with data from different independent sources. Solas V/19 a) Compliance with autopilot 1. In areas with high traffic density, visibility is limited and in all other hazardous navigation situations where an automatic pilot is used, it shall be immediately possible to determine the human control of the steering of the vessel. 2. In the abovementioned circumstances, the caretaker shall have at his disposal without delay the services of a qualified helmsman who shall always be prepared to take over the control. 3. The responsible person shall, or under his supervision, make an switch from automatic control to manual control and vice versa. 4. The manual control shall be tested after long-term use of the autopilot and before entering areas where navigation requires special care. (b) Operation of the steering control In areas where navigation requires special care, ships shall be equipped with more than one steering control power unit when such units are capable of simultaneous operation. (c) The ship's crew shall inspect and test the ship's steering equipment within 12 hours prior to departure from the testing and exercises of the steering control and enter them in the log-book. The test procedure shall include, where appropriate, the operation of: * Main steering control * Backup steering control * Remote control systems * Power failure alarms of the remote control control system * Navigational control positions * Failure alarms of the steering control power unit * Emergency power supply * Rudder angle detectors relative to the actual position of the rudder * Automatic isolation arrangements and other automatic equipment d) Inspections and tests shall include: 1. Full rudder movement (hard rudder) the required capabilities of the steering control; 2. Visual inspection of the steering control and its connection; hydraulic liquid level. 3. Operation of the communication tool between the navigational tin and the steering control. 4. The navigational sound and control gear compartment 5 shall be permanently displayed with simple instructions for use with a block diagram showing the procedures for replacing the control systems of the remote control gear and the power units of the steering control. All ship officials familiar with the operation or maintenance of the steering control shall be familiar with the operation of the steering systems fitted to the ship and the procedures for switching from one system to another. In addition to the routine inspections and tests prescribed above, emergency steering exercises shall be carried out at least every three months in order to obtain preparedness control procedures. These exercises shall include direct control from inside the steering control, communication procedure with the bridge and, where appropriate, the use of alternative power supplies. Navigation in coastal waters Shall use on-board ingesters suitable for the area and harvested with the latest available data. Repairs shall be carried out at regular intervals; wherever circumstances permit, the fixing should be carried out by more than one method to enable verification/counter checks. The janitor shall positively identify all relevant navigational signs which shall be visually inspected if permitted. Behaviour of the clock in limited visibility OOW should frequently and accurately take compass bearings as a way of early detection of a collision hazard and bear in mind that such a risk may sometimes exist even when a significant bearing change is apparent, in particular when approaching a very large vessel or tow or approaching the ship at close range. He should also take early and positive action in accordance with international rules on the prevention of collisions at sea in 1972 and then check that such actions have the desired effect. In clear weather, OOW shall, as far as possible, practice radar practice. Activities in limited visibility When visibility is restricted or expected, the caretaker's first responsibility shall be to comply with the relevant rules of international rules on the prevention of collisions at sea, in particular the pronunciation of fog signals, the advancement at a safe speed and the complementment of engines for immediate action. In addition, OOW shall: Notify the master b. Send the right star and helmsman and return immediately to manual control in congested waters; c. exhibition lights; d. use and use of radar. Information of the janitors The caretaker shall provide the janitor with all appropriate instructions and information, shall check whether the janitor understands their duties and is able to carry them out. * Master - Representative of the owner of the vessel, who is overall the commander of the vessel and responsible for the ship and the performance of the watch managers and also the pilot. * Guard Officer (OOW) - Officer in charge of the bridge navigation clock. The master's representative on the bridge and responsible for the bullying of the vessel during his watch . * An additional officer on the bridge - an officer assisting the chief and the OOW on the bridge as needed. * Helmsman - Deck classification assigned to keep navigational watch .11d/or perform reins orders from a fraudster. * Vantage Point - Deck classification designated by the master to monitor and report all relevant observations for navigation safety. * Pilot - Usually a local expert hired to assist with the safe navigation of a ship in a port or restricted areas. The master shall supervise the movement of the vessel in accordance with road rules and good seamanship practices in accordance with the recommended transport systems. He regulates the course and speed, ensures the safe navigation of the ship and supervises the entire watch organization. A guard officer assists the master and usually controls the radar. He determines the location of the ship and advises the master on such position and other information, such as drifting, navigational existence of hazards, the passage and speed of another vessel nearby. He supervises the implementation of helm and engine orders, coordinates all internal and external communications, records all required entries in logbooks and performs other tasks as needed by the master. In certain circumstances, the master may consider it necessary to support two navigators, one as an OOW, the other as a background or radar observer. The master shall clearly state the responsibilities of the two master supported by the master, indicating that the ship is in a very risky situation, such as: 1. Narrow safety margins requiring very careful track maintenance, such as transit channels and approaching congested areas; 2. Reduction in the clearance below the rope, as when the vessel navigates coastal and shallow waters; 3. Heavy traffic (narrow canals and passageways); 4. Heavy weather conditions (storms and very rough seas); 5. Poor visibility; or any combination of similar factors. The officer's task is to provide the master with radar-based traffic information, to assist in locating buoys or landmarks, such as on landing, and to provide backing up to OOW in a diagram or any tasks that the manager considers appropriate under varying circumstances (such as assisting with communication, internal coordination, and other support roles). It is difficult to establish hard and fast rules on how the tasks of the bridge team should be shared. It may depend on the capabilities, experience and personal factors of the staff, the circumstances that require additional staff participation types in bridge equipment, and the placement of the bridge. It's important to keep in mind that every team member knows what role is required of them and what the roles of other team members are. As stated above, this must prevent unnecessary duplication of tasks and, above all, ensure that other tasks are not ignored or ignored. The bridge team plays a very important role in the safe behaviour of the ship at sea and in the port. Therefore, a well-organized bridge team is needed, capable of performing its tasks efficiently and effectively. The ship's personnel, who have bridge security duties, are part of the bridge team. If necessary, the master and pilot shall support a team consisting of a guard officer (OOW), a helmsman and a caretaker(s). * All members must adhere to navigation standards and practice good teamwork. * A well-defined bridge organisation provides flexibility about the specific tasks and responsibilities of individual members. * There may be differences between styles, but common or standard procedures must be established that must be agreed and followed. * The team must have a common goal; That is, a safe and successful journey based on the principle of life, property and environmental safety * Team members need to fully understand and be able to perform their duties professionally and diligently * Work-related stresses must be minimized and handled well. The basic principles of effective bridge teamwork procedures Whenever a ship is put out to sea, the master and navigator have the task of fully navigated in accordance with both public and commercial law at all times. Their operation depends on the success of the journey, maritime safety and the protection of the marine environment. Through their diligence and professionalism, supervisors provide a highly valued service to society. Maritime and seamanship skills are based on solid knowledge of principles and rules, experience at sea and skill in performing tasks diligently. This is especially true of the Bridge Team Organization, which must be brought to the bridge. Every maritime accident has affected the maritime world. Accidents happen from time to time, and often lead to new regulations, requirements or recommendations being drawn up and implemented by different national or international maritime authorities, organisations and companies. Such objectives address these specific disasters by providing achievable solutions, and one of them is to provide training for those affected. Statistics show that around 80% of maritime accidents are caused by human error. In such a case, on ships, times are central and the majority of accidents. The greatest responsibility for ensuring that a ship reaches its destination safely and efficiently is everyone's sailor. How accidents can be avoided and prevented at sea depends on the severities on board that can either make them happen or not. In a broad perspective, the goal of every Marine is the safety of life, property and the environment. An effective bridge team organisation should minimise unless the risk that a single person error could lead to a dangerous situation The bridge organisation should be adequately supported by a clear navigational practice that includes the ship's operating procedures in accordance with the ship's safety management system. Assigning bridge team personnel tasks and procedures to act as an effective team:Tasks should be clearly defined and limited to those tasks that can be performed effectively and clearly prioritised. Team members are asked to confirm that they understand the tasks and tasks assigned to them. Positive reporting of events while performing tasks and tasks is one way to track the performance of bridge team members and to detect that the performance of keeping a watch is reduced. According to the ISM Code (International Safety Management Code) and the STCW Convention, personnel of a ship new to a particular vessel shall receive ship-specific familiarization in safety matters. Staff directly involved in the operation of ships, such as watch, shall be given a reasonable period of time for new personnel to familiarise themselves with the equipment they use and the related vessel procedures. This must cover the written instruction that the company must provide to the manager. It is the responsibility of the OOW to ensure that a seaman assigned to monitor his duties: * has duly received appropriate guidance on what is expected of him on watch duties; * is able to report observations; * is properly dressed and protected from weather; * physically and emotionally prepared for petty theft tasks. In order to prevent fatigue, the STCW Code provides that bridge team members must take mandatory rest periods. Minimum rest periods 10 In 24 hours. If the rest is taken in two separate sections, one of these periods shall be at least 6 hours. However, the minimum period of 10 hours may be reduced to at least 6 consecutive hours, provided that such reduction does not exceed two days and that at least 70 hours are offered during each seven-day period. The STCW Code also advises governments to prescribe a maximum level of 0.08% of blood alcohol levels to ship's personnel during watch and to ban alcohol consumption within 4 hours before starting the clock. An effective bridge organisation includes procedures that: 1. eliminate the risk that a single person's error could lead to a catastrophic situation; 2. Stresses the need to maintain good visual staining and to perform collision avoidance; (3) Encourages the use of all means to determine the location of the vessel so that, in the case of one unreliable event, others are immediately available; (4) use route planning and navigation systems enabling continuous monitoring and detection of track deviations in coastal waters; 5. ensure that all instrument errors are known and correctly applied; 6. Accept the pilot as a valuable addition to the bridge team. An individual role can only be achieved by every member of the bridge team who understands that he or she plays an important role in the safe navigation of the ship and that safety depends on all personnel doing their part of their capabilities. Each member of the team must appreciate that the safety of a ship must never depend on the decision of only one person. All decisions and regulations must be carefully reviewed and enforced. Junior team members should never hesitate to question a decision if they consider that such a decision is not in the best interests of the ship. The accident is unexpected in nature, but most accidents occur because there is no system or error in place that all people can make. Poor communication, both internal and external, is an indication that situational awareness may be at risk. Internal communication may be confused with physical causes such as noise, etc., or may be due to a lack of a common language or different procedures. The interruption of external communication may also be due to non-general language or a simple misunderstanding. In any case, efforts must be made to overcome the cause of the interruption of communication. Otherwise, teamwork and mutual knowledge are at risk. 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