



# SAFETY MANAGEMENT MANUAL

## OCN 7.1 R/V Oceanus Master's Standing Orders

|                     |                 |
|---------------------|-----------------|
| Originator:         | Approved By:    |
| Anthony Diego Mello | Albert F. Suchy |

### 1. Purpose

The purpose of this procedure is to set forth the Master's Standing Orders aboard R/V Oceanus.

### 2. Responsibility

It is the responsibility of the Master to establish standing orders and to ensure that all Deck Officers are aware of these orders.

### 3. General

Each licensed officer must become familiar with the relevant characteristics of the vessel on which engaged prior to assuming his or her duties. These characteristics include, but are not limited to:

- General arrangement of the vessel
- Maneuvering characteristics of the vessel
- Proper operations of all installed navigation equipment
- Location of all firefighting equipment and its use
- Stability and loading characteristics
- Emergency procedures aboard ship
- Main propulsion and auxiliary machinery including steering gear systems and controls to each system

Bridge and navigation watch keeping is the most important activity on board the vessel. The safety of Oceanus and all who sail on her are dependent upon you to be vigilant at all times when performing the duties of a Watch Officer. The safety and security of the Oceanus and all who sail on her take priority over all other activity. Nothing we do takes precedence over this responsibility and the duties bestowed upon you to keep the Oceanus safe at all times.

As Watch Officer, you will pay particular attention to the observance and importance of the COLREGS and all applicable laws and rules which apply, especially those concerning vessels in restricted visibility when required.

Bridge navigation and communication equipment is constantly changing. You must make a concerted effort in keeping up with these changes. You will also be required to become familiar with the operation of each piece of equipment and instrument at your disposal. You are required to possess a GMDSS license. Additionally, you will be required to operate, understand and conduct routine and distress message traffic on ship's equipment.



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Pass all contacts at a safe distance with special care for the prevailing conditions and situation at hand. Although radar "ARPA" is a great invention, it can fail. Trust your eyes and use all available means to establish CPAs, close quarter situations and potential extremis with other ships and objects at sea, especially the unpredictability of fishing vessels. Maneuver Oceanus within the guidance of the RULES OF THE ROAD. Remember one of your best lines of defense is a proper lookout. Instruct the lookout on proper procedures when needed or required.

Radar, as well as all other instruments and equipment at your disposal, are tools for the Watch Officer. Adjustments and settings are under your control. Do not allow them to be changed without your permission. Check your settings frequently, a fraction of a second's power loss can cause some instruments and equipment to revert to default settings without you knowing it.

Safety first! Ensure that conditions are always safe for working, especially on deck. See to it that all personnel in need are provided with the proper safety equipment and instruction for the task at hand utilizing relevant check-off sheets for the particular task.

Check all electronic navigation units independent of one another. Frequently plot the ship's position on paper chart in order to keep a good position maintained.

Check your radios for proper frequencies and volume levels on a regular basis. Do not allow yourself to get distracted from your watch keeping duties for any reason including the radio room, chart room or science request. They can be addressed at a later time or call me if you require my help.

You are in charge of the watch until properly relieved. My presence on the bridge does not change this unless I have announced that I have the conn. If you are in doubt or are uncertain, ask.

Special precautions must be taken prior to and during heavy weather as well as during periods of reduced visibility. In heavy weather you must check deck loads, bindings and lashings frequently. Make sure all gear is properly secured. Check to see that all watertight doors and vents are secured, as needed, and send the seaman below, as conditions allow, to make rounds of the ship, from stem to stern, to ensure that the vessel is safe and secure. Do not hesitate to slow the vessel and/or alter course as appropriate especially if she is shipping green water over the bow or rolling heavily.



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The **E**ngineer on **W**atch is required to check in with the Bridge on a regular basis for safety checks. See that they do. They work alone and there is no one to keep an eye out for them. If the Duty Engineer does not call, call him or her.

See that all persons on board abide by the MARPOL regulations as regards dumping of garbage at sea. Keep the trash log accurate and up-to-date as required.

Watches underway are to be stood (upright); all discussions and conversations with others should be kept to a minimum to avoid distraction. Visitors will not normally be allowed on the Bridge when nearing or leaving port or during periods of restricted visibility, near the coast or in traffic areas.

Use common sense. If you have any questions, if you are in doubt or are uncertain as to what to do, call me at any time.

#### 4. Reporting

A copy of these orders shall be maintained on the **B**ridge at all times. If changes other than temporary changes need to be made, then a copy of these orders shall be sent to the **S**hip **O**perations **G**roup for incorporation into the next revision of this manual.