



# SAFETY MANAGEMENT MANUAL

## ATL 7.1 R/V Atlantis Master's Standing Orders

Originator:	Approved By:
A. D. Colburn	Albert F. Suchy

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### 1. Purpose

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

### 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

The following Standing Orders are to be read and signed by each Bridge Watch Officer when reporting aboard, before assuming a bridge watch.

The Standing Orders will direct you in ship's procedures that, by common sense or regulation, have been found to be safe, efficient and in the practice of good seamanship. One standard throughout is "Call the Master if in doubt."

Call the Master when encountering reduced visibility, busy ship traffic, fishing fleets, ice, problems with ship's navigation gear or machinery. Call the Master if a distress message in the ship's operating area is received or a distress signal is observed. If the vessel pounds excessively due to sea conditions, reduce RPM and inform the Master what new RPM is being used.

Guidelines for CPAs with other vessels while underway are: In open waters maintain 2.0 mile CPA. In coastal waters maintain greater than 1.0 mile CPA. If in a traffic separation zone, "Stay in your lane." It is understood that this may not be practical in all situations. In these situations CPAs of closer than 1.0 mile must show a consistent course and speed or be dead in the water. The CPA and relative motion of these targets are to be monitored closely by the watch. CPAs of less than 0.5 miles are not authorized without notifying the Master. Call the Master if in doubt.

Slow, Stop, Back down or Reverse course to avoid an In Extremis Situation.

When contacted by the Engine Room for a reduction in RPM, determine if it is an emergency requiring immediate reduction in RPM to protect equipment, or if there is time to schedule the RPM reduction later to avoid interference or damage to deck or science operations.

#### BRIDGE EQUIPMENT:

Bridge Watch Officers are expected to become familiar with navigation gear, electronic aids to navigation, navigation lights panel, GMDSS Radios, Radars, and automatic foghorn controls.



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Emergency apparatus located on the bridge includes emergency lighting switches, fire detection control panel, fire control station, ventilation shut downs, water tight door controls, fire screen door switch and the Station Bill.

Watch Officers are to become proficient in all steering systems including buttons to de-assign thrusters, shifting between hand steering and Autopilot, switching control from the center console to the bridge wings or engine room and use of Non Follow-Up (NFU) steering systems. Procedures for emergency steering from the thruster room shall be reviewed with an engineering watch officer.

Kongsberg SDP-11 Dynamic Positioning system: This is a complex system. Review the two ship specific Operator manuals dated October 2007.

- 1) Underway use "Autopilot" rather than High Speed autotrack, unless you are doing a survey.
- 2) On station, when possible, limit the use of the bow thruster.
  - a) If required station keeping can be accomplished by using AUTO YAW, or a combination of AUTO YAW and AUTO SURGE, do so.
  - b) If more precise station keeping is needed, engage the third axis of DP "AUTO SWAY." This requires the bow thruster.

In short, investigate all gear available to you and become familiar with it before you need to use it.

### BRIDGE WATCHES:

Chief Mate	0600-0800, 1200-1800	0400-0800, 1600-2000, 1 AB
Second Mate	0800-1000, 0000-0600	0000-0400, 1200-1600, 1 AB, 1 OS
Third Mate	1000-1200, 1800-2400	0800-1200, 2000-2400, 1 AB, 1 OS

Note: The Chief Mate may choose to stand the 0800-1000, 0000-0600 if it better serves science operations.

Note: Ordinary Seaman may be assigned to Bridge lookout duties when conditions warrant it.

### LOOKOUTS:

As per USCG Navigation Rules "Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and the risk of collision."



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The AB or OS is to be posted as lookout in all cases of reduced visibility, congested traffic, proximity to ice, in coastal waters, or when entering or leaving port. If necessary, off watch personnel may be required as additional lookouts. The 4-8 watch may hold over a seaman from the 12-4 watch until 0600, and call out a seaman from the 8-12 watch, to turn to at 0600, if deemed necessary.

### WATCH STANDING:

It is the Watch Officer's responsibility to practice good seamanship. Use your skills and common sense to promote safety and productivity. It is our job to operate this vessel so as to keep its occupants safe and achieve science goals every trip.

Bridge Watch Officers shall provide training to new watch seaman in standing a proper watch. This will include hand steering and steering console operation. Instruction in proper lookout procedures shall be given, including reporting an object's bearing by the point system.

When turning over the watch, the oncoming watch stander will report the following to the Mate on watch: the course steered, magnetic compass check, steering system used (Auto Yaw, etc), RPM, and visual sightings, as appropriate.

When seamen are sent below to call out the next watch, it shall be done without spending unnecessary time before returning to the bridge.

### SCIENCE OPERATIONS:

Science operations in heavy weather, ice, or concentrated vessel traffic are at the discretion of the Master.

Science operations in close proximity to land or shallows shall not be conducted without the Master's knowledge and approval. Be aware that a change in waypoints from the Chief Scientist must be checked on a chart and determined to be safe.

Safety is the number one determining factor. Call the Master any time if in doubt as to the safety of conducting any science operation. The Mate on Watch has the authority and responsibility to halt any science operation that appears to be unsafe. Examples may be taglines not used or improperly led, hardhats and work vests not being worn, crane not spotted over the load, or insufficient personnel to do the job safely.

It is expected that these conditions will be rectified in short order and that science operations will continue.



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### ICE NAVIGATION:

When the vessel operates in higher latitudes, be continually vigilant to the possible presence of ice. Emphasis is to be placed on maintaining proper visual lookouts. In times of reduced visibility of 1.0 nm or less, both the helmsman and a lookout are to be on the bridge in addition to the Mate on Watch. Additional lookouts may be called out.

Both radars are to remain in operation, general guidelines of operation being: 3cm radar set to lower range scales 6 nm or less, with as little interference reduction as is practical, to highlight poor radar targets nearest the vessel; the 10 cm radar set to scales 12 nm or greater for early detection, and long range scanning.

If ice is encountered in the ship's path, slow the ship and steer around it if possible.  
**Notify the Captain.**

If it is not possible to steer around the ice, then stop the ship and **notify the Captain.**

### VESSEL SECURITY:

#### At Sea:

Be aware of the possibility of other vessels mirroring our own movements, approaching closer than normal, or in a threatening or suspicious manner. Report all such incidents immediately to the Master and Vessel Security Officer (**Chief Mate**).

#### In Port:

Ensure that the gangway is properly manned. All visitors or contractors are to be received by the Mate on Watch. Maintain awareness of activities on the dock as well as on the outboard side of the ship. Report suspicious activity to the Master and Chief Mate. Expect the possibility of stowaways trying to gain access to the ship. Refer to the Chief Mate / VSO Vessel Security Officer for further instructions.

Captain A.D. Colburn  
R/V Atlantis  
8 January 2008

#### 4. **Reporting**

A copy of these orders shall be maintained on the **Bridge** at all times. If changes other than temporary changes need to be made, then a copy of these orders shall be sent to the **Ship Operations Group** for incorporation into the next revision of this manual.



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### STANDING ORDERS SIGN OFF SHEET

Signature & Date

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A.D. Colburn  
Master, R/V Atlantis