

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-1-7C

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Plan and conduct a passage and determine position

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Meteorology* -- Ability to use and interpret information obtained from on-board meteorological instruments

**TASK:** Determine expected weather conditions

**PERFORMANCE CONDITION:** On a ship underway or in a laboratory, and using the surface, upper air, and sea state analysis weather maps

**PERFORMANCE BEHAVIOR:** Determine the weather to be encountered during the next 24-hour period.

**PERFORMANCE STANDARD:**

The candidate's determinations of expected wind, sea, and weather conditions (types and amount of cloud cover, rain and fog) were based on standard meteorological principles and agreed with the designated examiner's determinations based on the movement of the systems and fronts.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner	SSN No.	Date
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Assessor (sign and print name)	License No.	MMD No.
_____	_____	
Position	Vessel or Training Course	

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1A

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Identify light configurations

**PERFORMANCE CONDITION:** At night, on a ship underway, a full mission ship simulator, or using approved laboratory equipment

**PERFORMANCE BEHAVIOR:** Identify vessels through observation of their light configurations.

**PERFORMANCE STANDARD:**

The candidate correctly identified the situation or occupation of 18 of 20 vessels that had different light configurations.

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## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1B

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Identify day shapes

**PERFORMANCE CONDITION:** In daylight, on a ship underway, a full mission ship simulator, or using approved laboratory equipment

**PERFORMANCE BEHAVIOR:** Identify vessels through observation of their required shapes.

**PERFORMANCE STANDARD:**

The candidate correctly identified the situation or occupation of 18 of 20 vessels that were displaying different required shapes.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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SSN No.

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MMD No.

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Position

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Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1C

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Identify sound signals

**PERFORMANCE CONDITION:** In restricted visibility, on a ship underway, a full mission ship simulator, or using approved laboratory equipment

**PERFORMANCE BEHAVIOR:** Identify vessels by hearing their required sound signals.

**PERFORMANCE STANDARD:**

The candidate correctly identified the situation or occupation of 9 of 10 vessels were sounding different required sound signals.

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# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1D

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Determine risk of collision

**PERFORMANCE CONDITION:** On a ship underway, a full mission ship simulator, or using approved laboratory equipment, and using a gyro-compass repeater and an azimuth circle, bearing circle, alidade, or other device for taking bearings, and a marine radar or ARPA meeting IMO performance standards set on the 12-mile scale and the targets more than 8 miles away

**PERFORMANCE BEHAVIOR:** Determine if risk of collision exists with approaching meeting, crossing, and overtaking vessels.

**PERFORMANCE STANDARD:**

1. Two visual bearings of an approaching vessel were taken using an azimuth circle, bearing circle or alidade to determine if the bearing to the approaching vessels was appreciably changing.
2. Each observation was within  $\pm 2^\circ$  of the designated examiner's bearing.
3. Two electronic bearings of an approaching vessel were taken on a radar or an ARPA to determine if the bearing to the approaching vessels was appreciably changing.
4. Each observation was within  $\pm 2^\circ$  of the designated examiner's bearing.

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License No.

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Position

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Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1E

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Maneuver to avoid risk of collision -- meeting

**PERFORMANCE CONDITION:** On a ship underway, a full mission ship simulator, or using approved laboratory equipment, when risk of collision with an approaching meeting vessel exists in good visibility in the open ocean

**PERFORMANCE BEHAVIOR:** Apply the rules of the road correctly and maneuver the vessel to avoid the collision, if required.

**PERFORMANCE STANDARD:**

1. The aspect of the approaching vessel was determined.
2. The situation was identified as a meeting situation.
3. Positive action in ample time was taken in accordance with the steering and sailing rules to achieve a CPA of at least 3 nm.
4. Speed or course changes were large enough to be readily apparent to another vessel observing visually or by radar.

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# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-1F

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea

**TASK:** Maneuver to avoid risk of collision -- overtaking

**PERFORMANCE CONDITION:** On a ship underway, a full mission ship simulator, or using approved laboratory equipment, when risk of collision with an approaching overtaking vessel exists in good visibility in the open ocean

**PERFORMANCE BEHAVIOR:** Apply the rules of the road correctly and maneuver the vessel to avoid the collision, if required.

**PERFORMANCE STANDARD:**

1. The aspect of the approaching vessel was determined.
2. The situation was identified as an overtaking situation.
3. The candidate attempted to call the overtaking vessel on the VHF.
4. The danger signal was sounded.
5. Positive action in ample time was taken in accordance with Rule 17 of the steering and sailing rules to achieve a CPA of at least 1 nm.
6. Speed or course changes were large enough to be readily apparent to another vessel observing visually or by radar.

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Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2A

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Watch relief

**PERFORMANCE CONDITION:** On a ship underway or a full mission ship simulator during an exercise at sea

**PERFORMANCE BEHAVIOR:** Properly relieve the watch in accordance with STCW Code Section A-VIII/2, Part 3-1, Paragraphs 21 and 22.

**PERFORMANCE STANDARD:**

1. The standing orders and night orders were read.
2. The vessel's position, course and speed were read from the GPS receiver and compared to the DR position and track.
3. The position of the next charted waypoint was compared to the GPS waypoint and the route print out.
4. The identities of critical aids to navigation in sight were verified.
5. The tides and currents were determined as necessary.
6. The visibility and weather were determined.
7. The radar or ARPA was checked and was properly tuned.
8. Any targets displayed on the radar or ARPA were checked.
9. Headings by magnetic and gyrocompass were checked.
10. The navigational hazards likely to be encountered during the watch were determined.
11. The possible effects of list, trim, water density and squat on under keel clearance were determined.
12. Courses, traffic, weather and any special instructions were related by the officer being relieved.
13. The relieving officer told the officer being relieved that he or she was relieved.

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**Assessment of Competence**

**OFFICER IN CHARGE OF A NAVIGATIONAL WATCH**

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner SSN No. Date

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Assessor (sign and print name) License No. MMD No.

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Position Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2B

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Keep a safe navigation watch

**PERFORMANCE CONDITION:** On a ship underway or a full mission ship simulator during an exercise at sea

**PERFORMANCE BEHAVIOR:** Properly keep a safe navigational watch in accordance with STCW Code Section A-VIII/2, Part 3-1, Paragraph 23 to 50.

**PERFORMANCE STANDARD:**

1. The voyage plan was closely and continuously monitored.
2. A proper look out was maintained by all available means.
3. A safe speed was maintained through out the watch period.
4. Position, course, and speed were checked at frequent intervals.
5. The steering mode selected was appropriate to the area being transited.
6. Under-keel clearance was suitable for the draft of the vessel at all times.
7. Course changes were made in accordance with the voyage plan.
8. The vessel's position was fixed and plotted on an appropriate chart at intervals suitable to the vessel's speed and the area being transited.
9. The identities of critical aids to navigation in sight were determined.
10. More than one method, including electronic and other navigational equipment, external fixed aids, geographic reference points, and hydrographic contours, was used to fix the vessel's position and check the accuracy of fixes.
11. Radio equipment was frequently checked for proper functioning.
12. The risk or danger of collision with each approaching vessel was determined and early and substantial action was taken in accordance with the COLREGS.
13. Rudder and engine orders were executed as ordered.
14. The validity of the gyro input to all navigation equipment was verified
15. Gyrocompass error was determined by any available means and the error was logged.
16. Magnetic variation and compass deviation were correctly applied to courses and bearings where applicable.
17. The candidate determined that he person steering the vessel was competent to do so.
18. Tide and current conditions for the watch period were determined in coastal or tidal waters.
19. Set and drift were determined and applied to allow for set and drift.
20. The weather conditions at the ship were correctly and timely recorded and reported as required.

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## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

21. Running lights were checked throughout the watch period.
22. The master was notified as directed by the master's or standing orders.
23. All required log entries were made.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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Date

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License No.

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MMD No.

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Position

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Vessel or Training Course

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2C

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Notify Master when appropriate

**PERFORMANCE CONDITION:** On a ship underway or a full mission ship simulator during an exercise at sea

**PERFORMANCE BEHAVIOR:** Notify the master as instructed, and when in doubt of other vessels' intentions, or in any circumstances that affect the routine navigation of the vessel in accordance with STCW Code Section A-VIII/2, Part 3-1, Paragraph 40.

**PERFORMANCE STANDARD:**

The master was notified immediately when one of the following occurred.

1. Restricted visibility was encountered or expected.
2. Vessel traffic density or the movements of other ships caused concern.
3. Difficulty was experienced in maintaining course.
4. Land or a navigational mark was not sighted, or soundings not obtained, when expected.
5. Aids to navigation were not in position or were displaying incorrect characteristics.
6. Land or a navigational mark was unexpectedly sighted, or soundings were obtained or changed unexpectedly.
7. The engines or their control systems, steering, or any essential navigational equipment failed, or alarms or indicators for these systems sounded;
8. Any radio equipment failed.
9. Concerns about damage to the vessel or its cargo arose in heavy weather.
10. Any hazard to navigation that posed a threat to the vessel was noticed.

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Position

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**Assessment of Competence**

**OFFICER IN CHARGE OF A NAVIGATIONAL WATCH**

- 11. Any doubt about the ship's safety or other emergency arose.
- 12. Any changes are made to the voyage plan

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## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2D

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Keep a safe anchor watch

**PERFORMANCE CONDITION:** On a ship at anchor or a full mission ship simulator during an exercise at anchor

**PERFORMANCE BEHAVIOR:** Properly keep a safe anchor watch in accordance with STCW Code Section A-VIII/2, Part 3-1, Paragraph 51.

**PERFORMANCE STANDARD:** The candidate took the following actions:

1. Determined and plotted the ship's position;
2. Frequently checked the ship's position by visual and radar bearings and radar ranges from the same charted objects.
3. Established the GPS anchor alarm.
4. Maintained a proper lookout.
5. Ensured periodic inspections were made.
6. Posted a rating at the anchor to carry out orders with respect to the anchor.
7. Monitored weather, tides, and sea state.
8. Notified the master immediately when the weather changed, visibility became restricted, or the anchor started to drag.
9. Placed engines on standby and ready for immediate use when appropriate.
10. Properly displayed all required lights and shapes and sounded proper sound signals.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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SSN No.

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2E

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Navigate in restricted visibility

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea, when visibility becomes restricted while underway

**PERFORMANCE BEHAVIOR:** Recognize the restricted visibility take the appropriate action to navigate in restricted visibility in accordance with the COLREGS in accordance with Section STCW Code A-VIII/2, Part 3-1, Paragraph 45.

**PERFORMANCE STANDARD:** The candidate took the following actions:

1. The restricted visibility was determined.
2. The master was notified.
3. Steering was switched to hand steering.
4. A proper lookout was posted and the running lights turned on.
5. The vessel's speed was set in accordance with Rule 6;
6. Sounding of required signals was commenced.
7. The radar or ARPA was set on the appropriate scale to scan at long range for the presence of other vessels.
8. Approaching targets were plotted or the ARPA or radar was used to obtain early warning of risk of collision and determine the speed and direction of relative motion

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course



# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-2F

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of the principles to be observed in keeping a safe watch

**TASK:** Turn over a watch

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea

**PERFORMANCE BEHAVIOR:** Properly turn the watch over to a relieving officer.

**PERFORMANCE STANDARD:** The candidate took the following actions:

1. A DR position was plotted on the chart in use for the end of the watch.
2. The ship's position was determined and plotted all by means appropriate to the area transited.
3. Required weather data was read and recorded in the deck log.
4. The headings of the gyro and magnetic compasses were compared and recorded.
5. The movement of all vessel traffic was checked by both visual and electronic means immediately before being relieved.
6. The vessel's course and speed, posting of special lookouts, the steering mode in use, and weather and visibility were related to the relieving officer.
7. Any special instructions regarding occurrences during the past watch or which are expected during the next watch were related.
8. All relevant information concerning vessels in sight or on the radar or ARPA was reported to the relieving officer.
9. The master was notified of any doubt that the relieving officer was competent to perform his or her duties.
10. The watch was not turned over during a maneuver or other action to avoid a hazard to navigation.

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Mariner

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Assessor (sign and print name)

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License No.

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Position

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## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

11. The officer being relieved did not leave the bridge until informed by the relieving officer that he or she was ready to take the watch.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3A

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** Voyage planning

**PERFORMANCE CONDITION:** On a ship, a full mission ship simulator, or in a navigation laboratory, when given a port of departure and a port of arrival more than 1,000 apart.

**PERFORMANCE BEHAVIOR:** Plan a voyage and review the voyage plan with the master and deck officers.

**PERFORMANCE STANDARD:**

**Appraisal** -- The candidate's plan took into account:

1. The condition of the vessel, its stability, equipment, operational limitations, draft and maneuvering characteristics;
2. Any special characteristics of the cargo and its stowage;
3. Crew members' competency and rest status;
4. The status of all ship's certificates and documents including their date of expiration;
5. Up-to-date charts of proper scale, the latest notices to mariners, and radio navigational warnings;
6. Up-to-date coast pilots, sailing directions, and other information sources appropriate for the voyage;
7. Relevant routing guides;
8. Up-to-date tide and current tables and atlases;
9. Weather information;
10. Weather routing services;
11. Ship reporting systems, VTS and environmental protection measures;
12. Vessel traffic density for the route;
13. Pilotage requirements and information exchange; and,
14. Port information, including emergency response capability.

**Planning** -- The candidate's plan contained the following information::

15. Courses plotted on the appropriately scaled charts noting the ETA at each way point, including the final way point;
16. Courses and distances between way points were correctly calculated and indicated on the charts;
17. The most direct route that avoided all hazards to navigation by the margin of safety of three miles;
18. The areas of all required speed changes;
19. The minimum under-keel clearances in critical areas; positions requiring a change of machinery status;
20. Waypoint of all course changes;
21. The methods and frequency of position fixing, including areas requiring the highest accuracy;
22. The positions and radio hailing frequencies or channels where port authorities, pilots and VTS services must be notified were noted on the relevant chart;

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Mariner

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## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

23. The states of the tide and currents at the port of departure for the times of departure and transit were determined;
24. Contingency plan for alternative actions in cases of emergency was present;
25. The review of the voyage plan with the Master and deck officers.

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# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3B

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping -- Watchkeeping --*  
Thorough knowledge of effective bridge teamwork procedures

**TASK:** Execute a voyage plan

**PERFORMANCE CONDITION:** On a ship, or a full mission ship simulator, when given a voyage plan

**PERFORMANCE BEHAVIOR:** Execute the voyage plan.

**PERFORMANCE STANDARD:**

The candidate, in accordance with paragraph 4 and 5 of the annex to IMO Assembly Resolution A 893(21):

1. Checked the reliability and condition of the navigational equipment at frequent intervals;
2. Applied basic information obtained from the tide tables and other navigational publications to determine under keel clearance;
3. Fixed the vessels position at appropriate intervals;
4. Checked magnetic and gyro-compasses;
5. Assessed meteorological information;
6. Determined compass error;
7. Calculated sailings for up to 24 hours;
8. Correctly operated and applied information from electronic navigation systems;
9. Correctly operated the radar and ARPA and applied the information for navigation and collision avoidance;
10. Correctly operated propulsion and steering systems to control heading and speed;
11. Took initial action in event of a real or simulated equipment malfunction or failure of major items of equipment;
12. Correctly conducted radio-communications;

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### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

13. Monitored and correctly operated safety and alarm systems.
14. Closely and continuously monitored the voyage plan.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner	SSN No.	Date
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Assessor (sign and print name)	License No.	MMD No.
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Position	Vessel or Training Course	

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3D

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** BRM Condition III – collision avoidance.

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea, with a bridge team in place for navigating in congested near coastal waters with or without reduced visibility and assigned to monitor vessel traffic using an IMO compliant ARPA, and the ship is navigating near land, shoals, or with increased traffic density and/or restricted visibility

**PERFORMANCE BEHAVIOR:** Identify all vessels (targets) posing a risk or danger of collision, and provide appropriate information and recommendations on vessel traffic and any other situation or condition that may effect the safe navigation of the vessel to the conning officer.

**PERFORMANCE STANDARD:**

1. The risk and danger of collision of all approaching vessels were determined within 6 minutes.
2. The conning officer was immediately notified of the relative position of the threatening vessel, its CPA and TCPA.
3. Course or speed changes in accordance with the COLREGS to remove the risks of collision and avoid the close quarters situations from developing were recommended.
4. All recommended course or speed changes resulted in increasing the CPA to approaching vessels identified as posing a risk or danger of collision.
5. All recommended course or speed changes provided sufficient sea room and bottom clearance for the area transited.
6. Communication was clear, immediate, reliable and relevant.
7. Non-essential activities were avoided.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

**Assessment of Competence**

**OFFICER IN CHARGE OF A NAVIGATIONAL WATCH**

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner	SSN No.	Date
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Assessor (sign and print name)	License No.	MMD No.
_____	_____	
Position	Vessel or Training Course	



# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3E

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** BRM Condition III – navigation

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea, with a bridge team in place for navigating in congested near coastal waters with or without reduced visibility, and assigned to monitor the vessel's position, communicate on the VHF, and all other bridge duties, using an IMO compliant ARPA, a GPS receiver and all other bridge navigational equipment normally found on a seagoing vessel

**PERFORMANCE BEHAVIOR:** Determine and plot the vessel's position by electronic and visual means, communicate as required on the VHF, and carry out all engine commands, ensure that all rudder commands are properly carried out, and make all appropriate log book entries.

**PERFORMANCE STANDARD:**

1. Visual and electronic means were used to determine the ship's position, including GPS, loran, radar, ARPA, ECDIS, and Echo Sounder.
2. The vessel's position was plotted in accordance with tolerances stated previously at regular intervals appropriate to the vessel's speed and the area transited.
3. The correct courses to steer to maintain the ship on the intended track were determined and recommended to the conning officer.
4. All VHF calls to own ship were answered and calls to other ships in the area and port authorities were made as required.
5. The helmsman was monitored to ensure all rudder commands were carried out.
6. Communication was clear, immediate, reliable and relevant.
7. Non-essential activities were avoided.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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Position

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Vessel or Training Course

**Assessment of Competence**

**OFFICER IN CHARGE OF A NAVIGATIONAL WATCH**

8. All required entries in the appropriate vessel's logs were made.

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Assessor (sign and print name)	License No.	MMD No.
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Position	Vessel or Training Course	

# Assessment of Competence

## OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3F

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** BRM Condition II or III – error trapping

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea, with a bridge team in place for navigating in congested near coastal waters with or without reduced visibility, and assigned duties as an officer in a bridge team, when one of the following occurs:

1. an incorrect rudder order is given;
2. a rudder or engine command is not given at the proper time;
3. a navigational aid is misidentified;
4. the vessel's position was improperly fixed; or
5. a target vessel's movements are improperly stated

**PERFORMANCE BEHAVIOR:** Monitor vessel's movement, recognize erroneously stated information about the vessel's position or a target vessels movement, and notify the conning officer of specific questions regarding the vessel's situation.

**PERFORMANCE STANDARD:**

1. The misinformation or command error was detected.
2. The conning officer was notified within 30 seconds of the occurrence of the error (for helm orders, the candidate will detect the error and issue a corrective order within 5 seconds).

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3G

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** BRM Condition II or III – navigation & collision avoidance

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea, when acting as part of the bridge team with assigned duties to monitor the vessel's navigation and determine the risk or danger of collision with all vessels underway in open sea, using an IMO compliant ARPA, a GPS receiver and all other bridge navigational equipment normally found on a seagoing vessel

**PERFORMANCE BEHAVIOR:** Determine and plot the vessel's position at suitable intervals, and plot or systematically observe all approaching vessels and inform the bride team of dangers to navigation, intended course changes, and vessels which pose a risk or danger of collision.

**PERFORMANCE STANDARD:**

1. The vessel's position was determined and plotted at suitable intervals.
2. All aids to navigation were identified.
3. The bridge team was notified immediately of the following:
  - a) when planned course changes must have been made;
  - b) effects of tides or currents that set the vessel off its intended course; and,
  - c) any doubt about the vessel's position.
4. The risk and danger of collision with approaching vessels in the vicinity were determined by visual and radar/ARPA bearings.
5. The bridge team was notified of the following:
  - a) danger or risk of collision with any approaching vessel
  - b) recommended course change to avoid the risk or danger of collision; and,

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Date

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Assessor (sign and print name)

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License No.

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MMD No.

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Position

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Vessel or Training Course

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

c) recommended speed change to avoid the risk or danger of collision if the engines are available for immediate use.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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MMD No.

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Position

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Vessel or Training Course

## Assessment of Competence

### OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

**ASSESSMENT NO.** OICNW-2-3H

**FUNCTION:** Navigation at the Operational Level

**COMPETENCE:** Maintain a safe navigational watch

**KNOWLEDGE, UNDERSTANDING & PROFICIENCY:** *Watchkeeping* -- Thorough knowledge of effective bridge teamwork procedures

**TASK:** BRM Condition III – establish a bridge team, establish a bridge team to monitor the vessel's navigation and determine the risk or danger of collision with all vessels.

**PERFORMANCE CONDITION:** On a ship at sea or a full mission ship simulator during an exercise at sea

**PERFORMANCE BEHAVIOR:** Determine the number of personnel required to safely navigate the vessel and assign individual officers or crew to specific duties and functions as part of the bridge team.

**PERFORMANCE STANDARD:**

Appropriate officers or crew were assigned to the following tasks:

1. Conning;
2. Lookout
3. Collision avoidance; and
4. Navigation;
5. Communication; and,
6. Administration.

A ship's officer who signs below attests that he/she has met the requirements to qualify as a shipboard assessor.

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Mariner

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SSN No.

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Date

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Assessor (sign and print name)

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License No.

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Position

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Vessel or Training Course