WATCHKEEPING

Target groups

Deck - Support

Ship types

Generic

Purpose:

The e-learning module is designed for theoretical training of ratings as able seafarer deck in accordance with Chapter II of the STCW Convention in the part concerning of watchkeeping operation.

The ELM is included in the *"Able seaman"* library.

What is an e-learning module?

E-learning module is the electronic textbook on one or more sections. Theoretical materials can be accompanied by drawings, diagrams, photos, animations and videos. There is a test for assessment of knowledge gained at the end of each section.

Contents:

- Watchkeeping tasks
- Helmsman on watch
- Seaman Stand Lookout Watch
- Gangway watch
- Fire watch
- Ensuring ship safety

Regulations

Table A-II/5 STCW Code

Competence:	Contribute to a safe navigational watch

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WATCHKEEPING
Section 1. Watchkeeping tasks

WATCHKEEPING ARRANGEMENT SCHEME

24-hour watchkeeping must be arranged on all ships. Responsibility for watchkeeping arrangements rests with the Master, and direct management of the watchkeeping is the responsibility of the Chief Mate.

Master → Watch Officer → Watchmen Seaman
Watch Officer → Watch Engineer → Watchmen Motormen

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WATCHKEEPING
Section 1. Watchkeeping tasks

Principles and rules of sea and port watchkeeping. Obligations of watchkeepers when taking over, keeping and handing over watch.

Ship watches are divided into sea and port watches.

Sea watch | Port watch

Sea watch must ensure safe navigation, special attention must be paid to the prevention of collisions and grounding. Watch composition must be sufficient and appropriate for the sailing conditions.

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WATCHKEEPING
Section 1. Watchkeeping tasks

Duties of the sea, port, fire watch seaman, at ensuring safety. General duties of the watch seaman.

- The watch helmsman, watch seaman is directly subordinate to the Watch Officer. Taking and handing over the watch by the watch helmsman, watch seaman is performed at the permission of the Watch Officer.

- When taking over the watch the watch helmsman (when at sea – the watch seaman) is obliged to check the operation of the signal lights, and in the daytime – the presence of hoisted flags and shapes necessary in this situation, he/she must also familiarize him/herself with all orders concerning him/her on the watch.

- The watch helmsman, watch seaman, when the vessel is anchored or moored, must be at the place indicated by the Watch Officer, keep lookout of the environment, monitor the position and tension of the anchor chain, mooring lines, fenders, gangways, ladders, anchor lights and shapes, presence of rat guards on the mooring

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WATCHKEEPING
Section 2. Helmsman on watch

After anchoring the ship or after completion of mooring, the watch seaman has the right to move away from the helm only at the permission of the Watch Officer.

The most experienced able seaman is appointed as the senior helmsman, who takes the helm in case of emergency, alarm, in narrows and other extreme situations.

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WATCHKEEPING
Section 2. Helmsman on watch

Handling at strong wind

When the ship is sailing in conditions of strong wind, in order to keep her on course, it is necessary to constantly turn the rudder blade. However, the rudder is turned not relative to the center line, but relative to a certain deviation, which is taken as the average turning angle necessary for the rectilinear movement of the ship.

The behavior of the ship in conditions of wind exposure significantly depends on her trim and speed. At slow speed, the moment generated by the rudder may not be sufficient to keep the ship on course, and the ship turns into the wind. This phenomenon is called the loss of controllability of the first grade.

At very strong winds, the speed of the ship is noticeably reduced. If at this the ship has a significant pitch-up, which is often occurs when the ship is in ballast, instead of the observed tendency to turn to the wind, the ship begins to go away from the wind. This phenomenon is called the loss of controllability of the second grade.

The analytical way of determining dangerous wind heading angles and the corresponding drift and rudder angles is associated with great difficulties, therefore they are usually determined at field test.

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WATCHKEEPING
Test tasks

Question text:
Choose the correct version of the report of the watch seaman to the Watch Officer based on the results of the lookout.

Choose the correct answer
○ Ship starboard 15, follower.
○ Ship starboard 15, coming from the opposite direction.
○ Ship starboard 15, goes across.

Attempt: 1

COMMENT

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