

BRIDGE LOOKOUTS**Scenario / Background**

The yacht has embarked new deck and interior crew who have never conducted lookout operations before. With the vessel about to sail for overnight passage, the officer of the watch (OOW) needs to brief them so that they can provide a positive service to the bridge. Every vessel shall, at all times, maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Pre-activity considerations

- Keep a lookout by all available means includes visual, hearing and via available equipment.
- The lookout should be given a tour of the bridge, in daylight, while the yacht is alongside to become familiar with the basic equipment location.
- If specific duties are going to be allocated to the lookout, they need to have received a brief about these before standing their first watch.
- If they will be responsible for operation of the helm in hand they must receive a thorough introduction to checklists and procedures both on the bridge and in the tiller flat for emergency steering.
- Will the vessel be underway or at anchor during the watch? If at anchor, does the lookout understand their duties in accordance with Standing Orders.
- Are they familiar with the actions to take in an emergency such as man overboard or loss of power / steering.
- Have they read, understood, acknowledged and signed the Masters Standing Orders?
- Is the lookout fit for duty? This doesn't just mean not under the influence of drink or drugs, but are they well rested and within their hours of work?
- Has the lookout arrived on the bridge in time to adjust their eyes to the darkness at night?
- Have they received a full de-brief from the off-going lookout?

Equipment

- Lookouts should be provided with binoculars adjusted to their eyesight.
- They should be educated in the use of the basic bridge equipment including the wipers, horn, navigation lights, VHF radio, AIS and how to acknowledge any alarms while bringing them to the attention of the Officer Of the Watch (OOW).
- Have access to the ships log to complete the necessary entries in accordance with Flag and management regulations and procedures.
- Access to COLREGS lights and shapes learning material and tests.
- If at anchor and tasked with routine deck rounds, do they have access to necessary torch, lifejacket and crew radio?
- More extensive equipment familiarisation can consist of familiarity with the radar (ARPA).

Note: This card and briefing sheet is intended for guidance only and in no way passes liability to any member of CHIRP or the Superyacht Training Group for its content and the procedures within.

Brief
<ul style="list-style-type: none">- If more than one lookout will be on watch with the OOW, each should be advised on their arc of responsibility over which they should be scanning for shipping or dangers.- Actions to take when sighting navigation lights of another vessel.- The lookout should not be sat down for their watch and should be constantly patrolling the bridge to look out in all directions while monitoring relevant equipment including depth sounder.- There should be no mobile phones or other distractions while on watch.- No music should be playing from media sources while on the bridge.- Bridge wing doors should be left open to allow any external sounds to be heard with ease and to monitor behind the yacht for any approaching dangers.- Electronic aids (to detect other vessel sound signals) should be confirmed as functioning correctly.- If standing a lone watch while the vessel is at anchor, be aware how to quickly identify if the vessel is dragging anchor and what actions to take?- Do they know how to check the anchor without injuring themselves?
Questions to confirm learning
<ul style="list-style-type: none">- Use example lights and shapes to identify other vessels, their aspect on the yacht and their CPA.- On what VHF channel are they likely to hear an emergency broadcast?- What bridge alarms are there and what actions should be taken on hearing them?- What are the different modes of operation for the helm steering?- How to transfer control of the steering to the emergency position?- Give a shipping report based on a particular vessel sighting including range and bearing and what you believe the vessel to be.
What if's / Emergency considerations
<ul style="list-style-type: none">- What to do if you sight a vessel visually or by radar on a steady bearing?- Demonstrate the safe means by which to take the vessel into hand steering and steer a course determined by the OOW.- What actions should be taken if you sight or hear man overboard?- What actions should be taken if you sight fog closing in?- What actions are necessary when the anchor is dragging?- What actions to take if a GMDSS alarm is received?
Post activity debrief points
<ul style="list-style-type: none">- On completion of the watch, how well did the lookout do during the watch?- What points are necessary for further learning before the next watch?- Were the necessary logbooks completed correctly and signed where necessary?- Did the lookout conduct a safe and satisfactory handover to their relief?