

Lesson Plan – 4.1-1 watchkeeping	Date: 03/03/18 Mark Harker Cowes LTA / Helm

AIM:

To give crew a practical and theoretical understanding of watchkeeping for the ILB and in general

Training Afloat –

- Demonstrate use of ILB equipment for watchkeeping
- Demonstrate practical application of risk of collision

Training Shoreside –

- Discussion on Distress signals
- Binoculars - how to use
- Explain and discuss how to identify a risk of collision and the actions required
- Navigational lights for different power driven vessels
- Navigational light aspects
- buoyage lights and shapes (see lesson plan IRPCS)

Effective Lookout:

A lookout is a person who maintains a continuous watch of the sea to report any kind of hazard that can be an obstacle in the navigation and cause harm to the vessel. According to IRPCS, a lookout is required to be positioned to give their uninterrupted attention at all times to the vessels navigation in order to inform the helm about other ships, shipwrecks, debris, floating objects etc. They should maintain their night vision to minimise loss of sight, this includes consideration of background lighting eg shoreline lights.

Equipment to aid lookout:

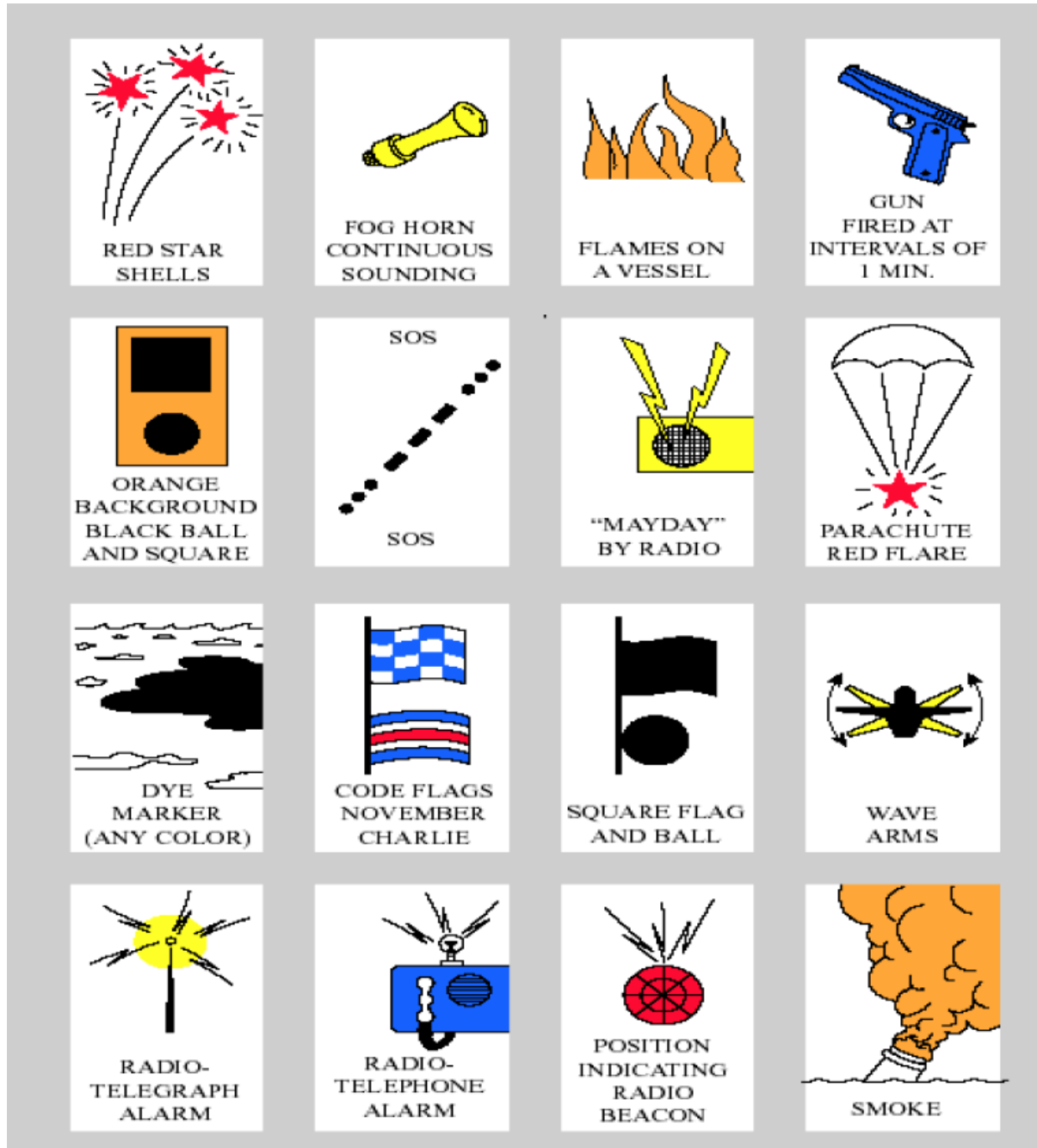
An Atlantic 85 crew have first and foremost their eyes and ears , but should also utilise the ILB SIMs Enav (inc AIs), Radar , VHF. At night they can also use the plug-in search lights and night sight. The use of Binoculars will narrow the field of vision. At night Searchlights should be plugged in as part of the preparations of the ILB before launch. Refer to the Locate and assist for use of sightlights in a scan- focus - scan search pattern.

Distress Signals:

Flares - Red Parachute flares / Orange Smoke / Handheld Flare (See Pyro Lesson Plan)

VHF - May Day / Pan Pan (see VHF Lesson Plan / PPT)

Other signals - Person raising and lowering hands / Flag Signals



Risk of Collision:

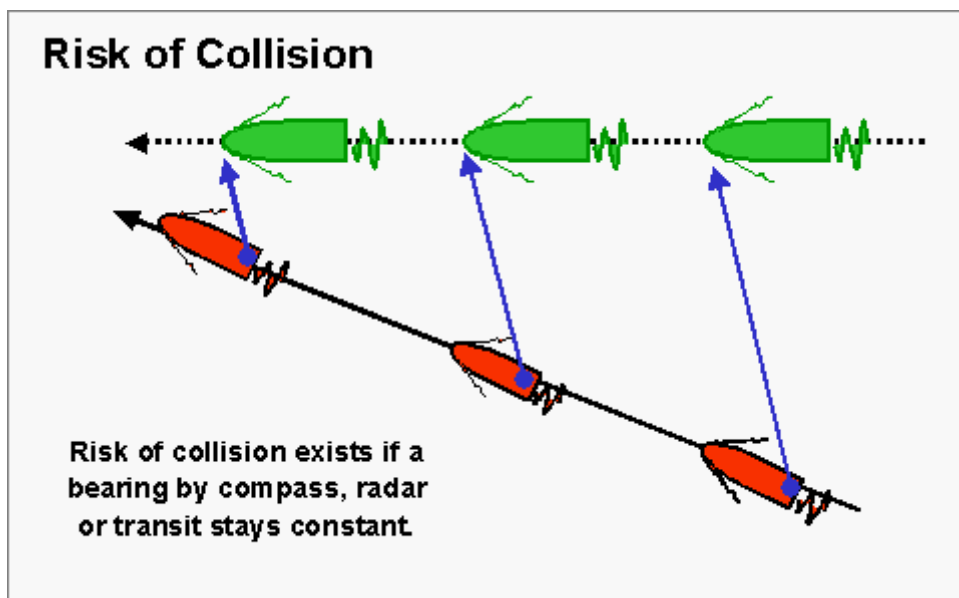
(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account: (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change; (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Constant Bearing , Decreasing Range

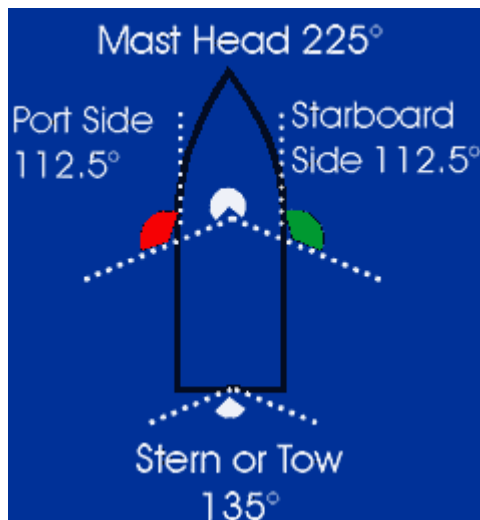


Lights for Power Driven Vessels (& Sailing Vessels):

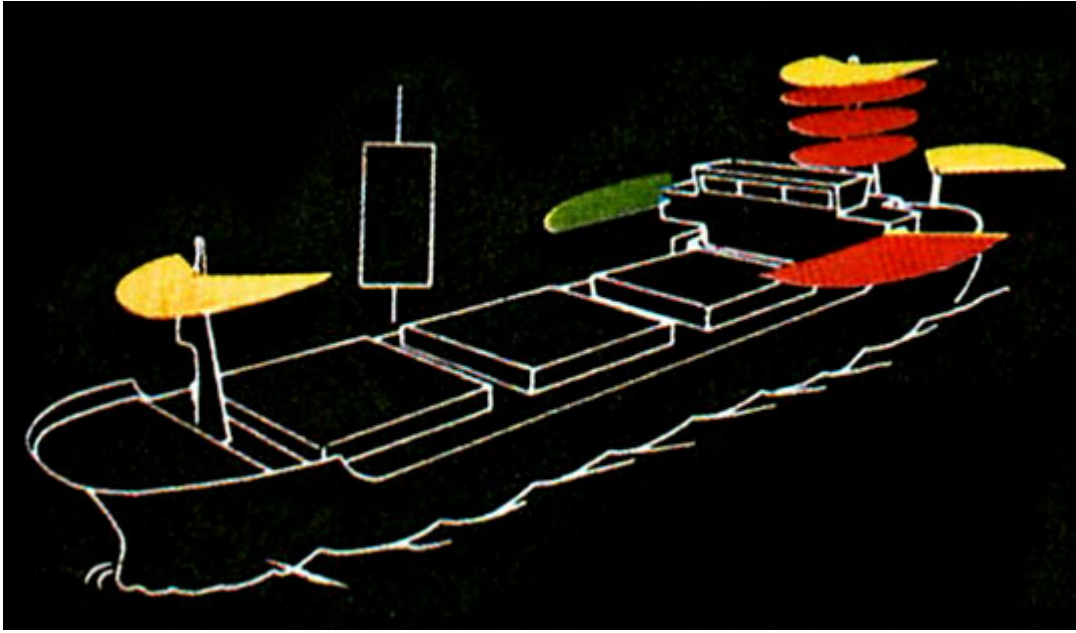
Light Recognition

	1. Sailing vessel with engine on (motor sailing). Starboard side.		Vessel constrained by draught. Starboard side
	2. Motor vessel < 50 metres		Vessel with restricted ability to manoeuvre. Port side
	Motor vessel > 50 Metres		Vessel not under command
	1. Stern light.		Vessel aground > 50 m
	2. Anchor light of boat < 50 m.		Vessel trawling Starboard side (fishing is red over white)
	3. Small dinghy		Tug and tow Length of tow over 200m Starboard side
	Vessel > 50 metres at anchor		
	Tug		
	Length of tow < 200m		

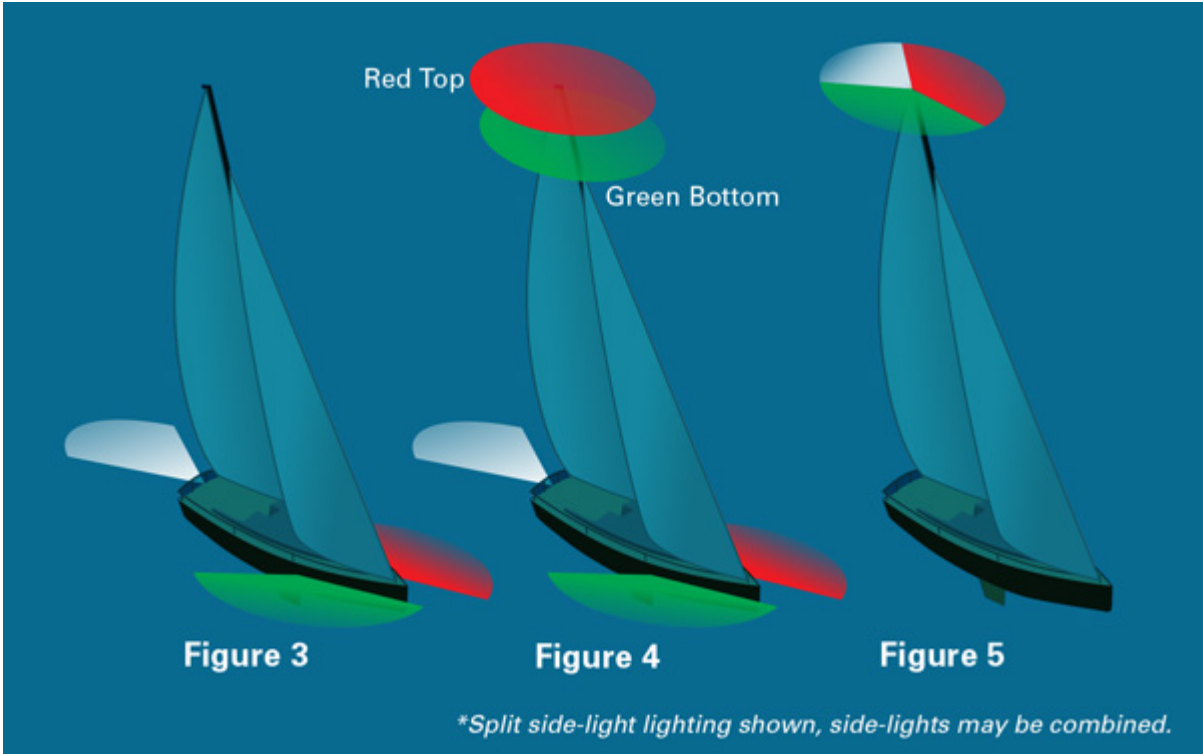
Lighting Aspects:



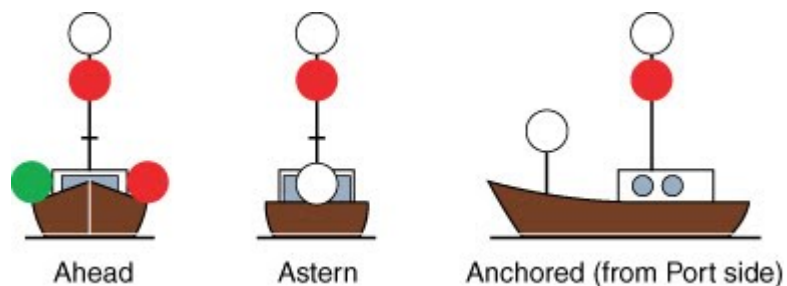
Constrained by Draft -



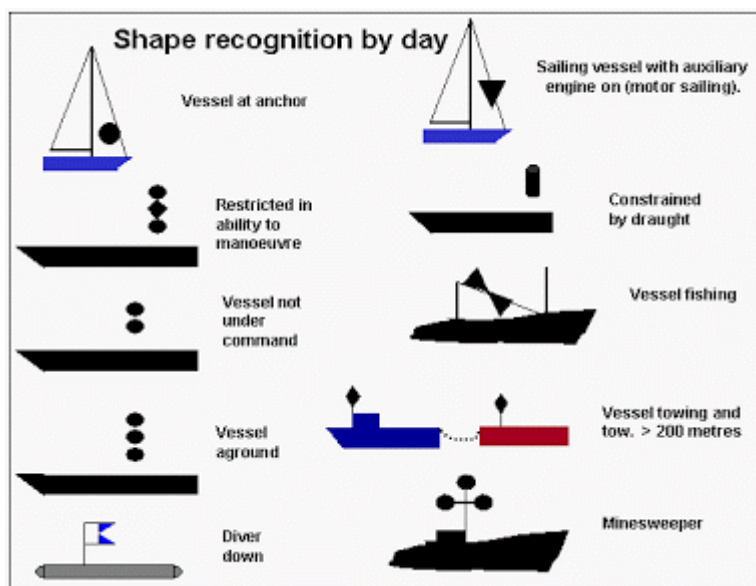
Sailing vessels -



Pilot -



Day Shapes:



Buoyage - See Lesson Plan IRPCS

Reference Material

Free App - https://play.google.com/store/apps/details?id=com.marinus.colregslite&hl=en_GB

SOP

Horizon Guidance -