

# CALLING THE MASTER

To be used as guidance for Officers in charge of navigational watch for calling the Master.

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## BRIDGE CHECK LIST Calling the Master

If the Master needs to be called, particularly where there is concern about the safety of the ship, this should be done early enough to allow the Master sufficient time to understand and respond effectively to the situation.

Failing to call the Master in a timely manner can lead to an increased level of risk in relation to:

- Collision
- Grounding
- Safety of life
- Damage to the environment
- Vessel delays
- Cargo leaks or spills
- Property damage
- Commercial losses or
- Reputation losses due to delays or damage.

A.	Occasions to Call the Master	Y	N	N/A
1.	As required by the SMS, Master's Standing Orders and daily orders, the OOW should notify the master immediately:			
2.	If restricted visibility is encountered or expected.			
3.	If traffic conditions, density or the movements of other ships are causing concern.			
4.	When a distress alert has been received or a distress signal has been sighted.			
5.	If difficulties are experienced in maintaining course.			
6.	When there is a significant difference between the latest observed position and the expected position of the ship.			
7.	On failure to sight land, a navigation mark or obtain soundings by the expected time.			
8.	If, unexpectedly, land or a navigation mark is sighted or an unexpected change in soundings occurs.			
9.	If amendments to the passage plan require immediate approval.			
10.	If there is a breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator.			
11.	If the communications or GMDSS radio equipment malfunctions.			
12.	In heavy weather, if any doubt about the possibility of weather damage.			
13.	If the ship meets any hazard to navigation, such as ice or a derelict.			
14.	If any vessel security concerns arise.			
15.	If any emergency situation.			
16.	In any cases when the situation is beyond the experience of the OOW or if there is any doubt regarding the safety of the ship, or ability to comply with regulatory requirements.			
<b>B.</b>	<b>Other</b>			

<b>Date:</b>	<b>Nav. Officer:</b>	<b>Master:</b>
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This checklist should be placed in the bridge & be used as reference by the OOW in each occasion he considers that the Masters' presence on the Bridge is necessary.