

CADET _____

DATE _____

Simulation Debrief Checkoff List

DETERMINE RISK OF COLLISION--TARGETS MORE THAN 8NM AWAY

- TWO VISUAL BEARINGS TAKEN
- TWO ELECTRONIC BEARINGS TAKEN
- CORRECTLY DETERMINE RISK OF COLLISION

MANEUVER TO AVOID RISK OF COLLISION--MEETING--GOOD VISIBILITY--OPEN OCEAN

- ASPECT OF THE APPROACHING VESSEL DETERMINED
- SITUATION IDENTIFIED AS A MEETING SITUATION
- POSITIVE ACTION TAKEN IN AMPLE TIME
- SPEED OR COURSE CHANGES LARGE ENOUGH TO BE READILY APPARENT

MANEUVER TO AVOID RISK OF COLLISION--OVERTAKING--GOOD VISIBILITY--OPEN OCEAN

- ASPECT OF THE APPROACHING VESSEL DETERMINED
- SITUATION DETERMINED AS AN OVERTAKING SITUATION
- CANDIDATE ATTEMPTED TO CALL THE OVERTAKING VESSEL ON THE VHF
- DANGER SIGNAL WAS SOUNDED
- POSITIVE ACTION WAS TAKEN IN AMPLE TIME (RULE 17B)
- SPEED OR COURSE CHANGES LARGE ENOUGH TO BE READILY APPARENT

WATCH RELIEF--ASSUMING THE WATCH

- STANDING ORDERS READ
- VESSELS POSITION COMPARED TO DR TRACK
- MASTERS COURSE CHECKED AND VERIFIED
- IDENTIFY CRITICAL AIDS TO NAVIGATION IN SIGHT
- VISIBILITY AND WEATHER DETERMINED
- RADAR OR ARPA CHECKED AND PROPERLY TUNED
- ANY TARGETS DISPLAYED ON THE RADAR OR ARPA ARE CHECKED
- NAVIGATIONAL HAZARDS LIKELY TO BE ENCOUNTERED DURING THE WATCH ARE DETERMINED
- COURSE, TRAFFIC, WEATHER AND ANY SPECIAL INSTRUCTIONS PASSED ON
- RELIEVING OFFICER TOLD OFFICER BEING RELIEVED HE OR SHE IS RELIEVED

KEEP A SAFE NAVIGATION WATCH

- VOYAGE PLAN MONITORED
- PROPER LOOKOUT MAINTAINED
- SAFE SPEED MAINTAINED
- POSITION CHECKED FREQUENTLY
- STEERING MODE SELECTED APPROPRIATE TO AREA TRANSITING
- IDENTITY OF CRITICAL AIDS TO NAVIGATION IN SIGHT DETERMINED
- MORE THAN ONE METHOD USED TO FIX THE VESSEL'S POSITION
- RADIO EQUIPMENT ADJUSTED PROPELY
- RISK OF COLLISION DETERMINED,EARLY AND SUBSTANCIAL ACTION TAKEN
- RUDDER AND ENGINE ORDERS EXECUTED AS ORDERED
- SET AND DRIFT DETERMINED AND APPLIED
- RUNNING LIGHTS CHECKED THROUGHOUT WATCH PERIOD
- MASTER NOTIFIED AS DIRECTED BY STANDING ORDERS
- ALL LOG ENTRIES WERE MADE

NOTIFY MASTER WHEN APPROPRIATE--FOR THE FOLLOWING:

- RESTRICTED VISIBILITY ENCOUNTERED OR EXPECTED
- VESSEL TRAFFIC DENSITY OR MOVEMENTS CAUSE CONCERN
- DIFFICULTY EXPERIENCED IN MAINTAINING COURSE
- FAILED TO SIGHT LAND, NAV AID, OR OBTAIN SOUNDING WHEN EXPECTED
- EQUIPMENT FAILURE
- CONCERNS OF HEAVY WEATHER DAMAGING THE VESSEL
- ANY CHANGES MADE TO THE VOYAGE PLAN

NAVIGATE IN RESTRICTED VISIBILITY

- RESTRICTED VISIBILITY DETERMINED
- MASTER NOTIFIED
- HAND STEERING
- LOOKOUT POSTED IN MOST APPROPRIATE POSITION
- SAFE SPEED
- RADAR OR ARPA USED ON APPROPRIATE SCALES
- APPROACHING TARGETS PLOTTED TO DETERMINE EARLY WARNING OF RISK OF COLLISION

TURN OVER WATCH--HANDING WATCH OVER TO A RELIEVING OFFICER

- DR POSITION WAS PLOTTED FOR THE END OF WATCH
- MOVEMENT OF ALL TRAFFIC INTERPRETED CORRECTLY INSURING RELIEVING OFFICER HAS CORRECT UNDERSTANDING OF THE SITUATION
- SPECIAL INSTRUCTIONS RELAYED REGARDING OCCURRENCES OF THE PAST WATCH OR WHICH ARE EXPECTED DURING THE NEXT WATCH
- MASTER NOTIFIED OF ANY DOUBT THAT RELIEVING OFFICER IS COMPETENT TO PERFORM HIS OR HER DUTIES
- WATCH IS NOT TURNED OVER DURING A MANEUVER TO AVOID A HAZARD TO NAVIGATION
- OFFICER BEING RELIEVED DID NOT LEAVE BRIDGE UNTIL INFORMED BY THE RELIEVING OFFICER THAT HE OR SHE IS READY TO TAKE THE WATCH

EXECUTE A VOYAGE PLAN

- CHECKED RELIABILITY AND CONDITION OF NAVIGATIONAL EQUIPMENT AT FREQUENT INTERVALS
- FIXED THE VESSELS POSITION AT APPROPRIATE INTERVALS
- CORRECTLY OPERATED RADAR AND ARPA AND APPLIED INFORMATION FOR NAVIGATION AND COLLISION AVOIDANCE
- INITIATED ACTION IN EVENT OF REAL OR SIMULATED EQUIPMENT MALFUNCTION
- CORRECTLY CONDUCTED AND MADE USE OF RADIO COMMUNICATIONS
- MONITORED AND CORRECTLY OPERATED SAFETY AND ALARM SYSTEMS
- CLOSELY AND CONTINUOUSLY MONITORED THE VOYAGE PLAN

WATCH AUGMENTATION

- NOTIFIED MASTER IMMEDIATELY FOR REDUCED VISIBILITY
- NOTIFIED MASTER IMMEDIATELY FOR TRAFFIC CONCERN/ CLOSE CPA
- NOTIFIED MASTER IMMEDIATELY FOR RESTRICTED WATERS WITH TRAFFIC
- NOTIFIED MASTER IMMEDIATELY WHEN FATIGUED TO THE POINT DECISION MAKING IS EFFECTED

BRM CONDITION III--COLLISION AVOIDANCE

- RISK AND DANGER OF COLLISION OF APPROACHING VESSEL(S) DETERMINED IN 6 MIN
- COURSE CHANGE RECOMMENDED TO AVOID CLOSE QUARTER SITUATION RESULTS INCREASED CPA WITH SUFFICIENT BOTTOM CLEARANCE
- COMMUNICATION CLEAR, IMMEDIATE, AND RELIABLE

BRM CONDITION III--NAVIGATION

- MORE THAN ONE METHOD USED TO FIX THE VESSELS POSITION
- VESSELS POSITION PLOTTED AT INTERVALS APPROPRIATE TO WATCH CONDITION
- CORRECT COURSE TO STEER TO MAINTAIN ON THE INTENDED TRACK WAS DETERMINED
- HELMSMAN WAS MONITORED ENSURING RUDDER COMMANDS WERE CARRIED OUT
- COMMUNICATION WAS CLEAR, IMMEDIATE, AND RELIABLE

BRM CONDITION II OR III--ERROR TRAPPING--DID NOT IDENTIFY THE FOLLOWING:

- INCORRECT RUDDER OR ENGINE ORDER
- NAVIGATION AID MISIDENTIFIED
- VESSELS POSITION IMPROPERLY FIXED
- TARGET MOVEMENTS IMPROPERLY STATED
- VHF RADIO NOT PROPERLY SETUP
- RADAR NOT PROPERLY SETUP

BRM CONDITION II OR III-- NAVIGATION AND COLLISION AVOIDANCE

- VESSEL'S POSITION CORRECTLY PLOTTED AT SUITABLE INTERVALS
- AIDS TO NAVIGATION IDENTIFIED
- BRIDGE TEAM NOTIFIED OF THE FOLLOWING:
 - WHEN PLANNED COURSE CHANGES MUST BE MADE; DEAD RECKONING UTILIZED
 - EFFECTS OF CURRENT;COMPENSATING CORRECTLY FOR DRIFT
 - NAVIGATION VERIFIED BY TWO OFFICERS
 - RISK OF COLLISION DETERMINED BY VISUAL AND ELECTRONIC BEARINGS
 - MANEUVERING TO AVOID COLLISION RECOMMENDED COURSE OR SPEED CHANGE VERIFIED BY TWO OFFICERS

BRM CONDITION III--ESTABLISH A BRIDGE TEAM

- DETERMINE THE NUMBER OF OFFICERS REQUIRED TO SAFELY NAVIGATE THE VESSEL? HOW WILL THE TASKS BE ASSIGNED?

CONNING
LOOKOUT
COLLISION AVOIDANCE
NAVIGATION
COMMUNICATION
ADMINISTRATION