



Is situational awareness unknowingly compromised when proceeding from restricted to open waters?

From Gard's database on navigation incidents we see that the likelihood of having an incident remains the same in open as well as restricted waters. While the bridge watchkeeping is at its optimum level when navigating in coastal waters, it gets compromised both in terms of manpower and the situational awareness of the navigator as soon as the vessel enters open waters.

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Navigators tend to engage in other activities while on watch, thereby compromising on their watchkeeping priorities. Is it worth the risk?

In Gard we urge all navigators to maintain their situational awareness at all times while on watch. Maintaining situational awareness requires professional self-discipline and the ability to prioritise which pieces of information are necessary under the current environment.

To learn more, read our

Case study [Gard%20AS%20-%20Case%20study%20no%2031%20Task%20overload.pdf](#)

Case study [Managing resources on the bridge](#)

Loss Prevention poster [gard_poster8_+Nav-Situational+awareness_lores+%28ID+367604%29.pdf](#)

Insight [How to make the most of all available resources on the Bridge](#)

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