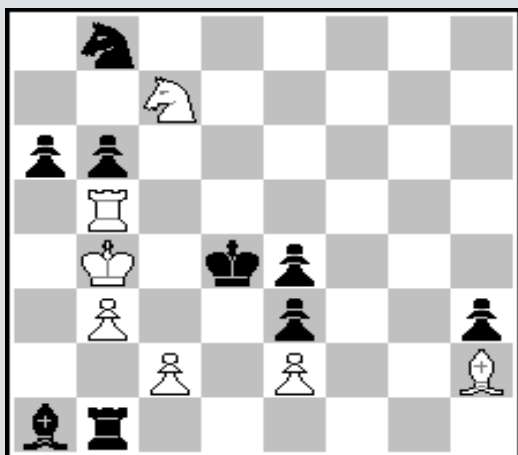


**KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-153-2014**  
**(Ten Points on Importance of Positions in Navigation)**

► **1- Aware & Alert:** Professional navigators need constant situational awareness to ensure the safety of lives, the vessel, her cargo, the environment and to ensure commercial effectiveness. Having a certain & established position is a primary aspect concerning situational awareness.

► **2- Safety in Numbers:** Never rely on a single means of fixing the ship's position. There should always be some other means to ascertain the availability & reliability of the positions.

► **3- Check & Countercheck as often as possible:** Situational awareness requires the continual checking of complementary positioning systems and the intelligent application of common sense to avoid lapses & errors due to complacency & repetition of tasks.



► **4- Judging the Jamming Risk:** Although the coordinated use of

multiple GNSS, such as GPS and GLONASS, improves reliability, all GNSS share a common weakness and therefore are equally susceptible to intentional or unintentional jamming. It is electronic & thus can be shaded & disturbed for many reasons.

► **5- Multiple Choices:** There are many methods of positioning available for the navigator, some based on traditional techniques and others on modern technology. Each has strengths and weakness and no one system has proven to be good enough to use on its own.



► **6- Human Element & Integration Capabilities:** Although all these positioning methods may be complementary, they are not always automatically integrated. The professional mariner needs to be the human integrator of these systems and this skill require training and practice.

► **7- Preparation for Possible Failures:** The loss of GPS is a real risk, and should be identified as such, with clear procedures for identifying

failure, contingency plans and drills for dealing with the loss.



► **8- Avoid Over-Reliance:** Over-reliance on GPS, particularly when integrated into ECDIS, can lead to complacency and poor decisions. The use of GPS with ECDIS has revolutionised navigation and all shipping companies and crews should assess how this impacts on navigational practices.

► **9- Pole Positioning:** Training for the use of electronic positioning systems should not just address how to use the knobs and buttons ('knobology'), but most importantly, how to use technology to support good decisions with full awareness of inherent weaknesses.



► **10- Sharing Your Knowledge:** Mentoring is the key. Experienced mariners should take time to help fellow mariners master positioning techniques. This may be Masters mentoring in the use of the sextant, or juniors helping the older generation understand the application of new gadgetry & technology.