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| **BRIDGE DEPARTURE CHECK LIST** | | | | |
| **DATE** | **DEP TIME** | **PORT** | **VOYAGE** | |
| **\*** = Item requires positive answer. If negative, vessel is in a **NO GO** situation and must not proceed until the risk has been assessed by the Master and the Chief Engineer. Consultation with the Management Office may be required | | | | |
| ***2 HOURS PRIOR*** | | | | ***TIME*** |
| 2 HOURS NOTICE TO ENGINE CONTROL ROOM | | | |  |
| SYNCHRONISE CLOCKS | | | |  |
| DEADLIGHTS CLOSED | | | |  |
| \*PORT & SEA PASSAGE PLANS IN ORDER and UPDATED (charts, publications, course cards, etc.)\* | | | |  |
| \*UNDER KEEL AND OVER HEAD CLEARANCE CALCULATIONS MEET THE REQUIREMENTS \* | | | |  |
| ENTER WAYPOINTS ON GPS | | | |  |
| ECDIS CHARTS OFFICIALLY LICENSED/APPROVED | | | |  |
| ECDIS CHART MODE: VECTOR/ENC OR RASTER/RCDS | | | |  |
| ECDIS ROUTE CHECK PERFORMED | | | |  |
| ECDIS – PASSAGE PLAN – MONITORING ROUTE (SET ETA AND CORRECT TIME ZONE), ENC UP TO DATE, SWITCH ON “ALARM MOORING MODE”, SWITCH ON “PREDICTION” | | | |  |
| ECDIS – CONFIRM ALL SENSORS ARE TRANSMITTING PROPERLY, CONFIRM SAFETY ALARMS/ PARAMETERS AND SAFETY FRAME | | | |  |
| ECDIS – ADJUST PROPER LAYERS AND APPROPRIATE SCALE ON THE CONNING SCREEN | | | |  |
| RESET LOG | | | |  |
| AMVER SENT (when required) | | | |  |
| WEATHER CATEGORY (WSRG)? [ ] ACTION TAKEN? [ ] | | | |  |
| NAVTEX ON / EGC ON – latest warnings reviewed | | | |  |
| TEST ALDIS (incl. battery), MORSE & EMERGENCY LAMPS | | | |  |
| TEST WIPERS & CLEARVIEW SCREENS | | | |  |
| BINOCULARS, AZIMUTH MIRRORS | | | |  |
| \*NAVIGATION AND NOT UNDER COMMAND LIGHTS TESTED\* | | | |  |
| VOYAGE DATA RECORDER working | | | |  |
| ECDIS – passage plan loaded, safety settings on; display set up, layers on, alarms, overlays | | | |  |
| BRIDGE WINGS / Remote controls tested | | | |  |
| BNWAS ON | | | |  |
| ***1 HOUR PRIOR*** | | | | ***TIME*** |
| 1 HOURS NOTICE TO ENGINE CONTROL ROOM | | | |  |
| CONFIRM ETD TO PILOT / PORT CONTROL | | | |  |
| CHECK PROPELLERS AND BOW THRUSTERS CLEAR | | | |  |
| \*TEST COMBINATORS / PITCH INDICATORS (leave at ZERO when finished)\* | | | |  |
| TEST TELEGRAPHS | | | |  |
| \*TEST AND CHECK STEERING GEAR (AS REQUIRED BY SOLAS CHAPTER V REG. 26)\* | | | |  |
| CHECK STABILISERS SECURED IN | | | |  |
| TEST TALK-BACK , EMERGENCY TELEPHONES & ALL BRIDGE COMMUNICATIONS | | | |  |
| \*COMPLETE DEP STABILITY CONDITION (draughts, GM and BM acceptable, GM entry in log book)\* | | | |  |
| ALIGN GYRO REPEATERS & CHECK STANDARD COMPASS (incl. Steering gear compartment) | | | |  |
| \*RADARS ON (align heading and check performance)\* | | | |  |
| GPS – accuracy between units | | | |  |
| VHF ON (CH 16 & PILOT / PORT OPS)\* | | | |  |
| \*BOAT REPORT (departure broadcast, last passenger launch, whistle, shore party struck)\* | | | |  |
| ***1/2 HOUR PRIOR*** | | | | ***TIME*** |
| CHECK WATER HOSES CLEAR (meter readings & tonnage confirmed with agent) | | | |  |
| CHECK BUNKERS COMPLETE & HOSES CLEAR | | | |  |
| \*DRAUGHT OBTAINED, FREEBOARD CONFIRMED (entry in log book)\* | | | |  |
| ECHO SOUNDER PROVEN OPERATIONAL | | | |  |
| \*TEST WHISTLE\* | | | |  |
| PREPARE PILOT CARD | | | |  |
| TOURS RETURNED | | | |  |
| MANIFEST LANDED | | | |  |
| \*TWO STEERING MOTORS PER RUDDER \* | | | |  |
| AIS SET UP CONFIRMED | | | |  |
| ***PRIOR TO DEPARTURE*** | | | | ***TIME*** |
| PILOT ONBOARD | | | |  |
| FLAGS UP | | | |  |
| PILOT INFO EXCHANGE AND CARD | | | |  |
| PRE-MANOEUVRING BRIEFING WITH BRIDGE TEAM AND PERSONS IN CHARGE OF MOORING STATIONS | | | |  |
| STATIONS CALLED | | | |  |
| POSITIVE REPORT FROM HOTEL DIRECTOR (clearance granted, souls on board) | | | |  |
| POSITIVE REPORT FROM STAFF CAPTAIN | | | |  |
| POSITIVE REPORT FROM CHIEF ENGINEER | | | |  |
| REQUEST ENGINES STARTED / STANDBY ENGINES | | | |  |
| \*WATER TIGHT DOORS TO POTENTIALLY HAZARDOUS CONDITIONS (entry in log book)\* | | | |  |
| GANGWAY STOWED (pontoons secured) | | | |  |
| \*SHELL DOORS SECURED FOR SEA\* | | | |  |
| ***PRIOR TO DEPARTURE (Cont.)*** | | | | ***TIME*** |
| OOW HAS ADVISED ECR AND RECEPTION THAT “CONDITION RED” IS IN FORCE; “CONDITION RED” SIGN HAS BEEN POSTED | | | |  |
| MOORING STATIONS CONFIRM PROPELLERS / THRUSTERS CLEAR | | | |  |
| MAIN ENGINES CLUTCHED IN / BRIDGE CONTROL | | | |  |
| THRUSTERS RUNNING & ON BRIDGE CONTROL | | | |  |
| PROPULSION MACHINERY TESTED AHEAD AND ASTERN \* | | | |  |
| ANCHORS READY TO LET GO | | | |  |
| ACTIVE ALARMS STATUS | | | |  |
| \*THE MASTER HAS ASSESSED THE RISKS AND CONSIDERED THE VESSEL IS IN A “GO” SITUATION\* | | | |  |
| CAPTAINS DEPARTURE BROADCAST | | | |  |
| PILOT DISEMBARKATIONS ARRANGEMENTS IN PLACE | | | |  |
| STOWAWAY SEARCH | | | |  |
| WEATHER OUTSIDE CONSIDERED CATEGORY [W S R G] & ANNOUNCEMENT MADE | | | |  |
| COMPLETION OF THIS CHECKLIST RECORDED IN THE LOGBOOK | | | |  |

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| ***POST DEPARTURE*** | ***TIME*** |
| TUGS AWAY |  |
| PILOT AWAY/ FLAGS LOWERED |  |
| ANCHORS SECURED |  |
| STAND DOWN FORE AND AFT |  |
| POST-MANOEUVRING DE-BRIEFING WITH BRIDGE TEAM AND P.I.C. OF MOORING STATIONS |  |
| BEGINNING OF SEA PASSAGE/ GPS TRIP STARTED |  |
| OOW TAKES THE CON |  |
| AUTOPILOT ENGAGED |  |
| BRIDGE IN GREEN ZONE, SIGNS POSTED, EMAIL SENT |  |

*\*ANY HAZARDOUS OCCURRENCE AFFECTING THE SAFETY OF THE SHIP OR COMPROMISING SHIPPING SAFETY AND SITUATIONS THAT (COULD) LEAD TO POLLUTION ARE TO BE REPORTED TO THE RELEVANT AUTHORITIES/MRCC AND COMPANY*

**COMMENTS**

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***OOW..................................................... MASTER.......................................................***