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| **BRIDGE ARRIVAL CHECK LIST** | | | | |
| **DATE** | **ARR 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 | | | |  |
| \*CHECK RADARS / ARPA ON AND RUNNING\* | | | |  |
| BINOCULARS AND AZIMUTH MIRRORS | | | |  |
| WINDOW WIPERS, CLEAR VIEW | | | |  |
| LATEST NAV AND WX REPORT RECEIVED | | | |  |
| VHF ON (CH 16 & PILOT / PORT OPS | | | |  |
| \*ECHO SOUNDER (AND SONAR) ON (SUITABLE RANGE) \* | | | |  |
| DATE / TIME ON COURSE RECORDER & ECHO SOUNDER | | | |  |
| MASTER GYRO AND REPEATERS ALIGNED | | | |  |
| VOYAGE DATA RECORDER WORKING | | | |  |
| \*PORT PASSAGE PLAN IN ORDER\* | | | |  |
| \*UNDER KEEL AND OVERHEAD CLEARANCE CALCULATIONS MEET REQUIREMENTS \* | | | |  |
| EMERGENCY PORT CONTACTS SHEET (IN SOPEP/ECP) COMPLETED | | | |  |
| \*NAVIGATION AND NOT UNDER COMMAND LIGHTS AND WHISTLE TESTED\* | | | |  |
| SECURITY MEASURES | | | |  |
| ***1 HOUR*** | | | | ***TIME*** |
| 1 HOURS NOTICE TO ENGINE CONTROL ROOM | | | |  |
| START ALL STEERING PUMPS | | | |  |
| ETA TO PILOT / PORT CONTROL / CONFIRM PILOT LADDER ARRANGEMENTS | | | |  |
| PREPARE PILOT CARD | | | |  |
| TEST TALK-BACK, EMERGENCY TELEPHONES & ALL BRIDGE COMMUNICATIONS | | | |  |
| ***1/2 HOUR PRIOR*** | | | | ***TIME*** |
| 1/2 HOURS NOTICE TO ENGINE CONTROL ROOM | | | |  |
| HOIST FLAGS | | | |  |
| ECDIS (“Alarm Mooring Mode” IS ON, SHIP PREDICTION) | | | |  |
| ECDIS (PROPER LAYERS AND APPROPRIATE SCALE ARE ADJUSTED ON THE CONNING SCREEN) | | | |  |
| ECDIS CHART OFFICIALLY LICENSED / APPROVED | | | |  |
| ECDIS CHART MODE: VECTOR / ENC OR RASTER / RCDS | | | |  |
| WATER TIGHT DOORS CLOSED | | | |  |
| BRIDGE WINGS CONTROLS READY | | | |  |
| ECHO SOUNDER ON (prove operational) | | | |  |
| POOL FILLING VALVE CLOSED AND PUMP OFF | | | |  |
| \*CHANGE OVER TO MANUAL STEERING / 2 STEERING MOTORS\* | | | |  |
| STABILIZERS IN AND HOUSED | | | |  |
| ***PRE-ENTRY*** | | | | ***TIME*** |
| CHANGEOVER FROM “CONDITION GREEN” TO “CONDITION RED” EFFECTED. ECR AND RECEPTION ADVISED; “CONDITION RED” SIGN POSTED | | | |  |
| CONFIRM FINS IN & LOCKED (inform ECR if remaining out for entry) | | | |  |
| SBB | | | |  |
| STATIONS CALLED / COMMS CHECKS CARRIED OUT | | | |  |
| ANCHORS CLEARED AWAY | | | |  |
| \*THRUSTERS TESTED AND ON \* | | | |  |
| \*PROPULSION MACHINERY TESTED ASTERN\* | | | |  |
| PILOT LADDER RIGGED | | | |  |
| PERMISSION TO APPROACH PORT | | | |  |
| PILOT ON BOARD / FLAG HOISTED | | | |  |
| ***PRE-ENTRY (cont.)*** | | | | ***TIME*** |
| MASTER/PILOT INFO EXCHANGE COMPLETED | | | |  |
| PILOT CARD HANDED TO PILOT | | | |  |
| PRE-MANOEUVRING BRIEFING WITH BRIDGE TEAM AND PERSONS IN CHARGE OF MOORING STATIONS | | | |  |
| MASTER INFORMED “Arrival Checks Complete” | | | |  |
| \*THE MASTER HAS ASSESSED THE RISKS AND CONSIDERED THE VESSEL IS IN A “GO” SITUATION\* | | | |  |

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| ***POST-ARRIVAL*** | ***TIME*** |
| FIRST LINE ASHORE |  |
| TUGS AWAY |  |
| GANGWAY LANDED |  |
| ALL FAST FWD AFT |  |
| FWE |  |
| STEERING MOTORS OFF |  |
| WATERTIGHT DOORS OPENED |  |
| CONDITION GREEN INVOKED, EMAIL SENT , SIGNS POSTED |  |
| AIS UPDATED |  |
| POST-MANOEUVRING DE-BRIEFING WITH BRIDGE TEAM AND PERSONS IN CHARGE OF MOORING STATIONS |  |
| SHIP CLEARED / FLAGS |  |
| BNWAS OFF |  |
| COMPLETION OF THIS CHECKLIST RECORDED IN THE LOGBOOK |  |

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| ***ANCHORING*** |  |
| INTENDED POSITION AGREED WITH PORT AUTHORITIES/COASTAL STATE |  |
| TIDAL DIRECTION AND WEATHER CONDITION CHECKED  DEPTH AND SEABED NATURE/RELIEF CHECKED |  |
| SEAROOM /SWING CIRCLE ADEQUATE – CLEAR OF CHANNEL/FAIRWAY/UNDERWATER PIPELINES/CABLES AND OTHER SHIPS |  |
| ANCHOR AND SCOPE OF CABLE TO BE USED SELECTED |  |
| METHOD OF DROPPING (WINDLASS/BRAKE) SELECTED |  |
| ANCHOR PARTY BRIEFED |  |
| ANCHOR LET GO, EXACT POSITION FIXED / SWING CIRCLE MARKED |  |
| SIGNALS/SHAPES/ANCHOR MARKING BUOY DEPLOYED |  |
| ANCHOR HOLDING CONFIRMED |  |
| ANCHOR STOPPERS SECURED |  |
| PORT / OTHER AUTHORITIES NOTIFIED |  |

*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.......................................................***