Carisbrooke Shipping

Bridge Pre-ARRIVAL Checklist- U.S.A WATERS			
Issue No:	6	Amendment No:	-
Issue Date:	12 - 2015	Amendment Date:	-

Ship:		Checks performed by	Name:		Date:	
Port:			Rank:		Time:	

Equipment Checks and Tests – Ready for Use - CFR 33 164.25 *(to be completed within 12hrs prior to entry)*	✓
Manoeuvring Equipment	
• Sufficient (back-up) power available / generators on-line	
• Main engine telegraph (Ahead / Astern) and RPM indicators	
• Steering gear *(use checklist on page 2)*	
• Variable pitch propeller controls, emergency controls, all pitch indicators	
• Bow thruster controls and indicators	
Navigation Equipment	
• Gyro compass (and observations) and repeaters (repeaters aligned)	
• Magnetic compass (observations; corrected for local variation / deviation table)	
• Radars and associated plotting aids (tuned and adjusted, suitable range selection, VRM / EBL checked, heading marker aligned, plotter illumination)	
• Speed / Distance log – trip counter reset to zero	
• Echo sounder: depth alarm active set to NOT less than 10% of the static draft + squat + sea, etc.	
• GPS or other electronic navigational position fixing systems (signal strength, position checked and cross-checked against other position fixing methods	
• Ancillary bridge equipment (e.g. binoculars, parallel rules, pencils, etc.)	
Communications and Signalling Equipment	
• AIS programmed with up-to-date information	
• Navtex and Wx-Fax switched to applicable stations	
• VHF transceivers switched to suitable power setting and appropriate channels	
• Portable VHF radios switched to suitable intra-ship working channel	
• Navigation lights and emergency navigation lights	
• Batteries for emergency lighting, communication and power	
• Appropriate daylight shapes and flags available	
• Ship's whistle tested and working	
• ALDIS signalling lamp available	
Deck Equipment	
• Anchors, windlasses, mooring lines and winches, deck power available	
• Pilot ladder, life buoy with light and line, proper illumination ready	
Other	
• Voyage plan for the intended voyage completed berth to berth, reviewed and signed by Master	
• Charts and publications, including ECDIS where fitted, for the intended voyage, corrected up to	
• Ship's draught and stability condition assessed (logbook)	
• Ship secured for sea (logbook) (for 5000 dwt ships, includes checking e/r flush hatch is fully	
• Removed FFLB security securing device (and any maintenance or security chains used whilst in	
• ETD and other information passed to traffic / port control, agent, pilot, tugs.	

A laminated copy is to be kept on the Bridge and used with the Deck Log Book

- Use a dry wipe marker -

• Officers and crew informed of stand-by time	
• Pilot / Master Information Exchange form ready for use	
• Cargo hold lights switched off and isolated. Cargo hold CO_2 injector ports uncovered	
• Bridge Navigational Watch Alarm (BNWAS) operational and "ON" at sea / anchor	
• VDR checked and in good working condition with no alarms	

After checking and ticking in the appropriate column to confirm that the item has been checked, a formal written entry is to be made in the Deck Log Book as follows: "**[Time]: Pre-Arrival checks completed in accordance with form B-PAC-USA Waters**". The log book entry must be **initialled by the Officer** completing the checks, **and the Master**.

SOLAS Steering Gear Checks & Emergency Steering Drill *(to be completed within 48hrs prior to entry)*	✓
Check communications from bridge to steering flat	
• Telephone	
• Talk-back system	
• Powerless telephone (if fitted)	
Main steering gear	
• Visual check of the steering gear including column, missing or broken bulbs, switches, handles. The test applies to running performance of unit 1 and 2. Start pumps and controlling systems, check signalling lamps for correct indication	
Full rudder movement	
• **First - Visual check over the Stern to ensure there is no floating debris that may foul / damage rudder prior to test commencing.**	
• Check full rudder movement by turning wheel from one side to other as indicated on the wheel scale and gain confirmation from the steering flat	
Rudder angle indicators / action rudder position	
• Move the rudder (10, 15, 20 etc.) and compare each rudder angle indicator with actual position of the rudder indicated on the wheel and on the mechanical indicator in the steering flat	
Time of hard over to hard over as designated INSERT VALUES WITH DRY MARKER	
• Switch on two (2) pumps. Turn the wheel side to side (max each way) and count the time in seconds – ensure no more than 28 seconds	
Remote steering control systems	
• All controls outside of the steering flat are remote controls. Change over steering control from central to other position if fitted (bridge wing consoles) and visa-versa	
Steering positions located on the bridge, including bridge wings	
• Check rudder movement operating from each position, if fitted, including bridge wings	
Emergency power supply	
• Check power from ESB (emergency switchboard). One pump is always supplied from ESB; this pump should be tested by switching this pump on, put in service and observe the indicator light	
Power failure alarms of remote steering gear control system	
• Observe the alarm indicators – alarm should activate when engineer cuts off the power	
Power failure of steering gear unit alarm	
• Observe the alarm indicators – alarm should activate when engineer cuts off the power	