



## Bridge Pre-ARRIVAL Checklist

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		✓
<b>Manoeuvring Equipment</b>		
• Sufficient (back-up) power available / generators on-line		
• Main engine telegraph ( Ahead / Astern) and RPM indicators		
• Steering gear ( <i>use checklist on page 2</i> )		
• Variable pitch propeller controls, emergency controls, all pitch indicators		
• Bow thruster controls and indicators		
<b>Navigation Equipment</b>		
• 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)		
• 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.)		
<b>Communications and Signalling Equipment</b>		
• 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		
<b>Deck Equipment</b>		
• Anchors, windlasses, mooring lines and winches, deck power available		
• Pilot ladder, life buoy with light and line, proper illumination ready		
<b>Other</b>		
• Voyage plan for the final approach to berth or anchorage completed and updated		
• All restrictions regarding draught, trim, air-draught, speed, time of port entry identified		
• Officers and crew informed of mooring arrangements		
• Pilot / Master Information Exchange form ready for use		

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". The log book entry must be **initialled by the Officer** completing the checks, **and the Master**.

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

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<b>SOLAS Steering Gear Checks (Bridge &amp; Steering Gear Room)</b>	✓
<b>Check communications from bridge to steering flat</b>	
• Telephone	
• Talk-back system	
• Powerless telephone (if fitted)	
<b>Main steering gear</b>	
• 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	
<b>Rudder angle indicators / action rudder position</b>	
• 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	
<b>Remote steering control systems</b>	
• 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	
<b>Steering positions located on the bridge, including bridge wings</b>	
• Check rudder movement operating from each position, if fitted, including bridge wings	
<b>Emergency power supply</b>	
• 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	
<b>Power failure alarms of remote steering gear control system</b>	
• Observe the alarm indicators – alarm should activate when engineer cuts off the power	
<b>Power failure of steering gear unit alarm</b>	
• Observe the alarm indicators – alarm should activate when engineer cuts off the power	

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