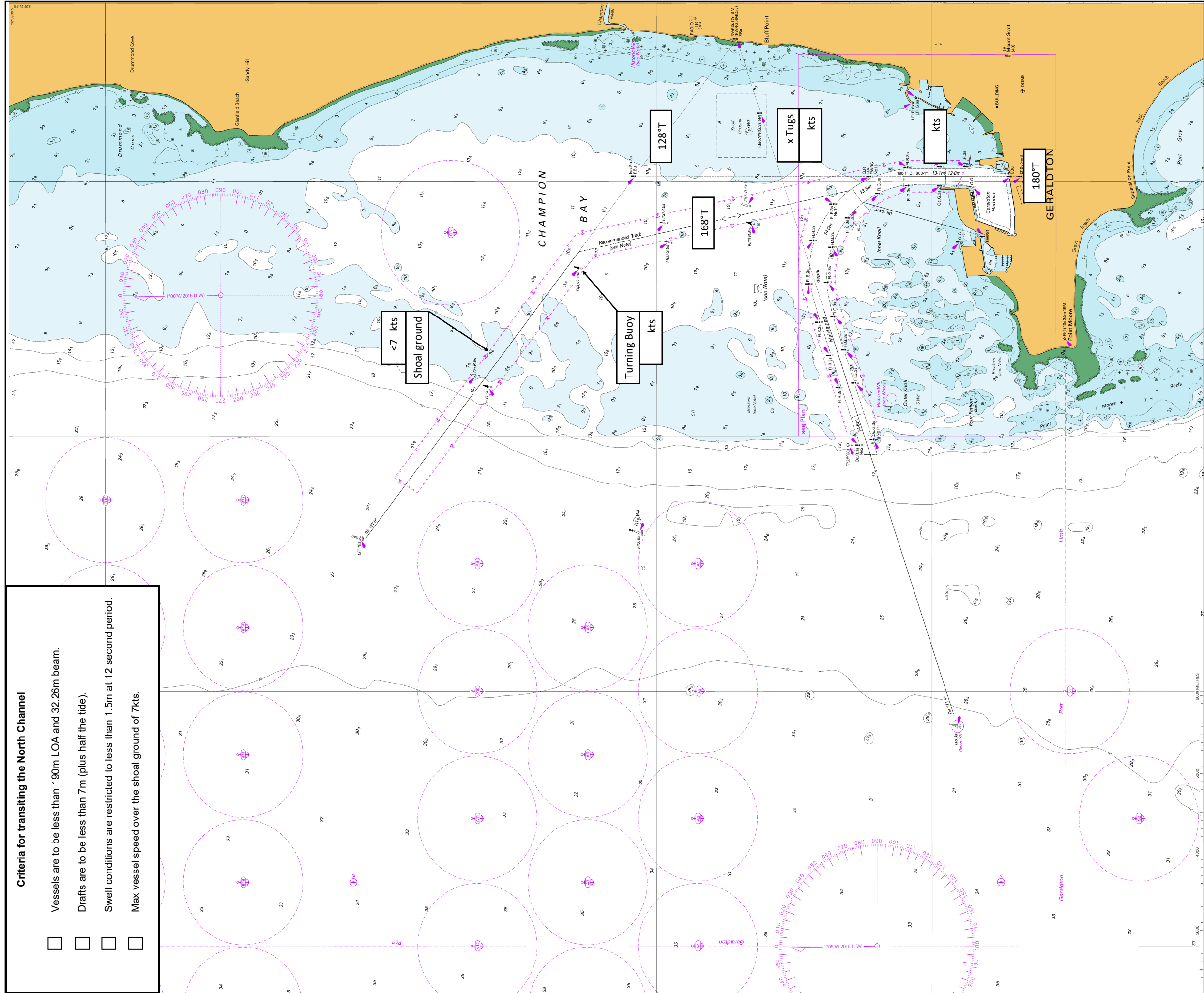


Criteria for transiting the North Channel	
☐	Vessels are to be less than 190m LOA and 32.26m beam.
☐	Drafts are to be less than 7m (plus half the tide).
☐	Swell conditions are restricted to less than 1.5m at 12 second period.
☐	Max vessel speed over the shoal ground of 7kts.

- | | |
|--------------------------|--|
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The principles of **Bridge Resource Management** must be followed at all times. The bridge team shall constantly monitor the progress of the manoeuvre, including vessel's speed and position, according to the discussed plan. The presence of a pilot does not relieve the bridge team of their duties and obligations for the safety of the ship.

Any deviation from this plan or cause for concern must be brought to the pilot's attention immediately!

Master and Pilot agree to the passage plan



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Tug communications on VHF channel 06 or 08

VESSEL

DRAFTS Fore _____ Mid _____ Aft _____ Displacement _____

The equipment listed below was tested at _____ hrs on ____/____/____ and is in good working order.

LOA	_____	Full	_____	Pitch	_____	Arrived	_____
Beam	_____	Half	_____	Starts	_____	POB	_____
Bridge–Fwd	_____	Slow	_____	Astern	_____	1st Line	_____
Bridge–Aft	_____	D Slow	_____	PPU	_____	All Fast	_____
STUs	_____	Critical Revs	_____	Tugs	_____	Pilot off	_____

ITEM	YES	NO	If “NO” give details
1. Main Engine tested Ahead/Astern			
2. Steering gear tested			
3. Are all steering gear motors running?			
4. Are both anchors ready for emergency (bar across)?			
5. Bridge to Fore and Aft communications			VHF / UHF
6. Whistle tested			
7. Gyro compass			Error
8. Engine Revolution indicator & Rudder indicator			
9. All bridge equipment tested and ok			
10. Master and OOW to monitor helm and vessel’s position			
11. Other vessel movements discussed			
12. Bow-Stern Thruster			Limitations
13. Gangway			Ship / Shore
14. Can the ship achieve the full range of engine movements at any time, are there any restrictions to the rudder, are there any other conditions or defects which could affect pilotage?			
15. Demonstrate non-follow up steering			
16. Ensure Northern Channel route is loaded in PPU			

PILOT'S CHECKLIST

WIND _____

SWELL/SEA/TOTAL/MAX _____

TIDE _____

CURRENT _____

SURGE _____

BRM PROCEDURE	☐
PILOT CARD	☐
MOORING PLAN	☐
DUKC	☐
OTHER	

NOT TO SCALE NOT FOR NAVIGATION	
Location	Declared 2020
Berth 1 & 2	8.2m
Berth 3	11.9m
Berth 4	11.8m
Berth 5	12.3m
Berth 6	11.5m
Berth 7	12.3m
Harbour Basin	12.1m
Main Channel	12.5m—14.4m
Northern Channel	8.4m

**PLEASE TURN OUT ACCOMMODATION LADDER BEFORE ARRIVAL
AT THE BERTH TO ALLOW FOR POSITIONING OF VESSEL.**

Crew to stand clear of tugs' lines under tension.

Officers at fore and aft to call out clearing distances.

Before using engines at the berth, master to check with pilot that mooring boat is clear of propeller.

Avoid using centre Panama lead for head and stern lines to allow for tugs' use on departure.