**Bridge Resource Management and Pilot’s Expectations**

A clear understanding of the agreed passage plan and the establishment of a ‘shared mental model’ by the entire bridge team forms the basis of a safe voyage under coastal pilotage conditions. It is essential that the vessel being piloted closely follows the passage plan as agreed with the Pilot. Masters should ensure that every member of the bridge team understands the part they play in ensuring the safe and effective execution of the agreed passage plan.

* Your vessel will be emailed a set of waypoints that are to be used for passage planning.
	+ It will be expected that your vessel develops and implements its own route monitoring, including but not limited to parallel indexing for the passage.
	+ Bridge alarms including ECDIS are to be set to Harbour Mode, as detailed by your company policy.
	+ Maintaining a good lookout includes by all available means (electronic and looking out the window).
* Upon boarding, your Pilot may request speeds and begin turning your vessel towards the Racon “G”, fairway buoy.
	+ Unless otherwise stated, it is the OOW responsibility to steady the vessel’s heading, with a COG to leave the fairway buoy to starboard, at a distance between 2 and 3 cables.
	+ **the bridge team, as always, continues to have the responsibility for the safe navigation of the vessel.**
	+ The OOW will continue to have the ‘Con’ until after the MPX is complete.
* Upon reaching the bridge the Pilot will set up equipment and then conduct the Master/Pilot Exchange.
* Once the Master/Pilot Exchange is complete and both parties are satisfied, it is the OOW’s (?? Master’s??) responsibility to handover the ‘Con’ to the Pilot.
	+ The handover is to include, but not limited to telegraph position; speed; heading; COG and traffic.
* During Pilotage the Master and OOW must:
	+ continue to keep a good lookout.
	+ monitor all changes to helm, engine, and thruster controls.
	+ advise if the passage plan is not being adhered to.
* The OOW is to advise:
	+ of changes to speeds, at increments of 1.0 knot.
	+ if XTD alarms are sounded.
	+ when the vessel is reaching pertinent parts of the passage, i.e.
		- One nautical mile to go,
		- The abort point,
		- Wheel over points
* The helmsman is to call out changes to headings every 10 degrees and advise if there is any trouble steering a heading.
* All communications on the bridge must be in English and follow ‘closed loop’ protocols.
* If any of the systems or controls on the bridge or in the engine room develop issues during pilotage, the Pilot must be informed immediately.
* Keep the forecastle manned while under pilotage in case anchors are required
* No turning bridge lights on while navigating at night.

It is the responsibility of the entire bridge team to speak up *early,* if they have *any* questions, or if they are unsure of the Pilot’s actions, or if they feel that an undesirable situation is developing.