



Marine Notice 16/2009

Expected Actions of Bridge Teams in Australian Pilotage Waters

To be read in conjunction with Marine Notice 07/2009 - Bridge Resource Management (BRM) and Torres Strait Pilotage.

Bridge Resource Management (BRM) and the Passage Plan

All Australian pilots expect the master and bridge watch keeping officers to participate in the use of BRM techniques and to support the pilot by closely following the agreed passage plan while in Australian pilotage waters.

BRM should be consistent with the recommendations of the STCW Code Section B-VIII/2 Part 3-1.

All vessels are required to prepare a berth to berth passage plan, consistent with STCW A-VIII/2.3, IMO resolution A.893(21) and SOLAS Ch V, Regulation 34.

Early contact with the pilotage provider may assist with the preparation of the passage plan in Australian pilotage waters.

It is essential that the vessel closely follows the passage plan that was discussed and agreed with the pilot and that every member of the bridge team understands the part they are to play in ensuring that the agreed passage plan is safely, effectively and fully executed.

The agreed passage plan and its understanding by the entire bridge team is the basis of a safe pilotage.

The bridge team should remain alert and actively follow the progress of the vessel while in pilotage waters. If the pilot delegates a duty or asks a member of the bridge team to perform a specific task during the pilotage, that task should be undertaken fully. At the completion of the task or if the pilot has requested ongoing information during the pilotage, that member of the bridge team should report to the pilot to keep the pilot fully informed.

Training in the use of all navigation equipment

Australian pilots expect the master and all bridge watch keepers to be fully trained and proficient in the use of all ship specific navigation equipment aboard the vessel, including radars and any electronic navigation charting systems carried.

On board training may be adequate so long as all bridge navigation watch keepers have the opportunity to obtain a full knowledge and complete competence in the use of the ships navigation equipment, as required by SCTW code A-VIII/2 paragraphs 25 and 27.

Human error and performance

It is unrealistic to assume a totally error free performance by every person on the bridge during every pilotage.

It is therefore essential that the pilot, master and bridge team work together to ensure that small errors that could be made by either the pilot, master, bridge navigation watch keeper or helmsman are detected early and corrected before the ship is put into any danger.

For instance in the past a helmsman putting the wheel in the wrong direction and the mistake not being noticed by the pilot or other members of the bridge team until too late has led to the grounding of more than one ship. For this reason all communications used by every member of the bridge team should follow the IMO Standard Marine Communication Phrases and the closed loop communication technique should be used to eliminate any doubt or ambiguity.

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