
	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p><b>18.0 SAFE CONDUCT DURING PILOTAGE</b></p> <p>ON THE JOB TRAINING</p>	<p>OJT : 018  Page : 1 of 2  Date : 07-Nov-25  Rev : 10.1  Appr : DPA</p>
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VESSEL : \_\_\_\_\_

DATE : \_\_\_\_\_

### **Details of training: Safe conduct during Pilotage**

- Efficient pilotage is chiefly dependent upon the effectiveness of the communications and information exchanges between the pilot, the master and other bridge personnel and upon the mutual understanding each has for the functions and duties of the others. Ship's personnel and pilot should utilize the proven concept of "Bridge Team Management".
- Pilots and Mooring Masters are important advisers to navigation, but the Master remains responsible for their actions. The presence of a pilot on the ship does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safe conduct of the ship.
- The boarding position for pilots should be chosen to allow sufficient sea-room to ensure that the ship's safety is not put in danger before, during or directly after such discussions; neither should it impede the passage of other ships.
- In some ports, pilot may request vessel to proceed beyond pilot boarding ground for their own convenience. Master should always request pilot to board/disembark vessel at pilot boarding area and vessel not to proceed beyond this area.
- Master/Pilot Exchange Form shall be properly completed and discussed with pilot. The pilot and the master should exchange information regarding the pilot's intentions, the ship's manoeuvring characteristics and operational parameters as soon as possible after the pilot has boarded the ship.
- The safe progress of the ship as planned should be monitored closely at all times. This will also include track monitoring and regular fixing of the position of the ship, particularly after each course alteration, and monitoring under keel clearance.
- Masters and Deck Watch Officers must insist when proceeding in all waters that the Pilot or Mooring Master comply with COLREGS and observe speed restrictions when navigating rivers and narrow channels, with due regard for the conditions likely to be encountered en route to the vessel's destination.
- When under pilotage, discuss speed and squat with pilot and agree on a maximum safe speed for the transit. Please note Pilot is engaged only in the capacity of an adviser. If the master believes that a slower speed should be used than that recommended by the pilot, then the master's view shall prevail .
- Prior to the pilot leaving an outward bound vessel the master must discuss with him the anticipated movements of other traffic in the area and the course to be taken by the vessel after disembarkation of the pilot.
- The Master retains the ultimate responsibility for the safety of his ship. He and his bridge personnel have a duty to support the pilot and to monitor his actions. This should include querying any actions or omissions by the pilot (or any other member of the bridge management team) if inconsistent with the passage plan or if the safety of the ship is in any doubt.
- The Master must be fully aware of the pilots' intentions. The bridge team should not hesitate to seek clarification from pilots regarding any aspect of their plans or communication.
- Should the Pilot or Mooring Master fail to act on the Master's or Deck Watch Officer's direction when the Master or Deck Watch Officer judges the safety of the vessel to be in jeopardy, the Master or Deck Watch Officer must countermand the Pilot's or Mooring Master's instructions and take such action as may be appropriate to ensure the safety of the vessel.

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- Cohesive interaction between the pilot and the bridge team management, supported by clearly understood plans and communication protocol is key to the safe and effective navigation of the vessels.

***IMO Resolution A.285 (VIII) states: “Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligations for the safety of the ship. He should co-operate closely with the pilot and maintain an accurate check on the vessel’s position and movements. If he is in any doubt as to the pilot’s actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives.”***

**Above read and understood:**

Master \_\_\_\_\_

CO: \_\_\_\_\_

2O: \_\_\_\_\_

3O: \_\_\_\_\_