



**DISCLAIMER:** The following Voyage Planning material is provided as a general guide only to Masters and Mates planning for arrival and departures of their vessels. In accordance with the IMO's Resolution A960, plans and procedures for the anticipated passage should be discussed during the initial conference, with the understanding that any passage plan is only a basic indication of preferred intention and that – pilotage being a dynamic exercise – both the pilot and the master should be prepared to depart from the plan when circumstances so dictate.

**Master Pilot Information Exchange**

Welcome to the Confederation Bridge



Atlantic Pilotage Authority

Pilot: \_\_\_\_\_

Vessel: \_\_\_\_\_

Master's Name: \_\_\_\_\_

Date: \_\_\_\_\_

Completed Pilot Card Handed to Pilot: Yes / No

Gyro error: \_\_\_\_\_

Anchors ready & manned: Yes / No

Engine Tested Astern at: \_\_\_\_\_

Vessel steered by hand: Yes / No

Number of M.E. air starts: \_\_\_\_\_

Rudder Type: \_\_\_\_\_

Propeller Rotation: \_\_\_\_\_

Any restriction on vessel engine going astern?

Eg.: More than 5 kts of FWD motion. Yes / No

Additional Characteristics of the vessel or crew:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Transit Information**

Fwd Draft: \_\_\_\_\_ m, Aft Draft: \_\_\_\_\_ m

Squat & Transit Speed: \_\_\_\_\_

Vessels Max Draft: \_\_\_\_\_

Air Draft: \_\_\_\_\_

Min. UKC Expected: \_\_\_\_\_

HW/LW: \_\_\_\_\_ Height: \_\_\_\_\_

Pilot will disembark via: \_\_\_\_\_

Pilot ladder to be rigged: \_\_\_\_\_

Transit Weather Conditions:  
\_\_\_\_\_

**Tug Information**

Name of Tugs: \_\_\_\_\_

Bollard Pull: \_\_\_\_\_

Rendezvous Position and Time:  
\_\_\_\_\_

Proposed Maneuver: \_\_\_\_\_  
\_\_\_\_\_

Tug and Mooring Sketch

Draw  
Ship  
And  
Tugs  
Here

Mooring - Anchoring Particulars:

\_\_\_\_\_  
\_\_\_\_\_

Weather Forecast:

\_\_\_\_\_  
\_\_\_\_\_

Additional Information:

\_\_\_\_\_  
\_\_\_\_\_

Pilotage Dispatch: 1-877-272-3477 (1-877-APA-DISP)  
dispatch@atlanticpilotage.com

**Attention:**

Please continue to monitor and plot the vessel's progress throughout the passage and do not hesitate to seek clarification of any concerns. ENGLISH is to be used at all times for communications regarding the conduct and safe operation of the vessel. If at any time the bridge team has any doubt as to the safe navigation of the vessel, immediately relay such information to me for clarification. The laws of Canada require that a licensed pilot must have the navigational conduct of any vessel subject to pilotage in Canadian pilotage waters. This does not relieve the Master of his/her ultimate responsibility for the ship. The Master may take the conduct of the ship only if he/she believes the actions of the pilot are endangering the safety of the vessel. If the Master takes the conduct of the vessel he/she must file a full written report within 3 days to the Pilotage Authority explaining the reasons for his/her actions (Sec26 Pilotage Act of Canada).