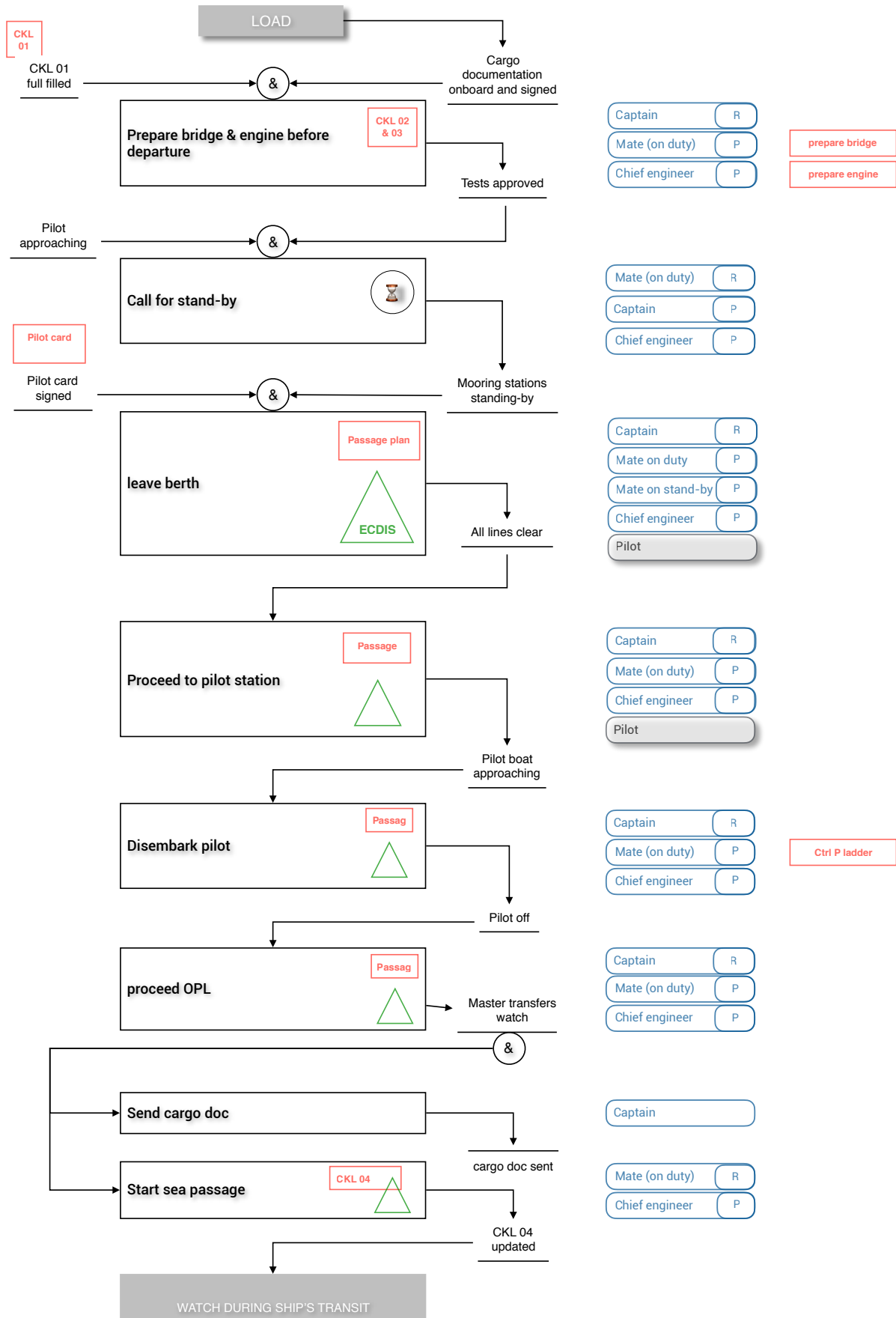




SAIL

Reference SIL-01.06.00

Version 1.0



This procedure describes steps and actors when one of our ship leaves a berth or a buoy. This procedure was written and approved after feed back from P&I Club where ships ran aground early after departure.

CORRECTION AND APPROVAL

	Nom	Fonction	Date	Signature
Written by	Tiberghien	Pierre-Jean	10/03/2017	
Corrected by	Fougerais	Yohann	11/03/2017	
Approved by	Tiberghien	Pierre-Jean	17/03/2017	

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COMMENTS ABOUT THE PROCEDURE

• **Mate (on duty & on stand-by)**

2 mates are compulsory for departure.

It is more convenient that mate on duty proceeds to aft station and the other mate to proceed forward.

Cargo documentation onboard and signed

Chief officer will confirm to the mate on duty that he can go and prepare the bridge as cargo documentation is onboard and signed.

For further information, please refer to either procedure « *LOAD* » or company's risk assessment.

• **Prepare bridge and engine before departure**

cf CKL 02 and CKL 05 for further details.

• Pilot approaching

This information can come either by an AB on watch on deck or from harbor pilot station.

• **call for stand-by**

Master or his deputy can call for stand-by.

In order to respect records of working hours, it is compulsory to make sure that both engine is ready and pilot is on board before calling for stand-by.

This operation takes about 20'

Pilot card signed

Pilot card must be properly filled and signed by both pilot and Master before departure.

- **leave berth**

Particular attention should be paid to personnel protective equipment. No crew members should be allowed on mooring station if he is not properly dressed. For further information we can refer to both HSE Policy and

- *all lines clear*

This information must be reported by both stations and confirmed by master.

- **Proceed to pilot station**

Refer to passage plan for further details.

- **Disembark îlot**

Mate on duty will escort pilot to the pilot ladder. He will check pilot ladder's proper fitting before letting pilot go.

For further details, refer to Control Pilot Ladder instruction (CPL-1.06.05)

- **Proceed OPL**

Refer to passage plan for further details.

- *Master transfers watch :*

On master's decision, he can transfers watch keeping to the mate on duty. This information must be recorded in bridge log book.

Even-thought master can be on bridge for documentation purpose the mate is responsible for the watch.

For further details, you can refer to company's risk assessment for this activity.

- **Send cargo doc**

No comment

- **Start sea passage**

cf CKL 04 for further details

DOCUMENTATION IN CONNECTION WITH THE PROCEDURE

CKL 01	Voyage preparation
CKL 02	Bridge tests before departure
CKL 03	Engine tests before departure
CKL 04	voyage main information
CKL 05	Keeping the watch
Pilot Card	Pilot Card
CPL-01.06.05.	Control pilot ladder