NTSB #40

RECOMMENDATIONS FOR VESSELS AT ANCHOR:

Maintain a proper anchor watch at all times, standing by on VHF channels 14 and 13.

Monitor your vessel's position as well as other vessels, both underway and anchored in the immediate area.

Be prepared to use your engines to maintain a safe anchor position, particularly when your vessel swings with the tide or during windy conditions.

THE SAN FRANCISCO BAR PILOTS AND THE MARINE EXCHANGE CAN BE REACHED ON **VHF CH. 10**.

DISTANCES (IN MILES) FROM THE SEA BUOY (SF) TO:

GOLDEN GATE BRIDGE	11
BAY BRIDGE	16
OAKLAND OUTER HARBOR	17
OAKLAND INNER HARBOR	22
REDWOOD CITY	38
RICHMOND LONG WHARF	22
UPRR BRIDGE	42
PORT CHICAGO	47
PITTSBURG / NEW YORK POINT	53
ANTIOCH	61
STOCKTON	91
SACRAMENTO	96

VESSEL SAFETY IS PARAMOUNT

WELCOME
TO
SAN FRANCISCO BAY
AND TRIBUTARIES

SAN FRANCISCO BAR PILOTS
1850

MASTER-PILOT INFORMATION EXCHANGE CARD

WE BELIEVE THAT THE MASTER-PILOT INFORMATION EXCHANGE PLAYS AN IMPORTANT ROLE IN LINKING YOUR VESSEL'S NAVIGATIONAL RESOURCES TO THOSE OF THE PILOT. THE EXCHANGE ENHANCES THE LEVEL OF TRUST, SETS TRANSIT EXPECTATIONS, AND ELIMINATES "ASSUMPTIONS" THAT EITHER THE MASTER OR THE PILOT IS AWARE OF A CERTAIN FACT OR SITUATION. BY TAKING THE TIME TO GIVE EACH OTHER THE NECESSARY INFORMATION, THE SAFETY OF OUR TRANSIT WILL BE ENHANCED.

WELCOME TO SAN FRANCISCO BAY

I AM THE SAN FRANCISCO BAR PILOT ASSIGNED TO YOUR VESSEL UNTIL WE ARE MADE FAST TO A DOCK, SECURED AT ANCHOR, OR I AM RELIEVED OR DISEMBARK AT THE OFFSHORE PILOT STATION.

Please provide me with the following:

1. Vessel deficiencies. Advise me of any systems not working properly.
2. Pilot Information Card.
3. Drafts fore and aft, measured in **feet.** Freshwater drafts, if applicable.
4. Air draft measured in **feet**, corrected for trim.
5. Location of navigation equipment.
6. Type of propulsion. Restricted number of air starts on diesels. Propeller type and rotation.
7. Engine notice requirements.
8. Thruster status/horsepower, if equipped.
9. Maneuvering speeds of vessel.
10. Known errors in the gyrocompass.
11. Any deficiencies or unusual characteristics of the navigation or ship control systems.
12. Necessary notice for crew call-out.

Please set up the ship's equipment in the following manner:

VHF Radios: **Ch. 13, 14** and working channels.

RADAR: The ship's best radar set in the NORTH UP mode, range scale 3 miles. CENTERED

Pilot Ladder: Check current requirements with me or the Pilot Station Boat (**Ch. 10 or 13**). Prior to Pilot transfer, please ensure that the ladder is properly rigged, manned, and well lit at night.

SAFETY FIRST

"The schedule is flexible, the ship is not."

Information for the Captain and Bridge Officers:

Ensure that your AIS destination is set to _____.

The Captain must be immediately available at all times.

An officer fluent in English must be on the bridge at all times.

All orders will be given and acknowledged in English.

The helm must be manned with qualified quartermasters.

At all times, in shore of the demarcation line, you are required to have a proper lookout posted and both anchors sufficiently manned, ready for immediate and controlled release. Please have direct communication with the foredeck.

Inform me before: any changes are made to the **draft/ trim** or **operating cranes**.

For all transits, we may, as applicable, discuss/review the following:

Intended Route Plan
Anticipated Traffic
Tides, Currents and Weather
Regulated Navigation Areas (RNA)
Speed Limits
Minimum Underkeel/Airdraft Clearances
Tank Vessel Escort Regulations
Berthing/Unberthing Plan

If at anytime, you or a member of your crew has a question about the navigation or safety of the vessel, please communicate your concerns or questions to me immediately. If there are any requirements that you do not understand, please ask so that I may explain further to ensure that they are all complied with.