

Corrigendum to the ICS Bridge Procedures Guide

2018

A misprint has been identified in Annex 2, Checklist A2 – Pilot Card (p. 91) of the *Bridge Procedures Guide, Fifth Edition*. In the section of the Checklist A2 – Pilot Card on Main Engine, the format of the table indicates that information should be included on Loaded Speed (kts) corresponding to Dead Slow Astern, Slow Astern and Half Astern. This is not intended. The table should read:

MAIN ENGINE			
Type:	Max Power:		Max Power:
	RPM/Pitch	Loaded Speed (kts)	HP
Full Ahead:			
Half Ahead:			
Slow Ahead:			
Dead Slow Ahead:			
Dead Slow Astern:			
Slow Astern:			
Half Astern:			
Full Astern:		% Full Ahead Power	

The misprint, including consequential amendments to the format of the table, has been corrected in copies of the *Bridge Procedures Guide* printed after 2018. A replacement A2 – Pilot Card is included on the following page.

A2 PILOT CARD

SHIP PARTICULARS			
Name:		Call Sign:	
Displacement:	DWT:	Year Built:	
Length:	Beam:	Bulbous Bow:	
Draught Fwd:	Draught Aft:	Draught Amidships:	
Air Draught:	Port Anchor: Shackles	Stbd Anchor: Shackles	
1 shackle = 27.4m/15 fathoms			
<p>The diagram on the left shows a side profile of a ship's hull with various dimensions marked in meters (m). It includes the length, beam, draught at the bow, amidships, and stern, and the air draught. A 'Manifold' is indicated with three circles. The 'Parallel W/L Loaded Ballast' is also shown. The diagram on the right shows a top-down view of the hull with the air draught measurement indicated in meters (m), feet (ft), and inches (in).</p>			
MAIN ENGINE			
Type:	Max Power:		Max Power:
		kW	HP
	RPM/Pitch	Loaded Speed (kts)	Ballast Speed (kts)
Full Ahead:			
Half Ahead:			
Slow Ahead:			
Dead Slow Ahead:			
Dead Slow Astern:			
Slow Astern:			
Half Astern:			
Full Astern:		% Full Ahead Power	
Engine Critical RPM:	Maximum Number of Consecutive Engine Starts:		Time from Full Ahead to Full Astern:
Time Limit Astern:		Minimum Steering Speed:	