

PSS MP103

Assess standards on the piloted vessel



Overview

This standard covers the competence required to assess standards on the piloted vessel.

The pilot is required to make an assessment of standards on board the vessel, both before embarkation and once on board. If inadequacies or poor standards are observed, the pilot will make a judgement on the level of risk involved and revise the Port Passage Plan as necessary, up to and including aborting the pilotage passage.

There are 3 elements in this standard:

- Evaluate the conduct of the vessel prior to boarding
- Evaluate the crew and assess the vessel's condition
- Evaluate and respond to deficiencies

Target Group

This standard applies to authorised marine pilots who have a duty to perform acts of pilotage to facilitate the safe and efficient use of the port and its approaches.

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Performance criteria

Evaluate the conduct of the vessel prior to boarding

You must be able to:

- P1 critically observe the vessel's manoeuvres on approaching the correct boarding area and ascertain that a lee has been provided
- P2 identify any shortcomings in communications, including language issues and radio procedures
- P3 establish if the vessel's navigation and signal lights, flags and shapes are displayed correctly
- P4 evaluate the vessel's comprehension and responsiveness to requests from the pilot boat and Port Control and provide an opportunity for the Master to explain any significant irregularities
- P5 assess the vessel's level of compliance with navigational requirements in the port approaches
- P6 determine the accuracy of the vessel's estimated time of arrival (ETA), estimated time of departure (ETD) and readiness to depart
- P7 establish the reasons for any discrepancy in ETA, ETD and vessel readiness
- P8 make a judgement on the safety and condition of the pilot transfer arrangements
- P9 establish that the ladder or point of access to the ship's deck is secure
- P10 evaluate the arrangements for safe access to a berthed vessel and report any concerns as soon as practicable

Evaluate the crew and assess the vessel's condition

You must be able to:

- P11 evaluate the general appearance of the vessel and any signs of previous hull damage
- P12 check the vessel's draught marks to ensure that they can be easily seen and read, and that they agree with the declared draughts.
- P13 evaluate the vessel's trim and state of propeller and/or thruster immersion
- P14 clarify the reason for any observed vessel list
- P15 assess the vessel's overall condition and cleanliness
- P16 check to ensure that the route from the point of entry to the bridge is clear and safe
- P17 seek assurance from the Master as to the reliability of the calculated or electronically indicated draught in the event that it is not possible to see the vessel's draft marks
- P18 evaluate the quality, operational efficiency and status of all navigational, communications and other electronic equipment, including checks for

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- compass error
- P19 ensure the availability of relevant up-to-date charts
- P20 assess the level of visibility from the bridge
- P21 obtain confirmation from the Master that the engines, thrusters and steering gear are all functioning within their full manoeuvring range
- P22 evaluate the level of co-operation from the officer and other crew members at the pilot boarding location
- P23 make allowance for any observed deficiencies in the crew members' fitness for duty
- P24 assess the number of crew required to effectively and satisfactorily handle the passage of the vessel and report any apparent deficiency
- P25 report any internal communication/language problems between crew in other parts of the vessel and the bridge team
- P26 take action, where practicable, to overcome crew communication problems that might affect the pilotage operations

Evaluate and respond to deficiencies

You must be able to:

- P27 evaluate the extent of any deficiencies and:
 - P27.1 bring them to the attention of the Master
 - P27.2 seek their rectification
 - P27.3 review and adapt the Port Passage Plan accordingly
 - P27.4 report to the Harbour Master any which may prejudice the safe navigation of the vessel
 - P27.5 seek permission, before continuing the passage, where deficiencies are outside the relevant operating parameters
- P28 acquire sufficient information from relevant sources to decide whether or not to commence, continue with caution or to abort the pilotage act until deficiencies are rectified
- P29 recognise when the Harbour Master must be consulted
- P30 evaluate where and when the use of a tug or additional tugs, should be considered

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Knowledge and understanding

You need to know and understand:

- K1 bridge procedures
- K2 marine resource management for pilots
- K3 theory, operational principles and limitations of:
 - K3.1 anchors, anchoring and use while manoeuvring
 - K3.2 blind pilotage techniques and theory
 - K3.3 buoyage systems
 - K3.4 chartwork, corrections and Electronic Chart Display and Information Systems (ECDIS)
 - K3.5 coastal navigation
 - K3.6 day and night signals
 - K3.7 echo sounders and logs
 - K3.8 effects of weather and tide on vessels
 - K3.9 electronic aids
 - K3.10 fog and restricted visibility signals
 - K3.11 hydrodynamics
 - K3.12 hydrography
 - K3.13 International regulations for the Prevention of Collision at sea
 - K3.14 lights and navigational marks
 - K3.15 means of communication
 - K3.16 meteorology
 - K3.17 nautical terminology
 - K3.18 navigational equipment
 - K3.19 propulsion plant, engineering and safety systems
 - K3.20 ship handling and manoeuvring
 - K3.21 ship stability
 - K3.22 standard marine vocabulary
 - K3.23 steering, rudder types and manoeuvring systems
 - K3.24 tides and tidal calculation
- K4 local, port or area specific
 - K4.1 anchorages (names, locations, depth of water and limitations)
 - K4.2 bridges and overhead obstructions
 - K4.3 Bye-laws, Directions and local Notices to Mariners
 - K4.4 channels, fairways and bouyage
 - K4.5 characteristics of berths and locks
 - K4.6 coastal topographical features
 - K4.7 conspicuous radar targets
 - K4.8 depths of water
 - K4.9 dredging and surveying operations including the frequency of operations and craft involved

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- K4.10 fog and visibility signals
- K4.11 lights and navigational marks
- K4.12 locations of shoals, wrecks, other obstructions and dangers
- K4.13 overtaking and passing procedures
- K4.14 sources of meteorological and tidal information
- K4.15 tidal streams and currents and other hydrographic data
- K4.16 vessel traffic services (Vessel Traffic Services and Local Port Services) arrangements and reporting points
- K4.17 weather conditions and forecasting, including wind and its effect in different locations
- K5 the effects of stress and fatigue on capability
- K6 the potential impact of:
 - K6.1 pilotage operations on other port users
 - K6.2 other port users on pilotage operations

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Relevant occupations Marine Pilots

Suite Marine Pilots

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