

Overview

This standard covers the competence required to work effectively with the bridge team.

In order to ensure a safe passage, it is essential that there should be close cooperation between the Pilot and the bridge team. This involves an early exchange of information. It is vitally important that the Master/Pilot relationship is clearly established.

By law, the pilot has the conduct of the navigation of the vessel within a compulsory pilotage area, with the Master taking an overview and monitoring the vessel's progress. The Master remains in command of the vessel at all times and may remove the conduct of the navigation from the pilot if he judges the pilot to be incompetent or that the vessel's safety is being compromised.

An integral aspect, which helps to ensure a successful passage, involves an ongoing assessment of the capabilities of the bridge team. The conduct of the Master, the language in use and the team's general willingness and competence all contribute to this.

The Pilot will need to work with the bridge team using marine resource management principles and taking into account any deficiencies which the pilot may be aware of.

There are 3 elements in this standard:

- Exchange relevant information
- Assess the bridge team's capabilities
- Work effectively with the bridge team

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.

Performance criteria

You must be able to:

Exchange relevant information

P1 verify the vessel's current position with the Master

P2 establish the movements of other vessels in the immediate vicinity

P3 make an early Master-Pilot exchange of information including identifying:

P3.1 and agreeing the Port Passage Plan

P3.2 critical stages of the passage

P3.3 contingency plans

P3.4 expected traffic

P3.5 the nature of the intended berth

P3.6 the lock(s) that need to be transited

P3.7 port operations in progress

P3.8 recent relevant local Notices to Mariners

P3.9 any known deficiencies

P4 appraise the Master of the level and type of support required

P5 identify the vessel's berthing requirements or mooring plans as early as practicable

P6 obtain handling and manoeuvring information relating to the vessel

as soon as practicable, including the provision of the Pilot Card

P7 advise the Master of any navigational changes in the port and its approaches

P8 ascertain that the vessel's charts are appropriate and current

P9 discuss the exchanged Port Passage Plan with the Master, amending the vessel's own passage plan as necessary

P10 explain the Port Passage Plan that has been agreed between the Master and Pilot, to the bridge team

P11 keep the bridge team informed and advised of your intentions during the passage You must be able to: Assess the bridge team's capabilities

P12 ascertain the expected role and level of participation of the Master in the bridge team during the passage

P13 evaluate the professionalism of the welcome received by the pilot upon arrival on the bridge

P14 ascertain and clarify:

P14.1 the number of persons comprising the bridge team and their respective duties

P14.2 the person who is to be the primary interface with the Pilot

P15 evaluate the bridge team's:

P15.1 efficiency

P15.2 division of responsibilities

P15.3 level of co-operation

P15.4 standard of communications between team members

P15.5 understanding of English

P15.6 familiarity and expertise in the use of bridge equipment

P15.7 level of preparedness for the anticipated pilotage transit

P15.8 degree of understanding of the requirements of the Port Passage Plan

P15.9 willingness to respond promptly to the pilot's orders

P15.10 general level of interest

P16 report as soon as practicable to the Master and, if appropriate, to the Harbour Master if a bridge team member repeatedly fails to comprehend instructions or has difficulty in performing their normal duties

P17 evaluate the:

P17.1 effectiveness and accuracy of navigational routines, including the plotting of the vessel's track and position on an up-to-date, corrected chart, and the recording of passage information such as timings and engine movements

P17.2 handling of the vessel throughout the passage

P17.3 Officer of the Watch responsiveness to Master or pilot instructions

P17.4 helmsman's competence and comprehension of orders, paying particular attention to the repeating back of helm orders

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P17.5 promptness of the helmsman's response to orders by monitoring the rudder indicator and vessel's heading

P18 adjust the Port Passage Plan and/or seek further advice from the Harbour Master as appropriate

P19 request additional lookouts as necessary having due regard to the prevailing weather conditions

P20 perform ongoing checks to ensure that the vessel's track and progress is effectively and frequently monitored

P21 evaluate the quality of communications with the vessel's mooring parties and the level of understanding by those in charge You must be able to: Work effectively with the bridge team

P22 make a recorded handover of the navigation of the vessel between the Master and the pilot, and where appropriate report this to vessel traffic services

P23 record and report any subsequent changes in the navigational conduct of the vessel

P24 provide information sufficiently early such that the:

P24.1 bridge team can properly brief those crew members responsible for various deck functions

P24.2 crew can be at stations to carry out any required on board operations

P25 maintain a courteous, confident and professional approach throughout the passage

P26 request an explanation of how the bridge team intends to support the pilot for all stages of the passage including berthing and unberthing

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P27 respond as soon as practicable to questions raised by members of the bridge team

P28 factor in an appreciation of the potential lack of familiarity with the port and its approaches in bridge team communications

P29 locate and test own understanding of the bridge equipment controls

P30 ascertain immediately whether or not the Master has assumed the conduct of the navigation in the event that the Master countermands the pilot's conning of the vessel

P31 record and notify the relevant authority in the event that the Master assumes the conduct of the navigation

P32 request that the bridge team acknowledge all instructions

P33 agree and understand the role of the Master at each stage of the act of pilotage

Knowledge and understanding

You need to know and understand:

K1 the priorities and roles of Master and Pilot

K2 bridge procedures

K3 bridge resource management

K4 IMO operational guidance for officers in charge of a navigational watch

K5 current operational principles and limitations of:

K5.1 buoyage systems

K5.2 chartwork, corrections and Electronic Chart Display and Information Systems (ECDIS)

K5.3 coastal navigation

K5.4 effects of weather and tide on vessels K5.5 gyro and magnetic compasses

K5.6 hydrodynamics K5.7 hydrography K5.8 meteorology

K5.9 navigational equipment K5.10 ship handling and manoeuvring

K5.11 ship stability

K5.12 steering, rudder types and manoeuvring systems

K5.13 tidal theory

K6 local, port or area specific:

- K6.1 anchorage names, locations, depths of water and limitations
- K6.2 berths and locks and their limitations
- K6.3 bridges and overhead obstructions
- K6.4 Bye-laws, Directions and Notices to Mariners
- K6.5 channels, fairways and buoyage
- K6.6 coastal topographical features
- K6.7 conspicuous radar targets
- K6.8 depths of water and locations of shoals, wrecks, other obstructions and dangers
- K6.9 fog and visibility signals
- K6.10 International Codes of Practice relating to marine pilotage operations
- K6.11 lights and navigational marks
- K6.12 magnetic variation
- K6.13 names, locations, depths of water and limitations of moorings
- K6.14 nautical terminology
- K6.15 other hydrographic data
- K6.16 overtaking and passing procedures
- K6.17 pilot boat characteristics and safety equipment

K6.18 policies and procedures in the area of operations

K6.19 port emergency and counter pollution plans

K6.20 port facilities, such as water, craneage and methods of discharge

K6.21 procedures regarding dangerous goods and hazardous cargoes

K6.22 tidal streams and currents

K6.23 tug names, types, characteristics and procedures

K6.24 vessel traffic services (Vessel Traffic Services and Local Port Services) arrangements and reporting points

K6.25 weather conditions and forecasting, including wind and its effect in different locations

K7 the effects of stress and fatigue on capability

K8 the potential impact of:

K8.1 pilotage operations on other port users

K8.2 other port users on pilotage operations

Work effectively with the bridge team

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