

PSS MP105

Liaise and communicate within the port



Overview

This standard concerns liaison between the pilot and the port, including tugs, vessel traffic services, mooring party, Harbour Master, operatives, and other vessels. It does not concern relationships within the bridge team.

Good communications need to be established, usually by VHF radio, but occasionally by other means. At all times it is important to take into consideration the requirements of the port.

There are 3 elements in this standard:

- Telecommunication
- Communicate by other means
- Work effectively with other port functions

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

Telecommunication

You must be able to:

- P1 maintain a fully charged portable telecommunication device and spare battery
- P2 test telecommunication devices before operational use
- P3 preset telecommunications devices to the correct channels, including the tug working channel
- P4 maintain a listening watch on the correct channels
- P5 provide clear and concise instructions and information:
 - P5.1 using correct procedures in standard marine vocabulary
 - P5.2 avoiding jargon, colloquialisms, 'chat' and unnecessary transmissions
- P6 acknowledge incoming information using repeats where necessary to reduce misunderstandings or misinterpretations
- P7 keep telecommunications to a necessary minimum
- P8 identify limitations to telecommunications, including the location of blind areas
- P9 communicate positions accurately
- P10 use charted names rather than local names where available
- P11 make required position or status reports while in transit through the port
- P12 obtain clearance to proceed from Vessel Traffic Services or Local Port Services before commencing the pilotage

Communicate by other means

You must be able to:

- P13 use written communication when a record is required
- P14 produce detailed technical reports such as incident reports and near miss reports
- P15 acknowledge communications sent by fax and other electronic means
- P16 determine when it is appropriate and safe to use a mobile phone as a means of communication
- P17 maintain a list of important telephone numbers and contacts including an emergency contact list
- P18 use sound signals as appropriate

Work effectively with other port functions

You must be able to:

- P19 ascertain the roles of all relevant persons involved in the specific pilotage operation

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- P20 establish communications with the port team as soon as practicable after arrival on board
- P21 agree requirements and intentions clearly and in sufficient detail that relevant persons involved with the operation understand their duties
- P22 recognise the roles that others have in ensuring that a vessel is able to navigate and manoeuvre safely and efficiently in the port and its approaches
- P23 recognise that other team members may be involved in operations with other port users
- P24 adhere to port traffic movement plans and priorities
- P25 resolve failures in communications between team members in line with agreed procedures

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Knowledge and understanding

You need to know and understand:

- K1 bridge procedures
- K2 marine resource management for pilots
- K3 means of communication and standard marine vocabulary
- K4 the operating principles and limitations of navigational equipment
- K5 the range and type of operations undertaken in the port
- K6 theory, operational principles and limitations of:
 - K6.1 cargo types and principles of cargo safety
 - K6.2 day and night signals
 - K6.3 emergency signals
 - K6.4 fog and restricted visibility signals
 - K6.5 Global Maritime Distress Safety Systems (GMDSS)
 - K6.6 International Regulations for the Prevention of Collision at Sea
 - K6.7 nautical terminology
 - K6.8 vessel traffic services (Vessel Traffic Services and Local Port Services) systems and reporting points
- K7 local, port or area specific:
 - K7.1 anchorage names and locations
 - K7.2 Bye-laws, Directions and Notices to Mariners
 - K7.3 characteristics of berths and locks
 - K7.4 dredging and survey operations including frequency of operations and craft involved
 - K7.5 duties and responsibilities of others
 - K7.6 emergency and counter pollution plans
 - K7.7 lines of responsibility
 - K7.8 mooring and berthing arrangements
 - K7.9 overtaking and passing procedures
 - K7.10 pilotage operations on other port users
 - K7.11 port facilities, such as water, craneage and methods of discharge
 - K7.12 range and type of operations undertaken in the port
 - K7.13 tug names, types, characteristics, limitations and procedures
 - K7.14 weather conditions and forecasting, including wind and its effect in different locations
- K8 the potential impact of:
 - K8.1 pilotage operations on other port users
 - K8.2 other port users on pilotage operations

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Relevant occupations Marine Pilots

Suite Marine Pilots

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