

PSS MP108

Respond to problems and emergency situations



Overview

This standard covers the competence required to react and respond to problems and emergency situations.

A pilot must possess the ability to respond accurately and quickly to any problem, especially if it is a potential or actual emergency situation. This will require an ability to stay calm and make effective rapid decisions and convey them effectively to members of the Bridge Team and to the port.

This standard does not attempt to list the many different problems or emergencies that could arise; some indeed may be very minor. Instead it addresses the importance of safety of life, vessel(s) and the environment. However, it should always be borne in mind that a minor malfunction has the potential of developing into a major one.

There are 2 elements in this standard:

- Manage ship-board malfunctions and problems
- Deal with emergencies

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 **Manage ship-board malfunctions and problems**

- You must be able to:*
- P1 prioritise the safety of life and minimise the risk to the vessel, other vessels in the vicinity, the environment and the local infrastructure in the event of an on-board malfunction
 - P2 review and revise the Port Passage Plan or abort the operation in the event of a problem
 - P3 make vessel traffic services (VTS/LPS) aware of malfunctions or problems promptly
 - P4 develop a planned response for any major malfunction or problem that may occur during the passage, including:
 - P4.1 availability of temporary anchorages
 - P4.2 suitable abort points
 - P4.3 use of suitable grounding areas
 - P4.4 leaving the buoyed channel at suitable locations
 - P4.5 summoning outside assistance
 - P4.6 use of emergency or escort towage
 - P4.7 communications and visual signals
 - P5 consult vessel traffic services (VTS/LPS) to ensure that any intended actions in the planned response are acceptable
 - P6 use information from previous incidents to inform the planned response
 - P7 enact the port safety plan and the vessel safety plan
 - P8 simulate emergency situations safely, to test the effectiveness of contingency plans
 - P9 analyse activities being undertaken and identify potential problems

Deal with emergencies

- You must be able to:*
- P10 use all available means for fixing the vessel's position
 - P11 act in accordance with port procedures and the vessel emergency plan
 - P12 report pollution promptly to the Harbour Master
 - P13 implement man overboard and search and rescue procedures
 - P14 advise vessel traffic services (VTS/LPS) or other appropriate authority promptly in the event of an on board vessel emergency, providing as much relevant information as practicable
 - P15 summon tug assistance at an early stage, after consultation with the Master
 - P16 check the availability of safe anchorages and consider areas not normally used
 - P17 effect safe beaching, grounding and anchoring
 - P18 deploy escort tugs under a variety of conditions
 - P19 comply with the Port Marine Emergency Plan

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- P20 consider the effect of an external emergency on the piloted vessel
- P21 evaluate the capability of the piloted vessel to provide emergency assistance before offering assistance
- P22 provide clear, concise, factual and accurate written reports promptly after an incident
- P23 evaluate responses to emergency situations following incidents and provide feedback to other stakeholders
- P24 analyse and report potential incidents

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Knowledge and understanding

You need to know and understand:

- K1 loadline regulations and watertight integrity
- K2 cargo types and precautions
- K3 port marine legislation and guidance
- K4 port responsibilities and liabilities
- K5 individual responsibilities and liabilities
- K6 the potential impact of pollution on the environment
- K7 theory, operational principles and limitations of:
 - K7.1 distress, emergency signals and Global Maritime Distress Safety Systems (GMDSS)
 - K7.2 nautical terminology
 - K7.3 priorities and role of the Master and pilot
 - K7.4 sea survival
 - K7.5 search and rescue
 - K7.6 ship stability
 - K7.7 ship strength and construction
 - K7.8 steering, rudder types and manoeuvring systems
 - K7.9 tugs and towage
- K8 local, port or area specific
 - K8.1 anchorage names, locations, depths of water and limitations
 - K8.2 Bye-laws, Directions and local Notices to Mariners
 - K8.3 channels, fairways and bouyage
 - K8.4 characteristics of berths and locks
 - K8.5 depths of water, locations of shoals, wrecks, other obstructions and dangers
 - K8.6 emergency and counter pollution plans
 - K8.7 lines of responsibility
 - K8.8 other hydrographic data
- K9 the effects of stress and fatigue on capability
- K10 the potential impact of:
 - K10.1 pilotage operations on other port users
 - K10.2 other port users on pilotage operations

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Suite Marine Pilots

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