



WARSASH MARITIME ACADEMY

Course and Joining Information
Pilots Emergency Procedures Course
Manned Model Ship Handling Centre
2½ Days

Pilots Emergency Procedures Course

Welcome to Warsash Maritime Academy. We hope you enjoy the course and find it both interesting and informative.

Enclosed within this document you will find all the information you will need to complete your course successfully. If you should have any questions please contact the course administrator in the first instance whose details you will find overleaf.

Please read all parts of this document thoroughly.

This document contains:

- Delegates Personal Health & Fitness Requirements
- Joining Information
 - Pre-Course Preparation
 - Pre-requisites/Entry Requirements
 - Enrolment
 - Attendance
 - Certification
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- Course Aims
- Course Objectives
- Course Structure and Content
- Course Assessment
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- Course Timetable and Syllabus

On completion of the course you will be asked to complete an evaluation form as part of our drive to maintain a high level of service and quality in our courses. We find delegate feedback very useful and welcome your comments.

Delegates Personal Health & Fitness Requirements - Important Information

None.

Joining Information - Pilots Emergency Procedures Course

Location	The Ship Handling Centre, Timsbury
Start Time	0830 - Day 1 (or as appropriate) Delegates are requested to report to the relevant classroom in plenty of time.
Refreshments	Lunch, morning coffee and afternoon tea are provided in the course fee
Course Administrator:	Jackie Basford. (Based at Warsash) Tel: 01489 556163 Email: jackie.basford@solent.ac.uk
WMA Reception:	01489 556206
WMA Security:	07740 924873
The Ship Handling Centre, Timsbury:	01794 369150

Pre-Course Preparation:

None.

Pre-Requisites/Entry Requirements

There are no formal pre-requisites in order to undertake this course.

Enrolment

Prior to enrolment, identity will be checked against a photo identification document. This may be a passport, a discharge book, a seaman's or national identity card, a photo driving licence or other document issued by a national or international administration or governmental body. (A student or employer ID card is not normally acceptable).

Delegates will be required to complete an enrolment form for each course that they attend which includes details such as date of birth/next of kin. All parts of the enrolment form need to be completed. Relevant certificates will be checked by lecturers during the enrolment process. Delegates should bring details of their Licence, Certificate of Competency or Passport. These are required for registration purposes and for inclusion in the individual course certificates, which will be issued at the end of the course.

Attendance

For successful completion 100% attendance is required.

Certification

The successful delegate will be issued with a certificate at the end of the course. Personal details shown on the certificate are taken from the enrolment form completed at the commencement of the programme. It is therefore important that all parts of the form are completed in full.

Clothing/Special Requirements:

No special requirements although it is recommended that delegates bring sunglasses, sunscreen and hats. Personal protective equipment, warm clothing and foul weather gear are all supplied as part of the course.

Course Approval

This course meets the principles laid down in IMO Resolution A960 Section 5.

Course Aim

To enable delegates to develop their skills and understanding of the principles and practices of ship handling with emphasis on emergency procedures and manoeuvres.

This aim will be achieved through a concentrated period of practical exercises in the manned models supported by a series of lectures.

Course Objectives

On completion delegates will have addressed aspects of the following ship handling and emergency procedures:

- Revision of ship handling principles to include slow speed control, critical manoeuvring and the effect of wind;
- “Stop and Hold” in adverse conditions, demonstrating the ability to maintain a safe position until clear to proceed;
- Evaluation of the effects of the use of engines ahead and astern with the rudder disabled to keep the ship in safe water;
- Response to engine failure in channel approaches;
- Response to thrusters failure when manoeuvring the ship;
- Response to selected above manoeuvres with the addition of current;
- Revision of ship manoeuvring with anchors;
- Arresting the drift of a disabled ship;
- Aborting an approach;
- Response to selected above manoeuvres in confined situations;
- Emergency response using escort towage.

Optional Objectives:

Optional objectives are available to meet the varied demands of individual delegates and working areas. Courses will be adapted, where appropriate, in order to address specific techniques and/or areas of specialisation. These may include but are not limited to:

Anchor work

1. Ship handling limitations based on relative weaknesses in the anchor system;
2. The safety parameters that must be maintained to enable the effective use of anchors for ship handling;
3. Dredging one anchor to aid berthing;
4. Laying an anchor to aid berthing and departure.

Interaction

1. Passing
2. Overtaking
3. Being overtaken
4. The effect of the close proximity of banks and shallows
5. The effect of shallow water and banks during berthing

Use of Tugs for port specific manoeuvres.

Course Structure and Content

The course takes place over 2.5 days.

Manned models are a form of simulation and, as such, are subject to some limitations and differences compared with a real ship, which have to be taken into account:

Time

Due to the scaling factor, ship handling manoeuvres are carried out in a shorter timescale than the real ship (or a real ship simulator). This permits each delegate on the course to conduct a large number of individual berthing and channel manoeuvres, including re-runs when difficulty has been experienced.

It also means that an individual has to think very quickly and thus the concentration and observation that is important to the ship handler is emphasised.

Speed

The scale of the model also means that speed is low in real terms. An approach speed of 8 knots at 0.5 mile from the berth is approximately 2.1 knots on the model. It is therefore quite normal for course delegates to experience problems on the first day in adjusting to this low scaled speed. These problems, however, are overcome relatively quickly as excessive approach speeds are very obvious and the results are often spectacular!

Distance

The need to estimate distance is a fundamental factor in establishing correct approach speed and can be aided by using "ship lengths" as a yardstick.

For example:
For a 1:25 scale model:
8 ship lengths - 1 mile approx.

Wind

The wind cannot be scaled, but the lake which lies in a sheltered valley has been laid out to give optimum berth and channel protection from various wind directions. Even in gale conditions areas of calm can be found behind screens of trees and hedging and useful exercises conducted. The effect of wind on a ship is an integral objective of a ship handling course and it is not advantageous to work exclusively in calm conditions. Every effort is made however, to start with basic manoeuvres in sheltered waters. As individual delegates progress they will be subjected to stronger winds to concentrate on specific objectives in this subject area. Lecturers will endeavour to conduct operations in the optimum conditions for a particular objective.

Briefing/Debriefings

All delegates will be fully briefed by their instructor before each exercise commences to enable them to formulate an exercise plan. Once an exercise is underway the instructor remains on the jetty (or in an accompanying launch) and does not intercede unless absolutely necessary. This is to avoid breaking the concentration required during the exercise and allows the participant to learn, if necessary, by observing the results of his actions.

When the exercise is completed a comprehensive debriefing is conducted on the quayside to discuss the results. Such debriefs are considered to be a most important part of the course.

Staff

The lecturers are all either practising pilots, ex pilots or senior mariners who return frequently to pilotage districts and/or sea for updating experience. Many lecture on other courses within the Section, utilising ship bridge and/or radar simulators. They have amongst them wide experience of maritime training and knowledge of a variety of ship types and marine operations.

The course is, by its nature, generally relaxed, informal and enjoyable as well as instructive. It is hoped that even the most experienced ship handler will find that the time has been useful in improving his knowledge of a highly skilled and necessarily professional task.

Course Assessment

There is no formal assessment. Constructive feedback and debriefing on a one to one basis is utilised to improve skills and understanding during the course. This low-key approach typically leads to significant improvement in confidence and ability and delegates will be awarded a certificate of attendance on satisfactory completion of the course. The course content & any advice is given without prejudice & for guidance only. It may vary depending on delegate requirements.

Learning Outcomes

The expected overall learning outcome of the course is that pilots will have developed their knowledge and skills so as to respond effectively to various emergency ship handling situations.

Course Timetable and Syllabus

	0830 - 1300	1345-1715
Day 1	Registration and document check Introduction to the course Safety Brief Manned Model familiarisation exercises “Revision of Principles” lecture/workshop Practical consolidation exercises	“Engine/Rudder failures” discussion Manned Model exercises involving equipment failures and channel emergencies
Day 2	“Escort Towage” discussion Manned Model exercises involving interaction/escort towage	Manned Model exercises involving use of Tugs to assist in dealing with emergency scenarios.
Day 3	“General Failures in Basin/Dock” discussion Manned Model exercises involving failures in confined waters. Option to further examine interaction scenarios. Debrief and Certification Course end 1230.	

Further Information

Further information regarding Warsash Maritime Academy, Ship Handling Centre, Timsbury, its location, accommodation and other facilities during your stay is attached in the document entitled ‘Warsash Maritime Academy - General Information - Ship Handling Centre - Timsbury’.

More information is also available at <http://www.mannedmodels.com>

Directions to the Ship Handling Centre at Timsbury:

Joining Information:

Location: Warsash Maritime Academy
The Ship Handling Centre
Timsbury Lake
Jinny Lane
Timsbury
Near Romsey, Hants
SO51 0PF
UK

Telephone : 01794 369150

Travelling Information

These instructions contain information for travelling to the training facility at Timsbury.

Warsash Maritime Academy at Timsbury

Address:

Southampton Solent University
Warsash Maritime Academy
The Ship Handling Centre
Timsbury Lake
Jinny Lane
Timsbury
Near Romsey
SO51 0PF
UK
(www.mannedmodels.com)

The Course Administrator (based at Warsash Maritime Academy):

Jackie Basford, telephone, +44 (0)1489 556163

Address:

Warsash Maritime Academy
Newtown Road
Warsash
Southampton
Hants
SO31 9ZL

Warsash Maritime Academy campus is about twenty one miles from the Ship Handling Centre at Timsbury.

Accommodation:

We recommend the White Horse Hotel in the centre of Romsey which is about three miles from the Ship Handling Centre at Timsbury. Alternative hotel accommodation is available by arrangement.

You will be asked to settle your hotel bill on departure unless advised differently by your company.

Lunch on course is provided Monday to Thursday and is usually taken at a local restaurant. The cost is included in the course fee.

Directions to the Ship Handling Centre at Timsbury

By taxi:

By prior arrangement, taxis can be arranged to meet course delegates from airports and railway stations. The taxi company we use is Rainbow Cars. Please contact the Course Administrator for more details.

By road:

Exit the M27 at junction 3 and take the M271 north towards Romsey for a short distance until the motorway ends at a roundabout. Take the second exit straight on north on the A3057 towards Romsey. After about 1.5 miles turn left at another roundabout onto the A27/A3057 and proceed to Romsey. On entering the town take the second exit signed for Stockbridge and after a short distance turn left at a mini roundabout opposite the Plaza Theatre. Almost immediately turn right at the traffic lights onto the A3057 signed for Stockbridge. Follow the A3057 through the outskirts of Romsey crossing several small junctions and Romsey railway station on the right. Proceed out of town past the Romsey "World of Water" on the right, cross the River Test and past the "Duke's Head" public house also on the right. Then turn right off the A3057 just before the village of Timsbury and onto the road signed for Braishfield, Ampfield and the Hillier Gardens. Proceed for about 0.25 miles and turn left into Jinny Lane (unmarked) which has a farm yard on the corner. The Ship Handling Centre is about 100 metres on the right.

By air:

From Heathrow: From the terminals take the South West Trains coach link to Woking and travel by rail from Woking to Southampton Central taking approximately 2 hours including the coach link. Then see '*By rail*'.

From Gatwick: Take a train to Southampton Central. Then see '*By rail*'.

Other airports serving the area include Southampton International Airport (Southampton Parkway Airport railway station is adjacent to the terminal) and Bournemouth International Airport, both serving a number of European cities.

By Coach:

National Express operate a direct coach service from The Central Bus Station close to Terminal 1, Heathrow to Southampton approximately every two hours with a

journey time of approximately 1hour 45 minutes. Taxis to Romsey and Timsbury are available from outside the Southampton Coach Station.

By rail:

The easiest way to get to the Timsbury site is via taxi from Southampton Central station. Romsey station may involve a change of train but is only one mile from the hotel in the centre of town and about two miles from the Ship Handling Centre at Timsbury. Note that there is no taxi rank at Romsey station. Please pre arrange your taxi via our Course Administrator.

For train times and information please telephone National Rail Enquiries on 08457 484950 or visit www.rail.co.uk.

Directions to the White Horse Hotel in Romsey

Exit the M27 and follow the directions to the Ship Handling Centre until arriving in Romsey. Turn left at the mini roundabout opposite the Plaza Theatre as before but then proceed straight on into the centre of the town where the White Horse Hotel will be found on the small central square.

[Click Here](#) for directions to the White Horse



**TIMSBURY LAKE
SHIP HANDLING CENTRE**
Warsash Maritime Academy Ship Handling Centre
Timsbury Lake, Jinny Lane,
Timsbury, Nr. Romsey, Hampshire SO51 0PF



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MARITIME ACADEMY**
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