



WARSASH MARITIME ACADEMY

PILOTS EMERGENCY PROCEDURES COURSE JOINING INFORMATION

Course and Joining Information

Pilots Emergency Procedures Course

Duration 20 hours

**IMPORTANT:
You must bring a photo ID**

PILOTS EMERGENCY PROCEDURES COURSE – MANNED MODEL SHIPHANDLING CENTRE

This booklet contains:

- **Joining Information**
- **Course Prerequisites**
- **Course Aims**
- **Course Outline**
- **Course Assessment**
- **Course Timetable**
- **Accommodation**
- **Directions to the Manned Model Facility**

Joining Information: Course

Pilots Emergency Procedure

Location:	Marchwood
Start Time:	0830 on Day 1
Course Administrator:	Jackie Basford, +44 (0)1489 556163
Marchwood Manned Model Facility	+44 (0)2380 871069

Attendance:

Students are requested to report to the relevant classroom in plenty of time. For successful completion 100% attendance is required.

Clothing/Special Requirements:

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

Refreshments:

Lunch, morning coffee and afternoon tea are provided in the course fee.

Car Parking:

Limited free on-site car parking is available. *Warsash Maritime Academy accepts no responsibility for loss from, or damage to, vehicles parked on the site.*

Local Amenities:

Marchwood village is ½ a mile away and has a cash point, shops and a number of pubs. The nearest banks are in Totton. (4 miles)

Course Approvals:

Upon satisfactory completion of the course, participants will be awarded a “Pilots Emergency Procedure Course” certificate of attendance. This course meets the principles laid down in IMO Resolution A960 Section 5.

Course Prerequisites:

Participants 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.

Course Aims

To enable Pilots, to develop their existing skills and understanding of the behaviour and handling of ships with a special emphasis on slow speed control.

This aim will be achieved through a concentrated period of practical exercises in the Manned Model, supported by a series of lectures.

Course Objectives

By the end of the course selected aspects of the following ship handling and emergency procedures will have been addressed.

1. Revision of ship handling principles to include slow speed control, critical manoeuvring and effect of wind.
2. “Stop and Hold” in adverse conditions, demonstrating the ability to maintain a safe position until clear to proceed.
3. Evaluation of the effects of the use of engines ahead and astern with the rudder disabled to keep the ship in safe water.
4. Response to engine failure in channel approaches.
5. Response to thruster failure when manoeuvring the ship.
6. Response to selected above manoeuvres with the addition of current.
7. Revision of ship manoeuvring with anchors.
8. Arresting the drift of a disabled ship.
9. Aborting an approach.
10. Response to selected above manoeuvres in confined situations.
11. Interaction related difficulties.
12. Emergency response using escort towage.

Optional Objectives

The optional objectives are available to meet the varied demands of individual participants. Courses will be adapted, where appropriate, in order to address specific techniques and/or areas of specialization. These may include but are not limited to:-

Anchorwork

- (I) Shiphandling limitations based on relative weaknesses in the anchor system.
- (II) The safety parameters that must be maintained to enable the effective use of anchors for ship handling.
- (III) Dredging one anchor to aid berthing.
- (IV) Laying an anchor to aid berthing and departure.

Interaction

- a) Passing
- b) Overtaking
- c) Being overtaken
- d) The effect of the close proximity of banks and shallows
- e) The effect of shallow water and banks during berthing

Course Outline:

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, shiphandling manoeuvres are carried out in a shorter timescale than the real ship (or a real time ship simulator). This permits each participant 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 participants 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 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 participants progress they will be subjected to stronger winds to concentrate on specific objectives in this subject area.

Instructors will endeavour to conduct ship handling operations in the most appropriate scaled wind conditions for a particular objective.

Briefings/Debriefings

All participants 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 instructors 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 ships 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.

The Models

“Diligence”	A general purpose vessel of	40,000 dwt
“Progress”	A panamax vessel of	60,000 dwt
“Endeavour”	A twin screw shuttle tanker	147,000 dwt
“Endurance”	A capesize vessel of	150,000 dwt
“Pioneer”	A VLCC of	210,000 dwt
“Venture”	A VLCC of	300,000 dwt
“Challenger”	A Twin screw ro-ro vessel of	27,000 grt

Course Assessment:

Upon satisfactory completion of the course, participants will be awarded a “Pilots Emergency Procedure Course” certificate of attendance.

The course content, lectures and any advice given is without prejudice and for guidance only.

Course Timetable:

(all times are approximate)

Day prior to course

Arrive Hotel

Day One	0830 - 0900	Registration and introduction.
	0900 - 1030	Manned model familiarisation exercises
	1030 - 1115	“Revision of Principles” lecture / workshop
	1115 - 1300	Practical consolidation exercises.
	1300 - 1345	Lunch.
	1345 - 1430	“Engine / Rudder failures” discussion
	1430 - 1715	Manned model exercises involving equipment failures and channel emergencies
Day Two	0830 - 0930	“Escort Towage” discussion
	0930 - 1300	Manned model exercises involving escort towage
	1300 - 1345	Lunch.
	1345 - 1715	Manned Model exercises involving use of tugs
Day Three	0830 - 0915	Interaction Lecture and “General Failures in Basin/Dock.” discussion
	0915 - 1215	Manned Model exercises involving interaction and failures in confined waters
	1215 - 1230	End of course debrief & certification

Accommodation:

We would normally use the Crown Hotel at Lyndhurst for students which is approximately seven miles from the Marchwood site. 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 is provided Monday to Thursday and is usually taken at a local restaurant. The cost is included in the course fee.

Daily Travelling Arrangements

Arrangements will be made for taxis to collect and return participants to their hotel each day.

Taxi pick-up times are in accordance with the course timetable.

Directions to the Manned Model Facility at Marchwood:

Travelling Information

These Instructions contain information for travelling to the training facility at Marchwood.

Warsash Maritime Academy at Marchwood

Address:

Warsash Maritime Academy - Southampton Solent University
Central Crescent
Marchwood Industrial Park
Marchwood
Southampton
Hampshire SO40 4BX
UK

By Taxi:

By prior arrangement, taxis can be arranged to meet course delegates from airports and railway stations. Please contact our Course Administrator for more details.

By Road:

Exit the M27 at junction 3 and take the M271 south towards Southampton until it ends at a roundabout. Take the 3rd exit and join the A35 towards Lyndhurst. Follow this road over a flyover until you reach another roundabout. Take the first exit left onto the A326 towards Hythe and Fawley.

At the first set of traffic lights, turn left into Jacobs Gutter Lane. Follow this road until you come to a roundabout. Turn left here and then, after a short distance turn left into the Marchwood Industrial Park. After following the entrance road for ½ mile turn right. Then either take the 2nd turning for the Manned Models or the 3rd turning for the Ship's Bridge Simulator.

By Air:

From Heathrow: From terminal 4 take the Southwest Trains coach link to Woking and travel by rail from Woking to Southampton Central taking approximately 2hours. 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 (Airport Parkway station) 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 1 hour 45 minutes. Taxis to Marchwood are available from outside the Southampton Coach Station.

For more information telephone 08705 808080 or visit www.gobycoach.com.

By Rail:

The easiest way to get to the Marchwood site is via taxi from Southampton Central station. Please pre arrange your taxi via our Course Administrator.

Alternatively:

Nearest station to the Marchwood site is Totton. This is a small-unmanned station available via connection from Southampton Central. There is no taxi rank at Totton station so pre-booking is required.

For train times and information please telephone National Rail Enquiries on 08457 48 49 50 or visit www.rail.co.uk.

