

PEB Pilot Emergency Booklet



DanPilot



Your Time, Your Safety – Our Commitment





This document is meant to be a help and assistance to pilots in case of an emergency, therefore it is published as a simple booklet, easy to use in a stressful situation.

The PEB is a living document so if you have an experience not covered by the PEB, please contact the chief pilot to update the PEB or if you have any suggestions to improve and supplement the PEB.

General considerations:

All external communication in DanPilot, should only be done from management level.

Be aware that all ships have VDR installed on the bridge. Consider what you are saying.

Take notes during incidents, it makes it easier to write a report.

Consider a voluntary drug and alcohol test.

Always make sure any emergency or incidents are handed over to your reliever.

SafePilot should always be activated for recording purposes.

When you have experienced a stressful situation a relieve of you should always be considered, do not hesitate to ask for replacement.

An official report should be made in cooperation with the chief pilot.

INDHOLD

PILOTAGE

1. Air draft exceeding limits
2. Draft exceeding limits
3. Black out
4. Collision
5. Collision with bridge
6. Deviation of pilotage recommendation
7. Unexpected / excessive squat
8. Low water level
9. Grounding
10. Fire onboard
11. Pollution; own or other vessels
12. Equipment failure / missing equipment
13. Repeated engine failure
14. Rudder / Steering gear failure
15. Damaged pilot ladder
16. Helicopter hoist

PERSONAL

1. Man Over board (MOB)
2. Terror threat towards the vessel
3. Participation in search and rescue
4. Crewmember and/or captain intoxicated or under influence of drug or alcohol
5. Colleague ill or dead
6. Crewmember ill or dead

CPR

NOTES

CONTACTS

1. AIR DRAFT EXCEEDING LIMITS

Checklist

- Stop vessel or reduce speed
- Check / change route
in cooperation with Captain
- Can air draft be reduced by ballasting
- Check weather forecast (water level)
- Contact Pilot Duty Phone
- MAS / VTS
- Find suitable anchorage area if necessary
- Inform VTS/other vessels about
intentions if necessary

2. DRAFT EXCEEDING LIMITS

Checklist

Pilot Certificate (before boarding):

- Call Dispatch and check if replacement is possible
- If not contact Pilot Duty Phone

Pilot Certificate (after boarding):

- Contact Pilot Duty Phone
- Check nearby traffic (colleagues)
- Consider reducing speed
- Check weather/current/waterlevel/tide
- Use all available navigation equipment

Ships draft over recommended limit:

- Stop vessel or reduce speed
- Check / change route in cooperation with Captain
- Can draft be reduced by deballasting or other means.
- Contact Pilot Duty Phone
- MAS/VTs

Ships draft exceeding loadline:

- Contact Pilot Duty Phone
- Can ship be deballasted



3. BLACK OUT

Checklist

- Traffic situation
- Check position, direction of drift
- Depth, type of seabed, cables / pipe lines
- Anchors ready
- Broadcast safety message on VHF ch 16, DSC
- Exit route/TSS if safe
- Consider anchoring vessel until problem solved
- Nav. signals/ AIS status NOT UNDER COMMAND
- MAS/VTs
- Contact Pilot Duty Phone

4. COLLISION

Checklist

- Stop engine(s)
- Ask for general alarm to be activated
- Get overview of hull damages
- Consider beaching if risk of sinking
- Traffic situation
- Check position, direction of drift
- Depth, type of seabed, cables / pipe lines
- Anchors ready
- Consider anchorage area
- Broadcast safety message on VHF ch 16, DSC.
- Establish communication with the other vessel
- Exit route / TSS if safe
- Nav. signals / AIS status NOT UNDER
COMMAND/RESTRICTED MANOUVERBILITY
- MAS/VTs
- Contact Pilot Duty Phone

5. COLLISION WITH BRIDGE

Checklist

If time allows angle of impact

Engines maneuvers

- Get overview of:
 - hull damages
 - pollution
 - risk of sinking
- Consider use of anchor to stay in position
- Consider beaching if risk of sinking
- Depth, type of seabed, cables/ pipe lines
- Nav. signals/ AIS status
- MAS/VTS
- Contact bridge control, if manned
- Contact other vessels in vicinity of the bridge, if outside VTS area
- Contact Pilot Duty Phone



6. DEVIATION OF PILOTAGE RECOMMENDATION

Checklist

Before boarding:

- Use Anysense and fill in the DPR report

After boarding:

- Repeat loud and clearly advice to master
- Ask master to sign Deviation of Pilot Recommendation via Anysens
- Contact MAS/VTs and inform about the situation
- Contact Pilot Duty Phone



7. UNEXPECTED / EXCESSIVE SQUAT

Checklist chart:

- Depth
- Shallow patches
- Last survey
- ZOC
- Current
- Other vessels (Squat can increase when overtaking)
- Tide predictions
- Contact Pilot Duty Phone
- MAS/VTs

Checklist Monitor:

- Vibrations
- Poor steering
- Aft wakes
- Speed
- Double check draft, transfer of ballast / fuel

Squat in confined waters (not found in transit):

$Squat = V^2/50 * C$ (V=Speed and C=box coefficients)

Squat in open waters:

$Squat = V^2/100 * C$ (V=Speed and C=box coefficients)

8. LOW WATER LEVEL

Checklist

- Stop vessel or reduce speed
- Check / change route
in cooperation with Captain
- Can draft be reduced by deballasting
or other means
- Check weather forecast / water level
- Contact Pilot Duty Phone
- MAS/VTs
- Find suitable anchorage area
- Inform VTS / other vessels about intentions
if necessary

9. GROUNDING

Checklist:

- Consider stop engine(s)
- Get overview of:
 - hull damages
 - pollution
 - risk of sinking
- Consider use of anchor to stay in position
- Depth, type of seabed, cables/ pipe lines
- Broadcast safety message on VHF ch 16, DSC.
- Nav. signals/ AIS status AGROUND
- Contact MAS/ VTS, MAS should be contacted as soon as possible
- Contact Pilot Duty Phone

10. FIRE ONBOARD

Checklist:

- Assist ship's crew with external communication
- Traffic situation
- Leave route / TSS
- Position vessel in the best wind direction to lead fire and smoke away from vessel
- Broadcast safety message on VHF ch 16, DSC.
- Consider use of anchor to stay in position
- Depth, type of seabed, cables/ pipe lines
- Nav. signals / AIS status NOT UNDER COMMAND
- MAS/ VTS
- Contact Pilot Duty Phone

11. POLLUTION; OWN OR OTHER VESSELS

Checklist:

If informed by crew:

- Check pollution has stopped
- Contact MAS (VTS if in VTS Area)
- Contact Pilot Duty Phone
- Check weather forecast
- Find suitable anchorage area
- Inform VTS/ other vessels about intention if necessary

If observed by Pilot:

- Inform crew and stop the pollution
- Contact MAS (VTS if in VTS area)
- Contact Pilot Duty Phone
- Check weather forecast
- Find suitable anchorage area
- Inform VTS/other vessels about intentions if necessary

12. EQUIPMENT FAILURE / MISSING EQUIPMENT

Anchor winch failure. Checklist:

If approaching anchorage:

- Abort approach and find suitable area for drifting

If emergency anchorage:

- Make decision that improves safety for all onboard and the environment
- Contact MAS (VTS if in VTS area)
- Contact Pilot Duty Phone
- Check weather forecast
- Inform VTS/vessels about intentions if necessary

Missing anchor:

- Contact MAS (VTS if in VTS area)
- Contact Pilot Duty Phone
- Check weather forecast
- Find suitable drifting area
- Inform VTS/vessels about intentions if necessary



13. REPEATED ENGINE FAILURE

Checklist:

- Traffic situation
- Check position, direction of drift.
- Depth, type of seabed, cables/ pipe lines
- Anchors ready
- Broadcast safety message on VHF ch 16, DSC.
- Exit route/TSS if safe
- Consider anchoring vessel until problem solved
- Nav. signals/ AIS status NOT UNDER COMMAND
- MAS/VTs
- Contact Pilot Duty Phone



14. RUDDER / STEERING GEAR FAILURE

Checklist:

- Activate emergency steering
- Traffic situation
- Check position, direction of drift.
- Depth, type of seabed, cables/pipe lines
- Anchors ready
- Possible use of thrusters
- Broadcast safety message on VHF ch 16, DSC.
- Exit route/TSS if safe
- Nav. signals/ AIS status NOT UNDER COMMAND
- MAS/VTS
- Contact Pilot Duty Phone

15. DAMAGED PILOT LADDER

Checklist:

Discovered before boarding:

- Abandon the boarding
- Call vessel and inform accordingly
- Evaluate if boarding safely can be made after the pilot ladder has been exchanged
- Consider pilotage from pilot boat until new pilot ladder has been rigged
- MAS / VTS
- Contact Pilot Duty Phone

Discovered after boarding:

- Inform the vessel accordingly
- Contact Pilot Duty Phone



16. HELICOPTER HOIST

Checklist:

- Check and consider wind and weather
- Communication internal / external
- Dedicated landing area / hoist area for helicopter
- Find suitable / safe area for vessel in cooperation with Master
- MAS / VTS
- Other traffic
- Contact Pilot Duty Phone



1. MAN OVER BOARD (MOB)

Checklist:

- Sound the MOB-alarm
- Co-ordinate situation with Captain / Officer on Watch (OOW)
- Asses the present area / weather and inform traffic in the area about the MOB situation
- MOB announcement on channel 16
- If inside VTS-area; update VTS
- Contact to MAS. Remember follow-up.
- Contact Pilot Duty Phone

2. TERROR THREAT TOWARDS THE VESSEL

Checklist:

- Assist with communication to Authorities, e.g. MAS
- Contact Pilot Duty Phone
- If inside VTS-area; update VTS
- Can the voyage continue or is the present voyage to be terminated?
- Determination of which form of communication that can be used.

3. PATICIPATION IN SEARCH AND RESCUE

Checklist:

- How can Danpilot / Pilot / vessel assist without compromising safe pilotage, taken size of vessel and area in to consideration?
- In cooperation with vessel master consider how the vessel can assist
- Can the voyage / pilotage continue or is the present voyage / pilotage to be terminated?
- Contact to MAS. Remember follow-up.
- If inside VTS-area; update VTS
- Contact Pilot Duty Phone
- Update Pilot board



4. CREWMEMBER AND/OR CAPTAIN INTOXICATED OR UNDER INFLUENCE OF DRUG OR ALCOHOL

Checklist:

If harbour pilotage departure:

- Inform the Captain about your suspicion and leave the vessel
- Contact Pilot Duty Phone / Chief Pilot
- Contact to MAS/VTS. Remember follow-up
- Contact to Dispatch

If harbour arrival:

- Inform the Captain about your suspicion
- Contact Pilot Duty Phone / Chief Pilot
- Consider approach to be abandoned and / or go to anchorage
- Contact to MAS/VTS. Remember follow-up

If transit:

- Inform the Captain about your suspicion
- Contact Pilot Duty Phone
- Contact to MAS/VTS. Remember follow-up

5. COLLEAGUE ILL OR DEAD

Checklist:

- Stop the accident – First Aid
- Contact to MAS/VTS; necessary?
Remember follow-up
- In cooperation with duty Chief Pilot / deputy pilot evaluate the influence on the pilotage or Bridge Resource Management?
- Can the voyage / pilotage continue or is shelter / anchorage necessary - recommended?
- Update vessel on situation and precautions made
- If inside VTS-area; update VTS
Remember follow-up
- Contact Pilot Duty Phone



6. CREWMEMBER ILL OR DEAD

Checklist:

- How can Danpilot / Pilot assist without compromising safe pilotage?
- Has the incident influence on the pilotage or Bridge Resource Management?
- Can the voyage / pilotage continue or is shelter / anchorage necessary - recommended?
- Contact to Pilot Duty Phone - necessary?
- Contact to MAS/VTSS - necessary?
Remember follow-up

CPR

Livreddende førstehjælp trin for trin:



Er personen bevidstløs? - tal og rusk

TILKALD HJÆLP 1-1-2 HURTIGST MULIGT



FRIE LUFTVEJE

Skab frie luftveje
Se - lyt - føl i 10 sekunder



Er der normal
vejrtrækning?

NEJ



Find tryksted
Giv 30 tryk
- 100 tryk pr. minut
dybde 4-5 cm.



Aflåst sideleje

JA



**Giv skiftevis 30 tryk og
2 indblæsninger**

Er der normal
vejrtrækning?

NEJ



**Giv 2 effektive
indblæsninger**

CONTACTS



MAS vagten (Single point contact)	0045	7285 0370
Pilot duty phone		995
Pilot duty phone from outside DK	0045	5118 4050
DanPilot operations.....	0045	6325 6666
VTS Great Belt.....	0045	5837 6868
VTS Sound	0046	7716 30600
Radio Medical	0045	7545 6750
Gøteborg pilot	0046	771630670
Gøteborg VTS.....	0046	771630660
Lysekil / Brofjorden	0046	771630650
Malmø pilot	0046	40204351
Malmø VTS	0046	40204317
Vagthavende ved DMA ang bøjer	0045	72196041