BTA Safety Seminar Edinburgh Tug Master-Pilot Communications

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Department for Transport 😻 Mari i

A Guide to Good Practice on Port Marine Operations Prepared in conjunction with the Port Marine Safety Code 2016

Moving Britain Ahead



Tug Master-Pilot Communications

PMSC GTGP sets out what is expected from the Harbour Authority

Risk Assessment and Towage Guidelines

- Minimum Bollard Pull required
- SWL of bitts
- Visibility
- Swell
- Maximum Speed

Tug Master-Pilot Communications

The GTGP also references the Pilots Pocket Guide and Checklist

Pilot-Tug Master exchange

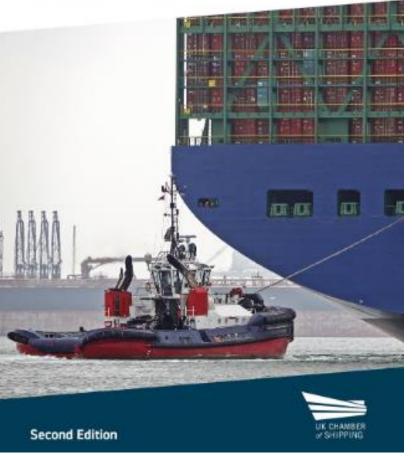
Discuss passage and use checklist and verify using closed-loop communications

Think of the tug(s) as an extended part of the bridge team-ensure bridge team on ship and tug are involved and aware of what has been discussed

Any deviations communicated to all parties

PILOTS' POCKET GUIDE AND CHECKLIST

WORKING SAFELY WITH HARBOUR TUGS - REDUCING THE RISKS IN PORT TOWAGE



Clear and concise communication between Tug and Pilot is essential for safe navigation

It is essential that time is given at the start of the passage to discuss fully and allow for clarification

Any deviations should involve all parties so all involved with the navigation are aware of what is happening

If in doubt, speak up

Tug Master-Pilot Communications

Thank you for listening Questions?