



Corona Virus Precautions

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Information about the virus

A coronavirus is a type of virus. As a group, coronaviruses are common across the world. COVID-19 is a new strain of coronavirus first identified in Wuhan City, China in January 2020.

The incubation period of COVID-19 is between 2 to 14 days. This means that if a person remains well 14 days after contact with someone with confirmed coronavirus, they have not been infected.

Signs and symptoms of COVID-19

The following symptoms may develop in the 14 days after exposure to someone who has COVID-19 infection:

- cough
- difficulty in breathing
- fever

Generally, these infections can cause more severe symptoms in people with weakened immune systems, older people, and those with long-term conditions like diabetes, cancer and chronic lung disease.

How COVID-19 is spread

There are 2 main routes by which people can spread COVID-19:

- infection can be spread to people who are nearby (within 2 metres) or possibly could be inhaled into the lungs.
- it is also possible that someone may become infected by touching a surface, object or the hand of an infected person that has been contaminated with respiratory secretions and then touching their own mouth, nose, or eyes (such as touching doorknob or shaking hands then touching own face).

There is the possibility that people who are without symptoms could be infectious to others.

ACTIONS

In order to reduce the risk of infection being passed either to ships staff from shore staff (pilot) or from a pilot without symptoms to ship staff the following precautions will be taken. It is the responsibility of the master to ensure the vessel and ship personnel comply. Failure to comply may result in the vessel being turned to sea and the pilot disembarking.

- Masters of any vessel with persons on board presenting symptoms above are required by law to report this on their Medical Health Declaration Form. Falmouth Pilot Services should also be notified. Falmouth Pilot Services should also be informed of any persons who have joined the vessel from a COVID 19 risk area or have been in contact with any one with possible COVID 19 symptoms.
- Masters of any vessels who do not have to complete a medical Health Declaration Form shall notify Falmouth Pilot Services/ Port Operations if any persons on board are presenting the above symptoms prior to arrival at the port.
- Masters shall minimise personal that interact with the pilot to a minimum, the bridge should be clear of all unnecessary personnel.
- Where possible, one hour before the pilot embarkation time, non-essential crew should remain clear of the designated route from the pilot embarkation point (either pilot ladder, accommodation ladder etc.) to the wheelhouse, especially where the route is within enclosed spaces.
- Immediately prior to pilot embarkation, all surfaces and equipment in the wheelhouse, or on the bridge wings, that the pilot may touch must be cleaned with a suitable cleaning solution.
- The wheelhouse, where possible, should remain well ventilated via the opening of external doors or windows.

- **In order to protect vessel crews as well as the pilots, the pilots have been instructed to maintain a suitable personal separation (2metres or more) and to avoid shaking hands and any other unnecessary contact. They will wash or sanitise their hands on arrival at the bridge.**
- **In order to effectively maintain the 2m separation and to enable the pilot to con the ship safely the vessel should carry out a risk assessment and identify a position where the pilot can stand without the 2m distance being breached and still be able to maintain an overview of the pilotage of the vessel. It is imperative that personnel numbers on the bridge be as low as possible while maintaining the safety of the vessel.**
- All Falmouth Pilot Services personnel and pilots are practising heightened hygiene measures.
- Pilots time aboard vessels will be maintained as short as possible. If a vessel is not ready to move when the pilot boards then he will disembark and board at a later time which will result in increased charges. Compass swings and other operations requiring an extended stay will be dealt with on a case by case basis but if not operationally necessary are unlikely to be catered for.

Agents are requested to ensure that masters of vessels intending to call at Falmouth are advised of these local requirements.

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