

THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association



Winter 2010

Editor: John Clandillon-Baker FNI (JCB)

No.303



The OMEGAGAS on the Manchester Ship Canal (See page 10)

Photo: Rosalyn Thomas

In This Issue

Editorial	JCB	Norwest Interaction	Peter McArthur
Chairman's Report	Don Cockrill	Obituaries	
IMPA Congress report	Don Cockrill	Azipilot Project	G. Rees & N. Allen
EMPA Report	Peter Wylie	Criminalisation	JCB
Forth Pilots ISPO accredited	Keith McLean	E-Navigation	Kevin Vallance
Europilots	Kevin Vallance	Coastlines	JCB
Pensions News	Debbie Marten	Harwich pilot in PNG	Kevin Constable
		E-Nav press report	JCB

NEW FORMAT MAGAZINE

Thank you to all those who contacted me regarding the new format colour magazine. I am pleased that the feedback has been positive which has made all the additional effort in producing it worthwhile. I have received some comments that the content is a bit technical and serious but in the last issue this was very much due to the inclusion of the Conference report and the PNPf ruling both of which are of great importance to both working and retired pilots. In this issue there is a wider variety of articles that I hope that you will find of interest and I am very grateful for the authors for taking the time to write these articles and submit them to me.

As with all editors I am always keen to receive articles or letters from any reader. So if you are involved in a project or event that you feel may be of interest, please let me know.

The same applies to events that may be going on in your particular district. Is your port undergoing a new development, new trade or have you piloted an interesting (or challenging!) type of ship? Again, drop me a line with a photo if possible.

Finally, postal service permitting you should have received this magazine in time for Christmas so I shall take this opportunity to wish you all:

A MERRY CHRISTMAS & A HAPPY NEW YEAR



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NOTE FOR YOUR DIARIES

UKMPA

1 DAY CONFERENCE

Wednesday 11th May 2011

Venue: HQS Wellington

There are also plans to organise a buffet at a nearby venue to follow the Conference.

Full details in the April issue



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EDITORIAL

As you will note from the adjacent article the UKMPA has a new Chairman. Normally, the formal hand over takes place at the annual conference but this year, for a variety of logistical reasons the change was postponed until November's Section Committee meeting.

As Don mentions in his report Joe, who you will recall had to take over the chairmanship at very short notice in 2006, has faced many challenges during the last four years but has met them all with the calm stoicism that has gained him great respect amongst both the officials and professionals with whom he has had to deal. Another considerable achievement has been getting the considerable groundwork laid in readiness for the UKMPA hosting the 2012 IMPA Congress. All this has been achieved whilst continuing to pilot full time on the Tees.

It is often easy to forget that the Chairman and Section Committee, along with all the members who serve the sub committees are all full time working pilots who dedicate a considerable amount of their free time furthering the cause of pilots and pilotage, not just here in the UK, but also on the International fora for no financial reward. When you read this magazine you will see the wide areas of professional and legislative activities that have, over the years, served to make the pilotage associations of the UKMPA, IMPA & EMPA rated amongst the most highly respected professional bodies in the maritime sphere.

So, as your annual subscription renewal drops onto the doormat in the limbo between Christmas and New Year, I trust that you will all take a moment to reflect the incredible value for money that your membership of this prestigious group represents and then to raise a glass to toast your representatives. And it may also do no harm to consider becoming more involved yourself!

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CHAIRMAN'S REPORT

December 2010

New Chairman: Don Cockrill

This is my first report to you as your Chairman since taking over from Joe Wilson on 30th November. Joe sat "in the chair" for 4 demanding years and during that time dealt most professionally with numerous challenges to both individual members and the Association as a whole. We are all most grateful to him for all that he achieved in raising the professional profile of the UKMPA in various circles nationally and internationally as well as dealing sympathetically and efficiently with individual member's problems from time to time. He has set a very high standard which be assured, I will do my best to continue to the best of my ability. The result of this change of chairmanship is an inevitable number of changes within our executive (the Section Committee) itself, the details of which you should have received in Circular 15/2010 and which is of course also available on the UKMPA website.

For those of you who do not know me, I have been a pilot with the Port of London Authority (PLA) since early 1991 following a seagoing career with CP Ships and Stolt Nielsen. I believe that it is paramount to ensure under the current ever increasing demands for commercial efficiency in all aspects of shipping, that seafarers' (including pilots) safety, the safety of navigation and the protection of our sensitive marine environment are not compromised for short term financial gain. Additionally, there is a proven need for increased awareness and vigilance in the security of our ports and national borders. We know that the pilot (port and deep sea) has a pivotal role to play in all this and that it is often unappreciated, misunderstood, overlooked or even intentionally ignored in certain quarters. These factors, the maintenance and enhancement of the already high professional standards of UK pilotage and the careful, measured integration of new technologies into pilotage techniques have long been a goal of mine which I fully intend to pursue on your behalf in my time as your chairman. There is a lot going on the background at present, some of which I shall briefly describe:

Insurance and litigation.

There are a number of significant actions in progress where members are benefiting from the protection afforded by the Legal Protection insurance policies. It is inappropriate to give details here but they involve pilots in both Employed and Self Employed capacities in actions with respective CHAs where the pilots' authorisations have been affected. One case in particular involves a significant legal action due to be heard early next year, the ramifications of which could have far reaching consequences to interpretations of the Pilotage Act. Without the legal protection insurance, defense of the action would have been impossible.

Incident procedure

Your executive has recently tried to improve and simplify arrangements for legal assistance to members. The blue information card will be re-issued (in another colour) with the insurance renewal papers in January and the information is also contained in the latest Circular (recently published 17/2010) on action to be taken in the event of involvement in an incident. It is reproduced on page 18 of this edition of The Pilot.

UKSON

The latest (88) meeting of the UK Safety of Navigation (UKSON) committee



had two matters of direct relevance to UKMPA members - indeed to all UK pilots.

The first was regarding ECDIS and the qualifications required for pilots. With the start of the phased compulsory carriage of ECDIS equipment, STCW regulations require that all STCW certificate holders will be required to undertake an STCW standard ECDIS course. This will apply to pilots if you wish to maintain validity of your Certificate of Competency. Note though that the MCA have confirmed that a pilot will not be required to undertake "type specific" training as a watch-keeping officer is required to. Also, it should be noted that at this stage, there is no obligatory requirement per-se for a pilot (not wishing to revalidate a CoC) to undertake ECDIS training, although clearly from a professional perspective it is desirable and there may of course be post-incident legal implications for a pilot that has not undertaken any appropriate ECDIS training.

The other UKSON issue was particularly relevant to deep sea pilots with regard to defect reporting obligations outlined in MIN380. As I write, the matter is in hand between UKMPA, EUROPILOTS, the Association of Deep Sea Pilot Companies and the MCA to determine the best way to deal with this delicate issue.

Many of you will have taken part in the IMPA / EMPA pilot ladder survey in September. Although globally the participation level was not as high as in previous years, I am pleased to report that the UK contribution was significant. The full results of the survey are available on the IMPA web site at www.impahq.org

Another date for your diary is June 14th to 16th for Seawork 2011 . We will once again have a stand at this exhibition which is proving to be a great tool for raising the UKMPA

profile both within the industry and to the general public. Mike Robarts is leading the organisation but is in need of some assistance. So if you fancy helping him with the organisation or can give up a day or more to join the team manning the stand (travel expenses will be paid) email him on mar146@hotmail.com .

Before I close, it would be remiss not to congratulate Forth Pilots on their attainment of accreditation under the ISPO scheme. They are the first UK pilotage organisation to reach the standard, others are working towards it. Full details of the scheme may be found on the ISPO web site at www.ispo-code.com

Finally, in September 2012 the UKMPA will be hosting the 21st IMPA Congress in London.

The venue is already booked and work is well underway with the organisation. The organising committee chaired by Joe, is always open to input with ideas or better still volunteers to help with the event organisation alongside the contracted organising company. Contact Joe via joewilson22@o2.co.uk . You will hear more of the arrangements as time goes by but meanwhile, why not register your expression of interest to attend on the web site at www.impa2012.com/register. No money needs to be paid at present, though you may also wish to book early the hotel accommodation at the very advantageous rates only available through the website.

With that, I wish you all a very happy festive season. Those of you who will be working through the period will I'm sure be in the thoughts of those colleagues who are not. Take care, safe sailing and "happy landings!"

Don Cockrill

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It is often forgotten that all UKMPA members are also members of IMPA & EMPA and membership of both these associations is of great importance to all pilots. UKMPA members are welcome to attend the IMPA & EMPA conferences. The next dates and venues are:

EMPA
Amsterdam
 23rd – 27th May 2011
 Details: www.empa-pilots.org

IMPA
London
 24th – 28th September 2012
 Grange Hotel, St. Paul's
 Details: www.impa2012.com/

20th IMPA Congress Report

BRISBANE:

15th - 19th November 2010

Don Cockrill: IMPA representative

"If you are not at the table, you will be on the menu..."

"A Professional Association is a reflection of its membership. Its reputation and image are all that it really possesses. Therefore, great effort must be directed at protecting these small and very fragile assets"

(From a report presented by Nick Cutmore - IMPA Secretary General)

"Compulsory pilotage is not simply a business, it is navigation safety regulation. A pilot's primary responsibility is to protect the waterways by ensuring that a ship moves safely and efficiently. We must keep in mind that the principal customer of the pilot's service is not the ship, the shipowner, or even the port, but rather the public interests."

Mike Watson, IMPA president.

"One of the answers that pilots specifically, and pilotage authorities and their national and international organizations generally, need to consider, is the availability of legal protection coverage."

Capt. Edgar Gold, AM, CM, QC, FNI.

Joe Wilson, John Pearn and I attended the 20th IMPA congress in Brisbane along with Gareth Rees who presented a paper on the Azipilot project. John and Gareth were funded by Milford Haven Port Authority and the Azipilot project respectively for which they and the UKMPA are most grateful. About 175 delegates from 40 nations made the journey, for many traveling in excess of 30 hours at significant expense to what is a fabulous city location in a relatively remote part of the world. A few nations including Venezuela and Cuba were unable to attend but sent letters of apology to the assembly, the Venezuelan letter in particular being heart-felt and inspiring.

The event was opened with a ceremony which included words from



UKMPA chairman Joe Wilson receives the IMPA conference flag from AMPA President Peter Liley.

Photo: Adorn Photography (Brisbane)

a Queensland senior Aboriginal Elder Des Sandy; local cultural performances and the usual words of greeting from the hosts The Australasian Maritime Pilots Association (AMPA) and the Brisbane Pilots. The IMPA Honorary President, HRH King Juan Carlos of Spain sent his envoy, Snr. Manuel Nogueira to pass on his greetings and best wishes for the week.

Those colleagues lost in service since the 19th Congress in Bangkok were appropriately remembered with a minutes silence.

As is now the tradition the first item on the agenda was the Hein Mehrkens (a recent IMPA president who died whilst holding office in 2006) address, this year presented by Joe Angelo, Deputy Managing Director of INTERTANKO on the matter of the evolving strong relationship between IMPA and INTERTANKO underpinned by a recently signed Memorandum of Agreement.

As far as IMPA executive elections

were concerned, the vacancies had each only one candidate and thus Mike Watson was elected to serve a second four year term as President and Frederique Moncany de Saint-Aignan replacing Rodolphe Striga as one of the Vice Presidents. Rodolphe will be missed and a hard act to follow so Frederique has a bit of a task on his hands which we feel sure will be accomplished to the same high standards that Rodolphe set.

The rest of the week saw a variety of often interesting technical papers presented by both pilots from various nations as well as highly respected erudite experts in their respective fields. A few notable quotes are repeated above, all are relevant to both IMPA and our own Association. They are all important but it is worth noting the last by Edgar Gold, an eminent professor of Maritime Law. We in the UKMPA have of course already addressed this issue and we were inundated with requests for information on our scheme from a variety of other nations who are not so fortunate. Our colleagues who have chosen to risk their lively-hoods to save a few pounds annually rather than protect themselves may wish to take note if they happen to read this.

Gareth Rees gave us a very informative background explanation of the Azipilot project but, I think it is fair to say that perhaps the most memorable words of the week were



"...a Gala Dinner held in the 21st century Gothic splendour of St John's Cathedral.."

Photo: Adorn photography (Brisbane)



John Pearn Photo: Don Cockrill

those made by John Pearn when he volunteered, within the criminalisation session on the last day, to explain the details of the *Sea Empress* incident; with particular reference to the manner in which the inquiries, investigations, subsequent actions by the authorities etc. were undertaken. Of note was his revelation of the nature of certain matters which are still effecting his daily life, 15 years after the event!

Rather than go into detail here of the content of other papers, I direct you to www.impahq.org where the conference papers can be found. They are within the members area so, if you do not yet have one, access and password instructions are on the site under "members". For accompanying partners, a programme of events was organised and of course the week was rounded off with a Gala Dinner held in the 21st century Gothic splendour of St John's Cathedral in central Brisbane. A strange feeling indeed to be seated in a "traditional" Gothic cathedral the construction of which was not started until the end of the 19th century and was only completed in 2008!

Finally and significantly Joe Wilson, by means of a slick presentation reflecting his hard work to date, was able to inform the assembly that the dates (September 24th - 28th) and venue (Grange Hotel, St. Paul's, London) for the 21st IMPA congress in 2012 will be hosted by the UKMPA.

www.impa2012.com

EMPA REPORT

I will start this brief report on the latest goings on within EMPA with a "thank you" to all those who sent pilot ladder reports during the survey week of 19th to 25th September this year. I will be writing the report on the results from the EMPA countries and will send this to all local secretaries electronically. Hard copies will also be available in due course. In total, 2251 returns were sent of which 1125 were from EMPA countries. This was down on previous numbers which is a little puzzling, considering all returns were done online, so reporting seemed to be easier. To be honest the UK returns were not bad, with 211 from here but the continent threw up some strange figures, 75 returns from Slovenia where they only have 6 pilots, but 23 and 9 from Holland and Belgium respectively, with their huge trades? The results show that just under 20% of pilot ladders have deficiencies, which has not improved over many years.

I will not go into too much depth on the wealth of information that comes from EMPA. The association concentrates on European affairs, which have an increasing influence on the UK. EMPA's office is in Antwerp and is manned by Claire on Mondays and Fridays. Close links have been forged with the European Harbour Masters Association and the European Tug Operators Association (ETA). A number of joint position papers have been published with the ETA on issues such as towage practices and Bollard/Fairlead safe working loads. Careful watch is also kept on the European Maritime Safety Agency and any recommendations that come from this agency. All papers that come from the Maritime Industries Forum are also checked for any hidden threats.

Access to all of EMPA's policy papers is via their website:

www.empa-pilots.org

I encourage all of you to at least have a look at the website, it contains a massive amount of information, much of it has a direct influence on how we conduct our acts of pilotage and the regulations that we operate under. There are also links to all of the pilot's national associations and various European Agencies. There is also a private members area; the password for this is available from Claire who will reply to emails on Mondays and Fridays.

Next year's EMPA conference takes place from the 25th to 27th of May in Amsterdam. Registration details will be published on the website. The UK is traditionally under represented at these conferences which is a great pity as you are all members of EMPA and invited to attend. I attended this year's conference in Antwerp and it was excellent with good quality speakers covering a wide range of topics. Amsterdam will be easy to get to for many of us with good cheap transport available, some of you may even be able to get funding from your ports "If you don't ask you will not get".

In the words of the Dutch hosts to next year's event "Amsterdam, a good place to bring the wife, or even a good place not to..."

Peter Wylie (Tees)



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FORTH PILOTS FIRST IN UK WITH LLOYDS ISPO ACCREDITATION

Captain Keith McLean MNI, (AFP)

The Association of Forth Pilots has become the first pilotage service in the UK to be accredited by Lloyds Register under the International Standard for Maritime Pilot Organisations (ISPO). The Forth pilotage service has 28 authorised pilots and around 7,000 acts of pilotage per year. Each pilot is self employed and a member of the Association of Forth Pilots. The pilotage district is very varied in nature handling almost all vessel types from VLCCs and large passenger vessels through to coastal traffic and naval vessels at eight different ports and terminals.

Prior to the development of ISPO there was no mechanism for pilots in any particular district or port to show that they were operating to an internationally agreed standard, transparent to all customers - ship masters, ship owners, oil majors or port operators. The attraction of ISPO is that it is specific and relevant to pilotage and it is backed and audited by a major classification society - Lloyds Register.

ISPO and Port Marine Safety Code

Pilotage legislation in the UK remains non-prescriptive with regard to setting and following of standards. The Pilotage Act 1987 only requires pilots to be "suitably qualified", and no required standard is defined. The Port Marine Safety Code (PMSC) is essentially a Safety Management System and is not a legal requirement.

ISPO is specific to pilotage, goes into greater detail and sets a higher standard than it is possible for the PMSC to achieve.

The Forth Pilots and our Competent Harbour Authority, Forth Ports plc, have consistently worked well together and consider that the pilotage service delivered is of a high standard and efficient. Entry qualifications for trainee pilots are high - all recruits are Master Mariners with either command experience or who have worked as First Class Pilots in another major port. Initial training, pilotage examinations and ongoing training are all believed to be at a high level.

However, believing that you are delivering a high level of pilotage service is one thing, measuring your success is another. Adopting ISPO was the method adopted by the Forth Pilots to ensure, confirm and demonstrate that they delivered a quality service that could actually be quantified.

Following internal discussion it was



agreed that our objectives would be to:

- Meet or exceed all the requirements of legislation that relates to the Marine Pilotage in the United Kingdom.

- Meet or exceed the standard set by the International Standard for Maritime Pilotage Organisations code (ISPO)

- Consistently provide an efficient service and measured service which satisfies our customers' needs and expectations while conforming with our contractual commitments to Forth Ports PLC

- Identifying and implementing continuous improvement by developing the knowledge and skills of all Forth Pilots

- The provision of pilotage in a safe and efficient manner with commitment to the protection of the environment and the achievement of the highest standards in all aspects of its operations.

ISPO covers all aspects of pilotage operations, including recruitment, training, continuing professional education and risk management. Prior to adopting ISPO the Forth had most of the required procedures and policies in place and because there is some overlap between the PMSC and ISPO, where possible this was used to advantage. One of the main challenges faced when preparing for the Lloyds' audits was bringing all the policies and procedures that already existed together into a Safety Management System contained within one document. This has proved a useful exercise, with pilots now having improved access to documentation, procedures and legislation.

New Areas for Pilots

Certain aspects of ISPO brought us into new territory but ISPO has many similarities to the ISM Code and therefore the knowledge of the ISM Code that some of our newer pilots brought with them to the pilotage service proved invaluable.

A totally new area was gauging customer perception. A survey of ship's masters was carried out using a model developed by the French Pilots' Federation FFPM for their ISO 9000 system, adapted to suit our purposes. Questionnaires were given to incoming vessels, and these were returned in a sealed envelope to the pilot or by post. Results were generally very good, with 83% of masters very satisfied with the overall service provided and 93% very satisfied with the Master / Pilot information exchange. Good results, but no room for complacency.

Audits and Resistance to Change

The introduction of internal auditing plus external audits (in our case by Lloyds) was always going to be a challenge but a very experienced and respected retired pilot was appointed as internal auditor who ensured that all the relevant documentation and procedures were in place prior to the external audit. For the external audit, the surveyor checks documentary evidence, operational procedures and carries out pilot interviews as well as accompanying pilots onboard vessels. Our Lloyds Register audit was certainly a very stiff test compared to previous PMSC audits.

Certification and Beyond

The Association for Forth Pilots gained ISPO Code accreditation on 10th November 2010. However, gaining accreditation was not just about obtaining an impressive certificate to hang on the pilot office wall. We aim to continually improve in all aspects of our operations. Adopting ISPO ensures we have regular formal Management Reviews, set targets for ourselves and continue to gauge customer perception and adapt to changing requirements.

Further information:

www.forthpilots.com and
www.ispo-code.com

EUROPILOTS

Captain Kevin Vallance MNI

Pilots have long had a vital role in preventing casualties in congested waterways and this article traces the development of Europilots and its affiliation with UK pilotage associations.

Towards the end of the Second World War, with the arrival in western European waters of the United States Liberty ships, there was an increase in demand for local pilots and boatmen to assist in the navigation of these vessels. The invasion of mainland Europe was well underway and the English Channel was filling up with the Liberty ships which had managed to avoid the German U-boat packs in the North Atlantic.

Unfortunately many of these US officers had little or no experience of the particular hazards to be encountered within the English Channel and Dover Straits and this resulted in an astonishing series of wrecks. There were also many heavily mined areas, which needed local knowledge to navigate safely.

At this time George Hammond & Company (Dover) were acting as agents for many of the salvage operations that were taking place in the area. Jim Ryeland, the managing director of Hammond, was responsible for setting up a service to provide North Sea pilots to help prevent more wrecks occurring.

At its peak in this period, the Hammond company provided more than 50 local pilots who boarded off Dover and proceeded to any required northern European ports. Hammond was understandably proud of its pilotage service and the expertise of the local boatmen it employed, who were capable of dealing with any kind of vessel in any weather conditions.

Following the cessation of hostilities, Hammond's deep-sea pilotage service proved to be a successful peacetime venture. Unfortunately in 1950 a number of pilots had a dispute with Hammond and broke away to form their own pilotage agency. Under Captain Len Hutchinson, this group evolved to become Deep Sea & Coastal Pilots. Sixty years later these are still the two agencies that supply Trinity House licensed deep sea pilots from the United Kingdom and they are still in competition with one another.

During the early 1970s the pilots of both agencies were unsettled due to



Photos: JCB

issues concerning working practices and employment conditions. Many of these problems arose as a result of the pilots being self-employed. Pilots were paid only for the work they did and there were instances of pilots refusing to take the first job offered and waiting for a more lucrative assignment. External events were also putting pressure on the pilots with planned changes to working areas. A meeting of the British deep-sea pilots was held in 1973, where the formation Europilots was agreed. The objectives set by Europilots remain current today.:

- To promote the professional interests and well-being of deep sea pilots

- To speak on behalf of deep sea pilots and express their views and opinions

- To receive representations and to attend to any business that may be in the best interests of deep sea pilots

For these objectives to be achieved, Europilots needed to be heard both within Britain and Europe at the highest possible government level. The way forward was affiliation with the United Kingdom Pilots Association (UKPA).

Unfortunately initial applications were repeatedly turned down and some Europilot members thought that the opposition was a result of some UKPA members, who worked outside of their district in lieu of licensed deep sea pilots to supplement their income

Although under the 1987 Pilotage Act, British pilots were no longer allowed to operate outside their district, this is not the case throughout Europe and a number of district pilots still do "moonlighting" jobs in the North Sea.

Eventually, in 1981, Europilots were allowed to join the UKPA. However circumstances had overtaken the process and in 1982 the Baltic and

North Sea areas were separated with the establishment of the Skaw/Vingt line. This ruling, still current today, stops the North Sea pilots operating within the Baltic Sea and vice versa. The UKPA was renamed the United Kingdom Maritime Pilots Association (UKMPA) in 2000.

Since affiliation within the UKMPA, Europilots have been able to fulfil all three of their original aims. Deep-sea pilots now have representation on the UKMPA Technical and Training Committee, the United Kingdom Safety of Navigation Committee (UKSON), the Dover Straits User Working Group and the United Kingdom Hydrographic Office Chart User Group. Europilots' main expense each year is the attendance of the chairman at the annual EMPA conference where they are afforded almost full recognition, albeit without voting rights.

During the annual Trinity House licence revalidation there is an opportunity for individual pilots to put across their ideas and experiences. It was as a result of these revalidation interviews that the wreck of the WW1 submarine UB38 was identified as being a danger to the deep draft vessels using the southwest lane of the Dover Strait TSS which resulted in this wreck being removed

An earlier example of Europilots improving safety resulted from the 1971 collision between the *Texaco Caribbean* and the *Paracas* in the vicinity of the Varne bank which resulted in the sinking of the *Teaco Caribbean* with the tragic loss of 21 lives. The following day, the *Brandenburg* struck the wreck, followed six weeks later by the *Niki*.

As a result, the introduction of the world's first IMO traffic separation scheme was established and this led to the relocation of the pilot embarkation

and disembarkation positions to the western end of the Channel at Brixham or Cherbourg.



Over the years there have been various initiatives and investigations into the carriage of deep sea pilots in particular through the Dover Straits. Mandatory carriage of deep sea pilots is not an aim or objective of Europilots, but they have been involved in a number of attempts to revise, update and strengthen IMO resolution A846 to align it with the situation in the Baltic and other locations worldwide.

In January 2010 a sub-group of the UKSON Committee held a meeting to try and draft a revised resolution. Following a very open and frank meeting it was agreed that the purpose of the resolution was to enhance the effectiveness of the bridge team as regards navigational safety and the protection of the marine environment. It was further agreed that the following factors should be taken into account when considering the use of a deep sea pilot:

- The familiarity of the bridge team with the congested waters of the English Channel, North Sea and the Skagerrak;
- The proliferation of navigational hazards, such as oil/gas installations and offshore renewable energy installations;
- The available depth of water in relation to draught and under keel clearance and the vessel's intended route;
- The port rotation schedule;
- The possibility of adverse weather conditions and/or poor visibility; and
- Any other exceptional circumstances.

It had been hoped to get all interested parties to agree a full wording of the proposed resolution to allow it to be presented at IMO Nav.56 in July 2010 but unfortunately this did not prove possible.

This is an edited version of the article which first appeared in the November issue of SeaWays magazine and is reproduced with the kind permission of the nautical Institute

PENSIONS NEWS

The Secretariat

I am pleased to say that there have been no changes within the Secretariat,

Changes to Trustees

At the end of August Sandy Morrison, our longest serving trustee, resigned from the board and Bob Baker, Chief Harbour Master at Forth Ports, stepped up to fill the vacancy. At their AGM the Association appointed two new Alternate Trustees, Val Milne – Group Pensions Manager at ABP and Tony Fitzpatrick, HR Manager at Peel Ports – Mersey (Liverpool)

Pension Increases

The Government has changed the statutory rate of pension increase from the Retail Price Index (RPI) to the Consumer Price Index (CPI), this does not affect our pensions in payment but may affect deferred pensions coming into payment on or after 1 January 2011. Therefore from 1 January 2011 the pre 1997 service element of your pension will increase by the guaranteed amount of 3% and the post 1997 service element of your pension will be increased by 4.6% September's RPI. P.N.P.F. pensioners and widows should be receiving a letter from Loretta confirming details.

Progress of Appeal

We now know that Tees is appealing the Judgment handed down on 28 June 2010 which has resulted in a number of cross appeals from some of the other representative parties. When everything has been finalised we will be sending out a communication to all our members updating them on the current position. The Court of Appeal should hear the appeals before the end of May 2011

State Pension Age

The Government plans to increase the state pension age to 66. The increase in the women's state pension age is due to be accelerated in 2016 so that it reaches 65 by November 2018. Both the male and female pension age will then increase to 66 by April 2020, six years earlier than planned. The Government estimates that this will affect about 5.1 million people.

Data Verification

In the first half of 2010 the Pensions Regulator (tPR) published a guidance on the need for pension schemes to maintain high-quality standards of data. The data was broken down into two categories, Common Data (applicable to all schemes) and Conditional data (scheme specific). We have recently carried out a data verification exercise

and although we scored reasonably well on our common data it could be improved. The exercise has revealed that some members' data is incomplete so in the new year we will be contacting those members and asking them to confirm the missing data in order that we may update our records.

New Restriction on Tax Relief

Following the Emergency Budget in June 2010 the Government issued a policy statement setting out details of its "high pension input" taxation proposals. It is proposed that from April 2011 the Annual Allowance, currently £255,000, will be reduced to £50,000 and any excess benefit may give rise to a tax charge payable by the member. This applies to total pension contributions, ie from the employer and the employee, and to all pension arrangements to which an individual belongs. In conjunction with these changes the Government is also proposing to reduce the Lifetime Allowance to £1.5m (currently £1.8m). The change in the annual allowance will affect very high earners and earners with long service.

A factor of 16 will be used to measure the value of the defined benefit pension accrued over the year, so to give a simplified example where inflation is zero the Annual Allowance is exceeded if a member's accrued pension increases by more than £3,125 pa (£50,000\16)

There are mitigating factors such as the ability to carry over surplus allowances for a period of 3 years and an adjustment for consumer price inflation.

For P.N.P.F. members an exercise will be carried out to see who may be affected by the April 2011 changes when the 2010 benefit statements are run in early 2011. It is also proposed to amend the benefit statement to show the amount of the annual allowance used.

Spending Review

In the Chancellor's spending review it was announced that structural changes would be made to public service pensions and increased member contributions from 2012.

The pensions saving credit is to be frozen.

Funding of £1.5 billion is to be made available for victims of the Equitable Life fiasco.

Finally, I would like to take this opportunity to wish you all a very Merry Christmas and a healthy and Happy New Year.

Debbie Marten : debbie@pnpf.co.uk

SPECIALIST TRAINING AND CERTIFICATION FOR PILOTS

Following your article 'Hydrodynamics: Professional Research by Pilots' (April 2010) in which Mike Robarts (Harwich) outlined the effects of extreme ship-interaction on the Manchester Ship Canal, I felt it might be of some interest to the pilots to learn that the theories deriving from the research have been turned into practical knowledge and is impacting on ship-handling practices and maritime safety.

In recognition of the contribution to ship-handling and maritime safety that this research represents, we have been invited to address delegates attending the prestigious International Conference on Hydrodynamics and Ship Handling in Confined Waters, being hosted by the Royal Institute of Naval Architects (RINA), in Norway (Trondheim), during May 2011.

Surprisingly, having first developed an introductory course on hydrodynamics and interaction, and having successfully delivered that course in association with various established training providers, I must confess I was initially horrified with the very poor standard of information and training that was being taught on the subject. Consequently, the courses that we have developed represent the only completely coherent, fully accredited, hydrodynamic training anywhere in the world. Feedback that we receive is tremendously positive with experienced pilots and ship-masters commenting that they felt, until now, they were working in relative ignorance of a subject vital to vessel safety.

What is now plainly obvious, is that whilst a lot of effort has been directed towards addressing shipborne technical, managerial, operational and crew qualification issues - thereby minimising, so far as practical, the potential for on-board problems - it is apparent that the most hazardous part of the vessels passage (navigation in pilotage waters) remains relatively



Passing in confined waters

Photo: Rosalyn Thomas

untouched, and yet, the subject of considerable uncertainty, speculation and, more recently, criminalisation.

During the early days of my research, I simply sought to answer, to my own satisfaction, the issues raised in MGN 199(M) on the 'Dangers of Interaction'. I felt that, whilst that official publication raised awareness as to the existence of dangers, it did nothing to explain the underlying causes, how they were generated, or how difficulties arising from interaction might be mitigated in practice. Whilst plenty of highly technical papers exist on the subject of hydraulics and hydrodynamics in idealised situations, I could find little that might be of direct practical application to pilots or ship masters. That which did exist was, to say the least, badly outdated and completely inappropriate for dealing with the realities of what we, as pilots, encounter on a daily basis.

That said, I am not the first to encounter acute knowledge gaps when trying to address the practical issues surrounding pilot knowledge and professional development - and I point, here, to the excellent work carried out by Belfast in raising awareness of Pilot ladder problems, Southampton on the issues of ECDIS and Liverpool Pilots who developed their industry-relevant MRM course. It would seem then, as has long been suspected, that pilots are generally left to their own devices when it comes to implementing training that services our specialist needs.

Furthermore, having developed industry-specific courses, we then face the process of having those courses externally scrutinised before they become accredited and recognised as acceptable for Continuing Professional Development (CPD) purposes. Yet, as dedicated professionals, we persevere and can claim with some justification and pride that, as an industry, we are equal to the task. CPD accreditation, and in particular recognition as an approved provider of CPD training, is generally reserved for registered companies. To this end, I found it necessary to register a company (Norwest Interaction Ltd) for that purpose.

From the outset, my purpose was to explain in a useful, pragmatic, manner the problematic issues of marine hydrodynamics - as raised in MGN 199(M) - and having done so, we have subsequently developed a portfolio of courses that have been assessed, approved and accredited by both the Institute of Marine Engineering, Science and Technology (IMarEST) and the Institute of Commercial Management (ICM). As an approved CPD provider we, uniquely, offer the only dual accredited hydrodynamic training anywhere in the world. Our course portfolio includes a bespoke hydrodynamic course specifically tailored to the exacting requirements of professional pilots. Coincidentally, we have also developed courses on Pilotage Law and the Law for Pilots expressly aimed at addressing

legal issues surrounding pilot criminalisation.

So far, I have outlined only a few of the problems that pilots face in obtaining appropriate, industry-relevant CPD training. Clearly though, UK pilots have not been idle in the matter. As a profession, we have a significant knowledge-base at our disposal and, increasingly, pilots are tapping into their own, substantial experiences and employing them to take training, CPD accreditation and subject certification issues into their own hands.

As a firm believer in the philosophy that no one is better placed to train pilots than pilots themselves, I have strenuously supported the work of the UKMPA technical and training committee (T&TC) - and with good justification.

My support for the objectives of the T&TC only increases when, in the process of delivering courses, I encounter 'well meaning' trainers who would use their establishment status to impose standards on our industry. This, naturally, causes some concern as, in my experience, they cannot begin to grasp the degree of tacit understanding and accumulated knowledge that underpins the professional status of a pilot. I am wholly convinced that non-pilots cannot fully appreciate the peculiar stresses upon, nor comprehend the special characteristics required by individuals who, as a matter of course, step aboard unknown ships and, within moments, confidently assume the conduct of that vessel - this takes a special type of person and an unmatched nerve that cannot be conveyed by those who have never experienced such responsibility. In contrast, the experienced pilot is eminently capable of integrating his experiences into third party training programmes. In my experience, it is absolute fallacy to think that non-pilots can fundamentally enhance the capabilities of experienced pilots, and legislative bodies disregard this truth at their peril.

Some years ago I returned to studying and, having completed a Law Degree (with Honours) I am now

well advanced in Masters level study (for an MBA). In my considered opinion, it would be entirely fair to equate the jump in standards between an Ordinary and Masters Degree with the performance escalation required between Ship Master and a Senior Pilot. In reality, the standards differential between the two hardly bear comparison - so why should we, as pilots, accept externally imposed standards that settle for less, not more. It is no historical accident that the medical profession, architects and accountants, to mention but a few, moderate themselves. It is a matter of public record that internal regulators are tougher in dealing with professional misdemeanours than the courts are. By their very nature, professional associations extol their very highest virtues and will do all in their power to preserve them. Externally imposed standards simply undermine internal professional moderation.

For this reason, I firmly believe that occupational standards relating to the training of pilots should, at least, be overseen - if not directly regulated - by a pilot representative body. From that perspective, I strongly contend that pilots must take the lead in setting their own training standards and, both determining and obtaining, appropriate CPD recognition. We should strenuously resist parties who are less qualified and less capable

than we, imposing standards upon an industry they cannot hope to fully comprehend from the outside.

In conclusion, it is my conviction that pilotage in general, and maritime safety in particular, would be very poorly served if control over pilot industry training and certification standards is relinquished. Such a move would represent a gross disservice not only to our predecessors, but to the numerous stakeholders who rely upon our professionalism and integrity.

Should we fail to seize the initiative, and eventually find that we are dictated to by external agencies, I fear that the industry will have lost any capacity to regulate itself. If this situation comes to pass, then we may only have ourselves to blame.

Regrettably, if pilot quality is dumbed down through being bridled to inappropriate training regimes that merely require the ticking of boxes to confirm re-acquisition of old-knowledge (as is often the case now) I would suggest we have only glimpsed the tip of the pilot criminalisation iceberg.

For further information on the training courses referred to in this article please visit www.nwint.net or email nw.interaction@hotmail.co.uk.

Captain Peter J McArthur. LLB (Hons), MIMarEST, MNI. (Manchester)

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OBITUARIES

William Henry Young 1915 - 2010



William Hedley Young (Bill) came from a seafaring and piloting family and it was always his plan to follow in those family footsteps. He became apprenticed to the Tees Pilot Service in 1932 and in 1935 went to sea, serving as a quartermaster with B&I and Brocklebanks. In 1938 he obtained his Mates Home Trade Passenger certificate in Hull and he was Quartermaster aboard the S.S. *Malabar* when, in October 1939, it was sunk in the Western Approaches by U34. Picked up by the destroyer *H.M.S. Grafton* he was landed at Plymouth 36 hours later. In 1940 was called back to the Tees to become a skipper on the pilot cutters. In June 1940 he was involved in the rescue of survivors from the French corvette "*La Bastiase*" which was mined whilst on trials in Tees Bay. The Master and the Pilot were among those lost. Only 16 were saved out of a total of 80. In January 1942 Bill was able to exhibit his seamanship skills when he went to the aid of the "*Empire Bay*" which had been bombed at anchor off Hartlepool whilst awaiting a southbound convoy. Weather conditions were very bad and the Tees and Hartlepool Examination Vessel, the only other craft in the vicinity, was unable to launch boats. The "*Empire Bay*" was located with difficulty in the dark and found to be sinking by the stern and listing heavily. Despite flailing boat falls, broken lifeboats and other obstructions, he was eventually able to rescue all 15 crew members. Bill obtained his 4th. Class pilot's licence in 1943 and he immediately became involved in all aspects of the service. He became a long serving member of the Pilots Committee,

chaired the Examination Committee and was a regular Tees representative at Conference. Finally he was appointed to the board of the Tees Pilotage Authority. He was also a close friend, confidant and supporter of Tees Pilot Dan Tate, who was a prominent member of the UKPA and a prime mover of the Pilots' National Pension Fund. A great one with words he was a prolific and often controversial contributor to the press on many topics.

His boat handling skills seemed easily to transfer to ship handling. One could say his piloting was carried out with great élan and dead slow was never his favourite speed. This caused many a Master and trainee Pilot to experience white knuckles until they came to realise he really could safely manoeuvre ships in his unique style.

A lovely anecdote worth repeating was when he had the privilege of piloting the Royal Yacht *Britannia* into the Tees with the Queen aboard. On the way up the river the cheers and waves of the dockers atop the unloaders at the ore terminal attracted Bill's attention. He walked to the bridge wing and waved in return. An officer quickly advised him that the Bridge did not acknowledge the adulation of the populace- that was left to the Queen on the promenade deck. Bill, suitably chastened, retired to the wheelhouse!

Maybe it was a desire to pilot even faster that inspired him to take up flying. He obtained his other pilot's licence and, for several years, had a share in a Miles Messenger and the stories of his escapades are legion. Bill kept himself extremely fit and, even on the day of his retirement in 1980, there were few younger colleagues who were more nimble on a ladder. He had no desire to retire at 65 and expressed envy that pilots now have the opportunity to continue beyond that age. He was always modest about his achievements but he did claim that his greatest was discovering and marrying his wife Joan, a view which many of his friends would agree with. They were together for 67 years, Joan having passed away in 2007, an event from which Bill never recovered. After a short illness he died at the grand old age of 95. A great colleague, a great character and a great friend.

Gary Salter

CAPTAIN GEORGE J N KNOX 1931 -2010



George Knox, a Forth Pilot, was born on 15th November 1931, and brought up in Limekilns, Fife.

His charitable nature was demonstrated at an early age. When he had his appendix out at the age of 10 he wanted to thank the hospital in his own way, so he duly took down the panels of the garden fence, made them into toy ships and got his cousins to sell them making a grand total of £400.

George went to sea aged 16 with Currie Line of Leith and moved to United Baltic Corporation in 1954. He passed his Master's Certificate in 1956, one of the youngest to do so. He was appointed Master of the "*Baltic Trader*" in 1959 at the age of 27.

George was licensed as a Forth Pilot in 1970 and he took early retirement in 1989 having served nineteen years as a pilot and six years on the board of the Forth Pilotage Authority.

He took the initiative in establishing a liaison with Shell Expro when they were building their Marine Terminal at Braefoot Bay in Fife, which led to a constructive and cooperative relationship between the Pilots and the Terminal management.

George was widowed in 2004 after fifty years of marriage. Thereafter he lived alone in his flat in Leith enjoying visits from his son and daughter and six grandchildren.

He learned in July that he was suffering from a terminal illness, and died on 1st September in St Columba's Hospice overlooking the Firth of Forth.

Malcolm Rose (Forth Retd.)

JOHN HENRY YOUNG MARSHALL :9th May 1929 ~ 3rd October 2010

John Marshall (left) Piloting HMS Ark Royal from the Tyne for sea trials in 1984.

Friends and former colleagues gathered at the "Pilots' Church" – St. Stephen's in South Shields - to say farewell to John (Jack) Marshall. Jack was born and raised amongst the river community on the "Lawe" in South Shields into a long-established Tyne pilot family, and was destined to become at least the sixth generation of Marshalls to pilot on the Tyne. Leaving school, he began a five-year apprenticeship with the Tyne Pilotage Authority in 1945 as a Pilots' Assistant, serving on the Tyne's last cruising cutter *Helm*.

In 1950, he joined *Walvis Bay* as third mate to get his required sea-time; which took him to Australia and to Vietnam with munitions for the French Indochina war. After four years 'foreign', Jack moved into coastal trading on east coast colliers, then with Tyne Tees Shipping on their near-continent run and the 'tattie' run to Jersey, where he had family. He returned to the Tyne and was licensed as a 3rd Class Pilot in 1959 progressing to 1st Class in 1963 and retired in September 1988.

Jack married Margaret in 1955 and they had two children, John and Denise. Family life was very important, and every opportunity was taken to get away with their caravan.

Margaret and Jack enjoyed many overseas holidays, although initially, Jack could not see the point of going abroad as he had 'Been everywhere'! A proud family man, he would regale his grandchildren and great

grandchildren with stories from his time at sea, especially, 'Rolling up the pavements in Wallaroo'!

Declining health did not dampen his optimism and sense of humour but in 2009, Jack suffered a double tragedy when both his wife of 55 years and his son died within one month.

His sudden death upon returning home from an enjoyable holiday in Spain with his daughter and son-in-law has been a great loss to his family, to whom we extend our condolences; and to his friends and colleagues by whom he will be sadly missed.

JD Marshall: Tyne (Retired)

Pensioners Deceased

March 2010 to October 2010

L. Anderson	PLA
P. H. Carden	PLA
K. Y.Clow	Harwich
D. Garman	Southampton
R. Gilling	Dover
M. Goodman	Humber
C. Hegarty	Londonderry
W. E. Holman	PLA
P. Holmes-Woodhead	Manchester
S. C. Hook	Teignmouth
A. R. Howard	Southampton
G. Knox	Forth
M. Lacey	Liverpool
J. H. Marshall	Tyne
J. Martin	London - West
J. Megginson	Liverpool
D. Moir	Milford Haven
D. L. Newton	London West
F. R. Penrice	Manchester
D. R. Picknett	Tees
R. N. Purvis	Harwich
B. Read	Humber
J. Russell	Liverpool
N. Smith	Kings Lynn
J. Walker	Medway
P. Whelbourn	Boston
D. Williams	Liverpool

Retirements

March 2010 to October 2010

R. Hay	Forth	November 2009
S. Mason	Tees	March
R. Newton	Humber	March

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UKMPA HOSTS AZIPILOT MEETING



"Independence of the Seas" Photo: Simon Brooke-Webb

There are 15 partners in the EU AZIPILOT Project with each partner taking a turn at hosting a quarterly meeting. This presented a problem for the UKMPA since we do not have the resources or infrastructure to support such a meeting.

Originally our thoughts turned to hosting a meeting in London at HQS Wellington, but this would have presented some expense and logistical gymnastics to organise as the UKMPA representatives in AZIPILOT are not based in London.

But then we had a brainwave – why not host 'our' partner meeting on a podded cruise ship?

After surveying various brochures, we identified a short cruise out of Southampton to Cork and back at the end of August aboard the *Independence of the Seas*.

Our partners were immediately enthusiastic and, once the EU Project Officer gave the green light, the cruise was on! We then had to build a structure to our four nights aboard the cruise ship. As this ship is a regular visitor to Southampton we had already made preparations with one of the Masters, Captain Arnolf Remo and although Captain Remo was going on leave the day we joined his relief Captain Teo Strazicic was the perfect host for the voyage

Through Liam Dempsey, Dublin Pilot, we were able to set up some arrangements for our time in Cork and by the time we boarded, we had a reasonable itinerary organised. It had been arranged that Gareth would pilot the ship outwards from Southampton and Captain Strazicic kindly granted permission for all of us (around 20) to be present on the bridge for departure!

The Captain expertly manoeuvred the ship from Berth 101 and we all stood on the opposite bridge wing to observe the complete manoeuvre as the synchronous controls moved before us, as if by magic.

The *Independence of the Seas* (338.8 m loa x 38.6 m beam) has 3 pods, 1 fixed and 2 azimuthing and 4 massive thrusters (4 x 3400Kw) which enables the 13015 sq. m. of windage to be safely manoeuvred in 40 knots of beam wind without any tug assistance.

One of the areas the project has focused upon is the operational restrictions imposed by the engineering constraints of the pods. Central to this are concerns about bearing failure on the pods – the propeller on a pod pulls the ship through the water, unlike a conventional propeller that pushes the ship through the water. Bearing wear is most critical when there is no thrust on the propeller. Hence, the



term 'positive thrust' i.e. try to keep some positive thrust on the pod. With two or more pods a neutral effect can be achieved by vectoring the pods and opposing thrusts.

This was displayed to good effect whilst leaving the berth and the group were privileged to remain on the bridge as the ship sailed down Southampton Water into the Solent.

The next morning we commenced our project meeting followed in the afternoon by the arrival at Cork where once again we were invited to the bridge for the passage inwards. Two Cork Pilots boarded (one was on a familiarisation trip) and we swung a little upstream of the berth in a dredged box 400 metres across which provided a challenging restricted space in which to swing the ship which showed off the capability of the Captain, Pilot, the bridge team and of course the ship and its array of modern equipment. No tugs were necessary.

The ECS display shows the ship shape swung within a predetermined turning circle, which is within the oval



shaped dredged box. Note the speed of the bow and stern, the Rate of Turn at the time was over 30 degrees a minute! Our friends in Cork had arranged a morning visit to 'their' Simulator at the National Maritime College of Ireland (Coláiste Náisiúnta Mara na hÉireann) in the morning, followed by a visit to the recently opened Spike Island in the afternoon.

What became apparent in the Simulator was the degree of planning that Cork Pilots had done prior to this ship arriving for the first time a year earlier. They had the ship modelled on the Simulator and when we repeated the previous day's arrival it was clear that the Cork Pilots had visual marks and passing distances all detailed in support of the electronics that the ship's staff were very familiar with. Cork Pilot Aidan Fleming had liaised with us prior to our visit and we are very grateful for his and Gerry Cahill's help in arranging our visit to the Simulator.

Deputy Harbour Master (previously a Pilot) Paul O'Regan kindly arranged the visit to Spike Island. The Island has only recently opened as a tourist destination and we learned about its fascinating history. http://en.wikipedia.org/wiki/Spike_Island,_County_Cork

At sea, on the return leg we continued our partner meeting in one of the Conference facilities on board and were privileged that Captain Teo and his Staff Captain answered many questions posed by the



group which was followed by another bridge visit where Captain Teo then explained how he operated the bridge controls.

This was followed by the Chief Engineer escorting the group to the engine Control Room, a visit to the Port Pod Room and answering the many questions. We are indebted to Captain Teo for the time he gave us to explain very comprehensively the manoeuvrability of his ship to the group.

As is the custom on these occasions, on behalf of the UKMPA we hosted a partner dinner on board on the last night in the "Portofino" Restaurant – all concluded that this trip had been the highlight of the project. To see the operation of pods for real and have them explained by the ship's staff was a one off experience for most of the partners!

We also hosted a meal on board the ship in the 'Chops Grill' Restaurant for our new Irish friends in thanks for their considerable efforts in helping to arrange a fantastic visit.

For those who had some time in Southampton, we also arranged a visit to the Manned Model Lake at Marchwood.

Gareth Rees and Nigel Allen (Southampton) Representing the UKMPA in the AZIPILOT Project. September 2010.

Other photos: Nigel Allen

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AZIPILOT



AZIPILOT CONFERENCE / WORKSHOP

Date: Thursday 24th February 2011 from 09:30 – 22:00

Location: STC-B.V. (Conference & Simulator Facilities)

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Tel: +31 (0)10 4866654

Email: witte@stc-r.nl

Website: <http://pilot.ncl.ac.uk>

Price: €50 per person in advance,

Registration on the day will cost €60

This includes lunch & refreshments throughout the day.

Conference registration is via the conference email

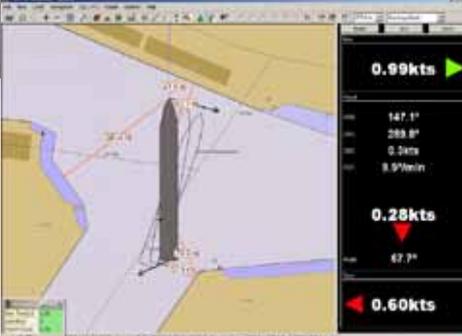
A list of recommended hotels will be included with confirmation of registration.

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CRIMINALISATION

A Case History

Despite the rising number of reports coming in from around the World regarding the criminalisation of seafarers in general and pilots in particular there are still many pilots who believe themselves to be invincible and consider legal defence insurance unnecessary!

The annual insurance premium request will be landing on your doormat as you read this article so if any of you have any lingering doubts as to the need for cover I suggest that you carefully read the following article reproduced from The Canadian Pilot magazine. It is an alarming account of the lengths that prosecutors will attempt to go to in order to satisfy the public's hysterical call for a scalp following any maritime incident.

Yes. It could happen here!

JCB



Canada Senator Photo: Marc Piche

The Quebec Court of Appeal put an end to the legal proceedings against pilot Jacques Cloutier on 25 February when it turned down a motion for leave to appeal presented by the Crown. It had been with some disbelief that Canadian Maritime Pilots' Association (CMPA) members received the news, last December, that the Crown was seeking permission to appeal a Quebec Superior Court decision rendered a month prior, which confirmed the verdict of the Quebec Court acquitting pilot Cloutier of all charges laid against him in connection with a marine incident that occurred in 2004.

It had come somewhat as a surprise that the Crown would present, for a third time, arguments that had already been considered and categorically rejected twice before by tribunals, in careful and rigorous decisions. *"The Court of Appeal's decision puts an end to this judicial saga and it is a great relief. We hope that no Canadian pilot will ever again have to experience the hardship related to both such an accident and the*

proceedings that followed," said . Capt. Bernard Boissonneault, CMPA Vice-President, Laurentian Region, and President of the Corporation of Mid St. Lawrence Pilots of which Jacques Cloutier is a member.

In the early morning of 11th August 2004, the container vessel *Canada Senator*, which Capt. Cloutier was piloting, collided with the pleasure craft *Mondisy*, in the narrow navigation channel near Saint-Nicolas, on the St. Lawrence River close to Quebec City. After the collision, the *Mondisy* sank and two of its four passengers died. Following the accident, Capt. Cloutier was charged with three penal infractions, the Crown alleging that he failed to take effective action to avoid a collision. The courts, for their part, noted the erratic behaviour of the *Mondisy* - specifically its zigzags across the navigation channel and the lack of response to the *Canada Senator's* signals - and the shortcomings of the Crown's expert evidence before concluding that Capt. Cloutier had shown all reasonable due diligence under the circumstances to avoid a collision.

Over the last few years, a trend toward prosecuting marine personnel involved in incidents - pilots and others - has emerged in all parts of the world. At the same time, new legislation diminishing the burden of proof incumbent on the plaintiff in certain situations and increasing the number of strict liability offenses (in which liability can be imposed on a party without a finding of fault or lack of due diligence) has increasingly been enacted.

These trends raise significant concern within the marine community. As is the case in any responsible sector and in areas where the public interest is concerned, it is only normal that any lack of due diligence which can result in accidents be severely sanctioned.

But attempting to criminalize the behaviour of those who acted with due diligence can only discourage individuals from entering marine professions - at a time when the sector needs labour - and may lead to excessive caution, ultimately harming the efficiency of marine transportation.

The official report is on the web at: www.tsb.gc.ca/eng/rapports-reports/marine/2004/m04l0099/m04l0099.asp

E-NAVIGATION

Anyone with even a passing interest in Nautical papers and journals will have seen references to the concept of e-Navigation. Since the end of 2005 the challenge at IMO has been to format an e-Navigation policy within the international shipping industry.

During mid 2006 an IMO correspondence group was formed under the supervision of the U.K. to lay down a dedicated framework about e-Navigation. Due to the diverse input from within the industry there was considerable misunderstanding and confusion about what the concept of e-Navigation actually entailed. It is likely that if you asked 10 individuals what e-navigation was you would get 10 different answers!

However in December 2008 the IMO published "Development of an e-Navigation Strategy". This strategic report gives a general overview of the items that are currently considered to be e-Navigation.

The Dutch Pilots Association (NLC), sent in a paper to EMPA bringing to its attention this development at IMO. NLC correctly pointed out that the original concept of e-Navigation was that it was to be user driven and not led by technology. So far there has not been any direct Pilot input into the development of e-Navigation but it is obvious that on implementation e-Navigation is going to impact on the daily working lives of all Pilots. If the Pilotage community doesn't embrace the development of the concept then it likely that such impact will be negative.

Following on from the initiative of the NLC, the EMPA council have decided to set up an e-Navigation working group. UKMPA section committee recently made a request to the technical and training committee to nominate a Pilot to act as a participant in the EMPA working group. I was allotted the task of collating information on behalf of UKMPA for forwarding to the EMPA working group.

Any information or thoughts on e-Navigation can be sent either to:

kevinvallance2002@yahoo.co.uk
or to any technical & training or section committee member.

Kevin Vallance (Deep Sea Pilot)

Latest e-nav news: see page 19

**FALMOUTH PILOT LAUNCHES
NEW PILOT GIG "BLACK ROCK"**

COASTLINES



As one of the key fundraisers, Falmouth's senior pilot, David Barnicoat, along with club treasurer Emma Campbell, was invited to name and launch *Black Rock*. The naming ceremony was followed by a traditional blessing of the boat and all her crews by Reverend Jon Robertshaw. She was then taken for her maiden row around the harbour with David gracing the pilot seat in the bow. The launch was cheered by a large crowd of onlookers and the gig was suitably christened in the bar! Built by David Currah in Looe to strict standards laid down by the sport's governing body the Cornish Pilot Gigs Association, *Black Rock* is a noticeably light, fast, and head turning boat, finished in varnish and named after the most prominent landmark at the mouth of Falmouth Harbour.

Photo & Information : Dave Pickston (Falmouth)

21 YEARS OF THE PILOT MAGAZINE

This Summer marked 21 years that the magazine has been edited by pilots. Prior to 1989 the magazine had been produced by a professional editor in a small format. The content mainly consisted of long accounts of meetings and was generally considered to be a bit boring! Following the transfer of pilotage to the CHA's by the 1987 Pilotage Act, London pilot, John Godden decided that the magazine shouldn't be allowed to fold and bravely took on the editor's mantle. To keep production simple John set up an association with a local family run print firm: AR Adams & Sons in Dover who produced and printed the magazine until I took over production in May this year. Throughout the last 21 years, the content has been laid out and collated by John Felton, who has also provided valuable assistance to me since I took over his role. In recognition of his service to the magazine, John Godden and I paid a surprise visit to John in September and presented him with a plaque, champagne and a pilot flag, courtesy of the UKMPA.

JCB



*A presentation celebrating 21 years of The Pilot production
Left - right: John Godden, John Felton & JCB*

MARINE PILOTS' GOLFING SOCIETY



L-R: D Holgate, P Bean, P Ryder, D Fortnum, R Smith, C Thompson.

The 35th meeting of the Marine Pilots Golfing Society took place at the Draycote hotel and Whitefields golf course Daventry, sponsored by the Milford haven port authority and 18 pilots from seven different ports took part. Winners were **Manchester Salver:** Chris Thompson (Humber), **Wilmslow Cup:** Ray Smith (Tees) & D Fortnum (Humber), **Hawkestone Cup:** Dave Holgate (Tees), **Pilots Cup:** Peter Bean (Tees) **Milford Cup:** Peter Bean(Tees). **Next meeting: See page 18** Peter Ryder

OUTGOING CHAIRMAN!



Those of you who know Joe Wilson will be aware that he doesn't enjoy having his photo taken so this was the result when, at the Conference, he saw me raising my camera!

C'est la vie.

JCB

If you appreciate the return of "Coastlines" please get your cameras out and send me your meanderings.

JCB

**HARWICH PILOT VISITS PAPUA NEW GUINEA (PNG)
MARITIME COLLEGE**

Kevin Constable MNI

During a recent two week visit to Port Moresby I was invited to give a presentation to students at the PNG Maritime College in Madang.



Astrolabe Bay

Photo: boogies with fish

Situated in the picturesque Astrolabe Bay area of Madang Province, one hours flight North from Port Moresby the PNG Maritime College is the largest Maritime training centre in the Pacific outside of Australia and New Zealand and currently has a 161 Students enrolled.

Established in 1976 and gaining 'IMO white list' accreditation in 2001 the college provides training at all levels from Rating to Class 1. The college attracts students from PNG as well as other Pacific Islands including the Solomon Islands, Vanuatu, Nauru and East Timor.

Capitalising on the recently initiated multi billion dollar LNG Project and off shore mineral exploration the college is expanding it facilities to provide courses for the off shore industry including a new unit to house a Helicopter underwater Escape Training (HUET) facility.

As my trip coincided with the IMPA Pilot ladder Safety Campaign I decided to do a presentation on Pilot ladder Safety which included current SOLAS regulations, proposed changes and a gallery of non compliant ladders followed by a case study in to recent accidents. I also gave a presentation on Master/Pilot relationships followed by a case study into recent UK incidents. Both presentations were well received by approximately 50 deck officers and cadets.



Pilot ladder Safety Presentation

Photo: Kevin constable

Feedback from Students and staff was very positive which made the day a very worthwhile and satisfying experience and highlighted the importance of interaction between marine students and marine industry professionals.

INCIDENT PROCEDURES AND LEGAL RIGHTS

If you are involved in any incident (no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company.

THE INCIDENT REPORT FORM WITH INSTRUCTIONS, IS AT THE TOP OF THE UKMPA WEB-SITE HOME PAGE.

MINOR INCIDENT

Forward the incident report as directed. During normal office hours you can also speak to Ken Pound at Meridian Solutions (020 7648 5177)

MAJOR INCIDENT

- During office hours you should call:
Ken Pound (020 7648 5177).
- Outside office hours call:
07790069306.

This number will advise you which UKMPA officer to call for further assistance.

NOTE : A CHA is entitled to receive an Incident Report from you, but any other report being prepared by you or on your behalf for the UKMPA, your insurers or their appointed legal advisers, should remain strictly confidential and should not be disclosed or copied to anybody else.

**FOR FULL DETAILS PLEASE REFER TO
UKMPA Circular: 17 of 2010**

PILOTS' GOLFING SOCIETY

There will be a two day one night meeting on May 15th 2011 at Worsley Park Manchester when the Manchester Salver will be played for and the usual three day two night meeting at the same place in September. Those interested contact P Ryder: pilotlight10@hotmail.com.

UKMPA LOGO COMPETITION

Section Committee feel that the time is now right to create a new visual image that can be used on promotional material. Members are therefore invited to submit design ideas for a new logo.

Submissions can be made electronically or in hard copy to the address below.

UKMPA TIE DESIGN COMPETITION

Suggestions for a new tie design are also requested. Please submit your ideas.

Note it is intended that the tie will incorporate the new logo so detail of the logo is not required for the tie design, just its placement location(s).

SUBMISSIONS SHOULD BE SENT TO:

**John Pearn (Secretary)
The Grange, Hill Mountain, Houghton
Milford Haven, SA73 1NA
email: jwpearn@freenetname.co.uk**

The winners of both competitions each will receive a prize to be presented at the next UKMPA conference in May.

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