



THE PILOT

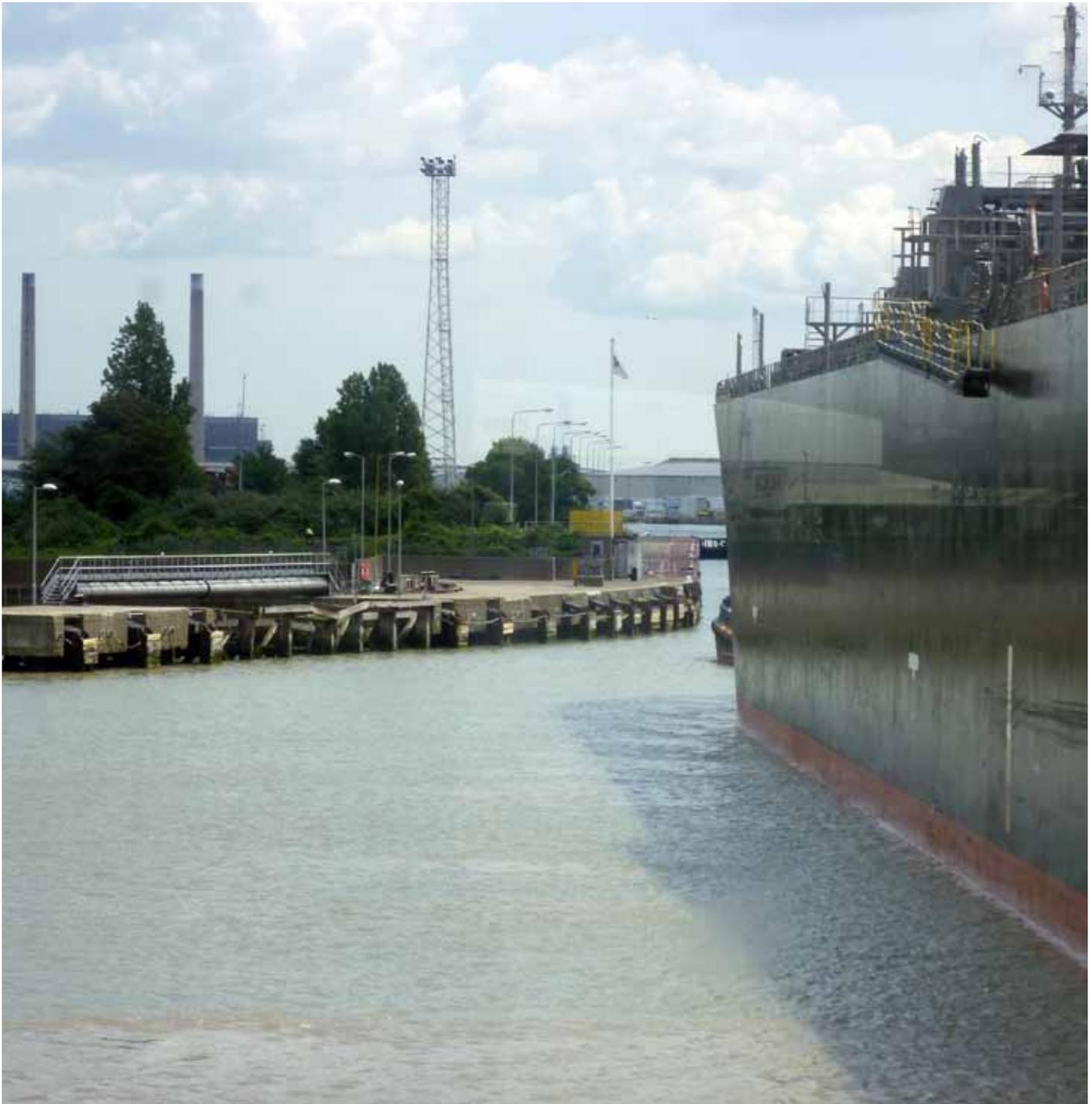


The magazine of the United Kingdom Maritime Pilots' Association

SUMMER 2011

Editor: John Clandillon-Baker FNI

No: 305



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IMPA CONGRESS 2012

Arrangements for the 2012 IMPA congress are progressing well with most of the exhibition space having now been sold.

Sponsorship deals are being actively and successfully pursued.

A Gala Dinner will take place in the Royal Courts of Justice

The organising committee currently consists of:

John Pearn (Chair)
Don Cockrill (London)
Jon Stafford (London),
Mike Robarts (Harwich),
Jonathan Mills (Medway)
Jeremy Dale (Seasafe)

It is intended to recruit volunteers to help with the daily running of the event early in 2012 but if you wish to volunteer your services before then, please contact John Pearn who will be pleased to hear from you.

The congress website:

www.impa2012.com

is now up and running and the delegate registration page has been activated for preliminary registration at:

www.impa2012.com/register

The full registration facility will be available later in the year.

It was suggested at conference that districts may wish to consider the possibility of raising funds locally to send delegates and it is hoped that the UKMPA will be able to assist any pilot wishing to volunteer to assist in the organisation and daily running aspects of the event.

GOLF TOURNAMENT

Mike Fawke (Medway) is organising a Golf Tournament to coincide the event. Any pilot wishing to participate in the tournament should contact Mike: michaelfawke@talktalk.net

Cover photo: The PANAMAX woodchip carrier *DYNA VOYAGER* aligning for Tilbury Lock. Pilot: John Reid Taken from on board Svitzer's ASD tug *MILGARTH* fast Centre Lead aft. JCB



21ST BIENNIAL CONGRESS OF THE INTERNATIONAL MARITIME PILOTS' ASSOCIATION




The Grange Hotel
St. Paul's, LONDON
24th – 28th September 2012





Hosted by the United Kingdom Maritime Pilots' Association

www.impa2012.com

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HACKING!

Whilst I have been compiling the copy for this issue, the phone hacking scandal has been unfolding and it has been fascinating to see all those who only a few weeks ago were desperate to court favour with the News International executives now scattering in panic to distance themselves from Murdoch and Brooks as their house of cards collapses! You can rest reassured that your editor isn't a suspect in the phone hacking scandal so The Pilot magazine isn't in danger of being closed down as the investigators' net reaches deeper into the murky depths of 21st Century journalism!

One factor of these scandals, which hasn't been explored by the mainstream media, is how totally vulnerable phone and computer systems are to hacking and how fragile the technological infrastructure underpinning our daily existence is. This quarter's feature examines the effects of GPS failure on ECDIS which confirms the need for an independent back-up system.

E- Loran is a system which, by building on existing proven technology, can provide a cheap and effective back-up system. To their credit the UK Government have committed resources to e-LORAN and the UK's General Lighthouse Authorities (GLA's) have been at the forefront of perfecting the technology. The EU are also supporting e-LORAN and there is now good coverage around the coasts of Europe and in the Mediterranean. Russia and parts of the Far East also have some coverage. However, the USA have decided against supporting it and during the last couple of years have shut down their LORAN stations and are dismantling them to save \$20m per year! Without the US, comprehensive world coverage will be unachievable so e-LORAN faces an uncertain future.

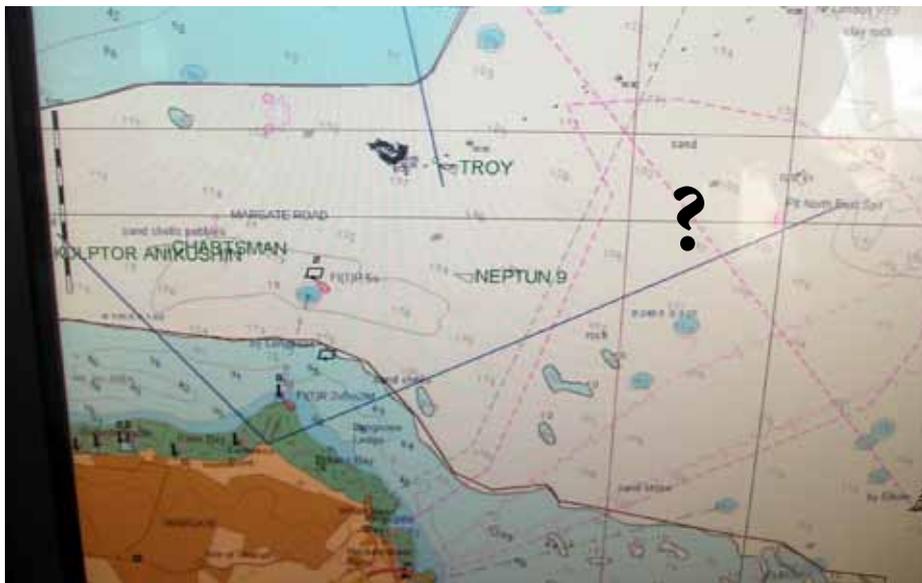
The USA's solution? A smart phone "app" that citizens will be required to download and keep running which will pinpoint any GPS jammers and automatically send the information to the authorities. Such an "app" can't provide position back-up in the affected area and could easily be confused by multiple mobile jamming units. And, don't smart phones themselves rely on GPS?

JCB : john@pilotmag.co.uk

ECDIS PART 4

LOCATION, LOCATION, LOCATION

(With apologies to Kirsty & Phil!)



There is a general misconception that ECDIS is entirely dependent upon the satellite Global Positioning System (GPS) to function but this is not the case since every ECDIS must be capable of being used to plot positions from any source be it visual bearings, radar or even stellar observations. The major problem to date is that on the majority of ECDIS currently on the market the manual option is not obviously available and not always user friendly and I have certainly yet to come across any navigator who has managed to plot a stellar observation on an ECDIS! Mind you it's becoming increasingly rare to find any navigator who has plotted a position from a sun sight or stellar fix on a paper chart!

GPS has been fully operational with its constellation of 24 satellites for nearly 20 years and the developed world's infrastructure is now almost totally dependent upon its constant availability so why would anyone bother trying to navigate without it? The answer is that GPS is so vulnerable that in many ways it is pretty miraculous that it works at all!

The signal strength from the satellites has been likened to someone in New York shining a 60 watt light bulb and someone in London having to see it, so it is not surprising that many are deeply concerned about developing back up systems to take over in the event of a GPS outage.

What might cause GPS outage?

There are several potential causes for GPS outage and the two most likely to affect shipboard GPS are sunspot activity and jamming.

Solar activity

The sun is always active in producing electromagnetic emissions which have the potential to disrupt GPS and historically this activity peaks and troughs in 11 year cycles. 2008 was the quiet trough and the activity is currently increasing again with the next peak anticipated in 2013. Alarmist stories of satellites being totally knocked out resulting in Armageddon for the developed world seem to be unfounded but, given the number of articles raising concerns over the effects of solar activity on GPS, it is evident that a quantifiable risk exists. GPS outage problems resulting from increased solar activity were anticipated for June but although I have read some reports of relatively minor positional errors of around 5m it seems that not all satellites are affected equally and I have been unable to find any reports of problems sufficiently severe to render GPS unusable so it is possible that the effects may not be as great as feared. Additionally, advances in receiver technology using the dual frequencies transmitted from the GPS satellites are also reducing the possibility of severe disruption. Only time will tell if this is really a serious threat but if it is then it is probable that the effects on the world's shipping will be well down the impact list!

GPS jamming

In contrast to the solar activity, the jamming of the satellite signal is a real and very significant problem in that it generally results in the total failure of the GPS receiver. Jamming can be unintentional or deliberate but in either case it is always serious. An example of unintentional jamming occurred in Moss landing, California where a faulty TV aerial amplifier blocked out GPS over the whole harbour area and there are other examples of faulty electrical equipment having a similar effect on GPS.

Currently in the USA there is a major scandal arising out of a start up broadband company called "Lightsquared" which has been granted a license to create a high power cellphone network to bring high speed broadband and mobile phone coverage to remote areas. The problem is that since its initial application for a license there were major concerns that the \$14bn network used frequencies too close to the GPS frequencies which would interfere with the GPS signal. The license was granted on the condition that no such interference would be detected. However, the Government body responsible for granting the license (FCC) commissioned a test which revealed that GPS was seriously affected as per the following extract from a report on the trials:

"Last month, the National Executive Committee for National Space-Based Positioning, Navigation & Timing, and the Federal Aviation Administration tested the LightSquared systems and found them disrupting the signal strength to all GPS devices in the test area".

In some tests, all GPS-based receivers including those used by the U. S. Coast Guard lost their ability to navigate. Some GPS systems used by space agency NASA for scientific use were also seriously impacted due to LightSquared's service.

So, that would appear to be conclusive, or is it? The FCC hasn't withdrawn the license (this is a massive infrastructure project) but seems to be accepting assurances from Lightsquared that the problem can be resolved by technological fixes. The large opposition lobby group, the Coalition To Save Our GPS, has countered that the technical fixes haven't yet been invented. At the time of writing this article the mess hasn't been resolved and, as can be imagined, the "blogosphere" is running red hot over the issue. The lawyers are no doubt rubbing their hands with glee as well!

Deliberate GPS jamming

This is where the greatest potential for GPS disruption lies, especially in port and near coastal waters. The use of such jammers is mainly for criminal activity such as car and lorry theft and for avoiding road tolls but they can also be used to provide privacy in an office environment. Currently the laws are being



updated all the time but generally such units are illegal to buy in the UK or to use but it isn't actually against the law to own one! The fact is that these units are readily available and can be purchased for around £25 for an in-car unit with a declared range of 5 - 10 metres and around £100 for a high power lorry unit with a range of around 100 m. However, these ranges are misleading since such units can cause severe disruption over a much wide area.

In the USA in 2009 such a unit wreaked havoc twice per day with.. *a two hour disruption to air traffic controllers' monitors, failure of doctors' emergency pagers, ATMs refusing to dispense cash, confused maritime traffic management and a cell phone blackout. It took two months to identify the source which was a lorry driver using a cheap jamming unit to avoid tolls on the New Jersey turnpike.*

Although there haven't been any such disruptions recorded so far here in the UK, many are concerned that as the tracking and monitoring of road users increases it is inevitable that such devices will be increasingly used. More

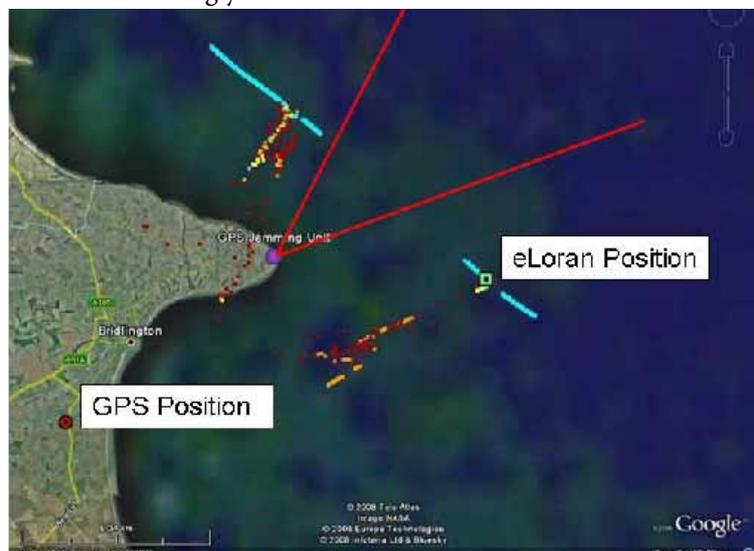
serious is the potential use of jammers in a terrorist attack and consequently both the US and British Governments have conducted jamming trials to assess the potential disruption and this has included specific maritime trials.

Here in the UK two major trials have been carried out by the General Lighthouse Authorities (GLAs) using equipment provided by the Ministry of Defence (MoD)

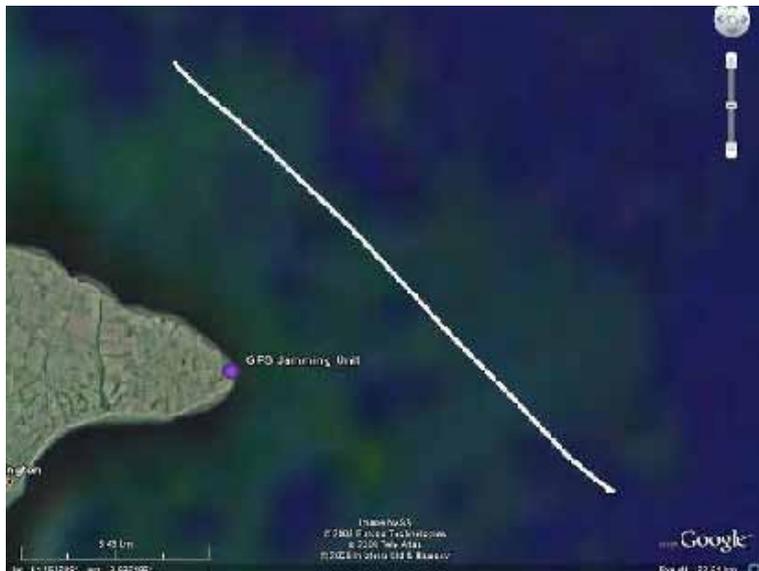
for the first trial the *NLV Pole Star* was used to monitor the effects of a directional jammer operating at 1.5watts placed on Flamborough head under strictly controlled conditions. The effects of this trial were dramatic resulting in:

- Numerous alarms on the bridge
- Erroneous GPS positions
- Failure of GPS fed equipment
- Erroneous information presented on the vessels ECDIS
- Misleading information presented by the vessels AIS
- Reduced situational awareness.

One important aspect of this trial was to ascertain the effects of GPS jamming on a back up navigation system known as e-Loran which the GLAs have been developing during the last decade. As anticipated, the e-loran input was unaffected by the GPS jamming so a further trial involving a wider group, including UK and EU Government representatives, was arranged off the Tyne in December 2009 using the *THV Galatea*. These trials confirmed the findings of the *Pole Star* trials with both the on-board GPS and the hand held portable devices carried by the visitors being rendered useless. The on board ECDIS had been set up to receive the e-loran signals and again this system was unaffected with a positional accu-



GPS track during the jamming trial. All GPS devices failed. Image courtesy of Dr Alan Grant, GLA



The e-LORAN track during the jamming trial

Image courtesy of Dr Alan Grant GLA

racy of within 9 metres being achieved throughout the trial.

E-LORAN

All of you will be familiar with the Long Range Navigation (LORAN) system that was developed in the USA during WW2 based on the British GEE radio navigation principle. Using long wave transmitters LORAN had a range of around 1200 miles but whilst useful in open ocean it was never sufficiently accurate for reliable position fixing in coastal waters. The arrival of satellite navigation in the 1980's saw a gradual decline in LORAN usage and the arrival of GPS in the 1990's basically rendered it, along with the Decca navigation system, obsolete. The Decca system was shut down in 2000 but the LORAN chains were maintained.

Recognising the importance of a totally independent back up for GPS, work was undertaken to make LORAN sufficiently accurate to provide a back up for GPS and the result was an Enhanced LORAN or e-Loran. In the UK the importance of a system independent of GPS was recognised by the Government and in 2007 the DfT awarded the GLA's a 15 year contract to provide and maintain e-LORAN. Other EU countries along with Russia and a few Far East countries have also agreed to maintain funding and there are currently 16 transmitters with coverage being particularly comprehensive in the seas around Europe and the Mediterranean.

In contrast to the UK & Europe, in the USA, somewhat surprisingly, the arguments in favour of e-LORAN have been rejected and in 2010 the USA chains were shut down and are being dismantled, all to save just \$20m per annum! The US Defence Department's solution

to the problem of jamming is apparently to create a smartphone "app" that will detect GPS jammers which the public will be asked to download and leave running. It is anticipated that this will create a high density network to quickly identify the jammers! I did check to see if the article reporting this was dated 1st April because surely if GPS is jammed a smartphone won't work?

Although the UK and Europe have been supporting e-LORAN, so far there aren't many combined GPS/ eLORAN receivers available and so far as I am aware no ECDIS manufacturer is offering e-LORAN as part of their installation.

ECDIS & Radar alignment

In part 3 (issue 302), I suggested that, where a radar overlay is incorporated into ECDIS it should be perfectly feasible in the event of the failure of GPS input for an "intelligent" ECDIS to recognise a coastline's features and align the ENC to the radar input. Although I am not aware of any systems that can perform this automatically, it has been pointed out to me that manual alignment of the ECDIS to a navigational feature such as that provided by radar overlay is actually a requirement contained within the ECDIS performance standards and I understand that at least one manufacturer is working on automating this function.

Back to the plot!

As previously mentioned, all ECDIS can be used for plotting bearings taken visually or from radar but there are three major problems associated with this.

Firstly, the vast range of ECDIS operating systems means that there isn't

a standardised procedure for manual plotting so instead of a simple button on the screen marked "manual plotting" that would bring up a set of standardised and familiar plotting tools, the facility is generally hidden in a sub menu and even once found may not be logical to use. The good news though is that once located and understood, manual plotting on an ECDIS is far quicker than on a paper chart. Taking the manual plotting facility further, ECDIS would provide an ideal platform for including different chartwork tools such as a vertical sextant angle. The ECDIS database knows the height of all objects and the height of tide at the time of the observation. The navigator takes the vertical sextant angle, enters it in and "click" a range circle appears around the object and an ECDIS could also easily combine that with the echo sounding to highlight an area of position probability. Simple, it's what computers can do!

The small screen size means that the navigator may have to scroll and zoom the display to find the land or sea marks being used for the position fix, a factor that I found particularly frustrating when I did the ECDIS course. Zoom out and the names, or even the marks themselves might disappear, zoom in and you have to hunt around to find them. The good news here is that large chart displays are gradually appearing on the market although the bad news is that many ECDIS only vessels have dispensed with the chart room so there's now nowhere to locate a large horizontal display!



Conrac's digital chart table

The third and probably most crucial factor is mindset and experience. Most of the traditional chartwork skills have been lost even with paper charts since the advent of GPS with many of the latest generation of navigators having got into the bad habit of just plotting the latitude & longitude from the GPS dis-

play onto the chart. ECDIS compounds this problem by showing a reassuring dot where the ship is and when the GPS signal is lost the ship will continue to update its position in Dead Reckoning (DR) mode and there is a recognised problem of a reluctance by some navigators to accept that this may not be where the ship actually is! This factor is compounded by the failure of the alarm systems on ECDIS to seriously alert the navigator that the GPS input has failed. The GPS failure alarm sounds the same as any other ECDIS alerts so it is very easy for a navigator to merely accept the alarm and take no further action. What I believe is required is a large red warning to be placed on the screen stating that the GPS has been lost and that the ECDIS is operating in DR mode which, even when acknowledged will reappear on the screen at regular intervals. Another alert could be set to appear if no manual position has been input at intervals determined by whether the vessel is in open or coastal waters or even better, have the magic ship position circle replaced by a flashing red "lost position" symbol similar to the lost target function on the radar.

Conclusion

The myth that if GPS fails the ECDIS becomes unusable has largely grown out of the manufacturers' concentrating on GPS as the input and failing to provide the navigator with simple, easily accessible alternative positioning options. However, with a back up such as e-LORAN, the potential need to resorting to manual plotting will be reduced and further non GPS positional accuracy could be achieved by including the increasingly available Inertial Navigation Systems into ECDIS.

Whilst researching this article I came across the following explanation of missile guidance from the US Airforce which I couldn't resist including!

The missile guidance computer scenario works as follows: Because a variation has modified some of the information the missile has obtained, it is not sure just where it is. However, it is sure where it isn't, within reason, and it knows where it was. It now subtracts where it should be from where it wasn't, or vice-versa, and by differentiating this from the algebraic sum of where it shouldn't be, and where it was, it is able to obtain the deviation and its variation, which is called error.

Hmm! I wonder what Captain Cook would have made of that? JCB

TAKING LIFEJACKETS ON BOARD AIRCRAFT



Pilots sometimes have to travel abroad to join a ship or take flights home following overcarriage. If you are intending to take your Lifejacket with you on board an aircraft you should follow the following advice to ensure a hassle free journey.

You may not be aware, but travelling with Inflatable Lifejackets on board aircraft can be difficult due to the fitted CO2 gas cylinders. These are classed under the International Air Transport Association (IATA) Dangerous Goods Regulations and require you to get approval from the operator before taking them on board. This means that you MUST contact your operator in advance of your flight or booking and clarify with them their position on the carriage of Lifejackets fitted with CO2 gas cylinders.

SEASAFE & Crewsaver Lifejackets and their components conform to current legislation as laid out by IATA guidelines.

1. Will not blast until a pressure greater than 540 Bar.
2. Each cylinder is pressure tested to 250 Bar.
3. Each cylinder is filled at a temperature of 30o centigrade to a pressure of 100 Bar.

Additionally, If you fly with Easyjet, call 00 44 (0)8431045000 regarding carriage of any lifejackets containing CO2 bottles as hand luggage on planes. They will register your request against the booking reference number and in addition will e-mail you with a query/incident number as confirmation. The Check-in personnel and security should then be aware of the compressed air bottle on the booking reference and hopefully you will have a trouble free passage through the airport.

You should also consider registering your Personal Locator Beacon if carried.

	<p>Liverpool Pilots 2 day Maritime Resource Management course. Designed and delivered by pilots specifically for pilots.</p> <p>Accredited Training Providers for the Swedish P&I Club UKMPA endorsed ICM Accreditation - which will allow the allocation of CPD Points</p>
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<p>We have provided MRM training for over 15 UK Pilotage districts, as well as several European Ports</p> <p>For further information please contact us:</p> <p style="text-align: center;">Tel: 0151 647 3352 admin@liverpoolpilots.com www.liverpoolpilots.com</p>	



Chairman's Report

Don Cockrill

It was a pleasure to meet many of you at this year's one day conference on board HQS Wellington in May.

Minutes of the conference proceedings are available on the web site.

Since my last report there have been a number of pilotage related legal developments in various parts of the country. In Scotland, a landmark ruling in an appeal against a Judicial Review finding has resulted in significantly greater professional authorisation security for all UK pilots. Another action on the Humber - whilst brought about by UNITE on behalf of a (non UKMPA) member pilot has resulted in confirmation of the application of the Work Time Regulations to pilots although I understand that the port authority may appeal. Unfortunately elsewhere, a complex three way action continues with only partial conclusion and no identifiable "winner". It is worth reiterating that in the first and last cases, the defence of the members' positions was only possible due to the protection afforded by our insurance policy.

Membership of our Association continues to increase slowly. Mike Robarts is actively pursuing non-members in various ports around the country, explaining the benefits of UKMPA membership. If you know of colleagues who are not yet members then Mike will be pleased to furnish you with the necessary information to pass on to them.

You will recall a few years ago the consultation on **Draft Marine Navigation Bill** and the associated **Transport Select Committee** hearing. We have had several meetings with the Dft, post consultation, mainly discussing the unacceptable proposals contained within the Bill for the deregulation of PECs. The Bill then gathered dust on a shelf somewhere in Portcullis House. Recently, our president Lord Tony Berkeley, identified an opportunity to revive elements of the bill via the Marine Navigational Aids Bill currently en-route through parliament. Various stakeholders were approached including the Dft and UKMPA to determine what sections of

the original Bill should be included in this latest endeavour. There was much support for the goal of this action and it is pleasing to report that the bill has now been published within the House of Lords <http://bit.ly/ppgzdX>. However, it has been made clear from one of the ports' associations that their ultimate aim is for the management of pilotage to be fully returned to respective port management without the intervention of the Pilotage Act. This may commence with an attempt to have elements of the Pilotage Act repealed, in particular those relating to PECs and associated pilotage management issues. We are keeping a close watch on this proposal which cannot be in the public interest nor to the benefit of navigational safety, the protection of the environment in our port areas or the commercial efficiency of trade.

We have been actively participating in both the recent **Coastguard Review** consultation and the proposed withdrawal of the **Emergency Towing Vessels ETVs**. For the latter my thanks to Matthew Hill of the Clyde who attended a meeting there on our behalf. As I said at conference, it is our intention where appropriate to invite local members to attend meetings and events thus making significant savings on transport and accommodation costs.

Other meetings that I and Section Committee members have attended include:

The IMO navigational Safety Committee 57th meeting Three members (Martin James, Mike Morris and John Pearn) attended in order to offer guidance to the UK delegation and to support IMPA in responding to a somewhat naive paper submitted by the Bahamas delegation on pilotage practices.

Graham Langley, attended the **13th PMSC Steering group** (on behalf of Martin James).

Peter Wylie, Mike Morris and I attended the **EMPA GM in Amsterdam** where Kevin Vallance and Gareth Rees gave excellent presentations on **ECDIS** and the **AZIPILOT project**. Peter stood

down from the EMPA board but unfortunately Mike's endeavours to be voted on as replacement were unsuccessful. We will though retain our active involvement in the **EMPA e-navigation committee** with Kevin being assisted by Mike.

I recently met with the **Unite Assistant General Secretary (transport)**, Diana Holland and Julian Long (Docks and Waterways National Officer) to discuss a number of items including the (mutually agreed) unacceptable current situation with the UKMPA office in Transport House and more importantly, the UKMPA rules. Following the merger of Amicus and the T&GWU, the Unite executive have been undertaking a comprehensive review of the Unite rule book and those of member associations. There will be more news on this in the months to come.

I also met recently with **Nautilus'** Mark Dickinson (General Secretary) and Allan Graveson (Senior National Secretary). This was essentially the continuing maintenance of a good relationship our two organisations have enjoyed for many years. A number of items of mutual interest and concern were discussed.

Working with tugs is an integral part of pilotage and I was pleased to be asked by the **British Tug Owners Association** to address the BTA conference earlier this year on Pilot / Tug skipper relationships and aspects of operations including PECs and tugs. It was very well received and the BTA are keen to develop relationships with the UKMPA.

Last but not least, it would be remiss not to thank Nigel Allen and his colleagues for all the work they put into the joint venture, tremendously successful **PPU/ECDIS seminar** in May.

You can see from the above that your representatives are very active in a wide range of areas within the UK, European and International pilotage domain. Our Association was formed in 1884 with the objective "to influence the development of Pilotage and Associated Regulations, including Acts of Parliament and to help those members around the country who found themselves in difficulty". Whilst our appearance may have changed, the objectives remain the same.

Wishing you smooth waters and safe transits.

PENSIONS NEWS

The Secretariat

Trustees

There has been a change to the Deputy Chairman of the P.N.P.F. since my last article. On 2 June 2011 the Association appointed Bill Bean, PLA Pensions Manager, Deputy Chairman of the P.N.P.F. I have also heard, but not been advised in writing, that at the Association's AGM held on 5 July 2011 two new alternate trustees were appointed. They are Andy Jones from Milford Haven and Caroline Marrison-Gill from Peel Ports.

Association alternate trustees do not always last long so watch this space. One that did was Richard Pugh, Finance Director at Milford Haven, and I am very sorry to say that at the AGM mentioned above, he resigned as an alternate trustee as he will be retiring from Milford Haven later in the year.

Expression of Wish Forms

It has been a while since I mentioned Expression of Wish forms, but if your personal circumstances have changed you may wish to change the beneficiary on your Expression of Wish form. If you do require a new form just contact the Secretariat and we will get one off to you.

2010 Valuation

The actuaries are currently carrying out the 2010 triennial valuation of the P.N.P.F. and it is hoped that once the legal proceedings finally finish that both the 2007 and the 2010 valuation can be finalised and signed off by the trustees and a recovery plan put in place.

Legal Proceedings

Members should be receiving a letter from the Chairman about the current position of the legal proceedings. I can say that we now have an appeals hearing date which is the week commencing 14 November 2011.

Flat-rate Pensions

The government believe that their plans for reform for the state pension will make it fairer for the self-employed, women and low earners. The reforms should reduce complexity and the need to rely on means-tested benefits. A simpler state pension should lift millions out of poverty without hitting the taxpayer's pocket. Recent research by the Pensions Policy Institute predicts nearly 7 million pensioners will be an average of £23 per week better off by 2034.

Retirement Planning

A recent report indicates that half of workers over 30 are failing to save adequately for retirement and a fifth are not saving anything. There appears to be a disconnect between the desire to be secure in retirement and implementing an achievable financial plan. The level of people failing to put enough money away for later life has been broadly unchanged over the last five years.

Research indicates the average income people wanted for a comfortable retirement was £24,300, but at current saving rates this is unattainable. An additional £58 per month would be sufficient to provide most people with an adequate income.

Care-focused Annuities

The Dilnot report published on 4 July 2011 called for a change in legislation to allow pension payments to vary according to people's care needs. The paper suggests a change from fixed annuities so that retirees can choose a smaller initial payment which could then be increased to pay for care when certain "pre-defined" needs arise. This is an opportunity for Insurance companies to design new products to fit a niche market. One possible new product could be an 'immediate needs' type of annuity to cover the cost of care when it arises.

Find a Fisherman

Aviva has committed £500,000 to its Find a Fisherman campaign. The company is trying to track down fishermen who are owed money from five poorly administered pension schemes before it closes the schemes for good in 12 months time. The schemes were set up in the 1960s, but many members left during the cut back on fleets in the 1970s. Aviva have found 5350 members but a further 6000 remain unfound. Any surplus funds will be distributed among the identified scheme members.

DWP Bereavement Service

The Department of Work and Pensions has introduced a new streamline service that will allow bereaved relatives to check their eligibility for financial help with funeral costs and other benefits with just one phone call. Later in 2011 they hope to expand the service to cover several government agencies and departments so that notification of death need only be done once for tax affairs, passports and driving licences. The main number to call is:

0845-606-0265.

Debbie Marten : debbie@pnpf.co.uk

Well I suppose that this is as good a time to tell you as any, but after what will be 22 years with the P.N.P.F. I have decided that it is time to bow out as the little grey cells are not what they use to be and Tom, who has had the patience of a Saint waiting for me to make a decision, has finally had enough. So I will be retiring from the P.N.P.F. at the end of year. Over the years lots of things have changed but working for the Pilots has always felt like working for a well established family firm and I will miss it and all the lovely people I have met over the years.



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4th EMPA e-Navigation Working Group Meeting 24th May 2011.

The meeting took place in Amsterdam on the day preceding the 45th EMPA Conference (see page 13).

All participant members of the group were present plus a number of observer members.

Following the fallout after the attempt by EMPA to forward the EPSBLAN proposal to IMO without consulting IMPA, the working group co-ordinator Maarten Betlem unfortunately resigned from the position. The meeting was therefore chaired by Norwegian Pilot, **Stein Inge Dahn**, a member of the working group from its inception. A number of important items were raised during the conference, which had possibility to be of concern for Pilots.

Efficient Sea Network: A report was given by German Pilot Albrecht Krammar about the Efficient Sea Net conference which had been held onboard a Swedish Ferry in January.

E-navigation: A long discussion took place around this topic. It now appears that having decided that the e part of the title is only a prefix (and therefore does not stand for electronic, enhanced or even easy!) there is now some concern about the navigation part of the title. From the discussion we had it would probably be better to think of e-navigation as e-Information exchange! IALA consider that Portable Pilotage Units (PPU) aren't part of e-Navigation. However, since some authorities are extensively using PPU this position is inexplicable.

S Mode: is now being talked about as '**Default Mode**'. This may not appear to be of consequence but it shows how when something such as S-Mode is rejected within a democratic forum, its supporters will attempt to introduce it by another means.

Shore based Pilotage.: Albrecht Krammar reported that the Norwegian Coastal Administration are determined to move towards the concept of monitoring navigation from ashore.

Standards of Passage Planning: This is another area where non-Pilotage bodies, including flag states are trying to influence the way that pilots conduct their work assignments. There is an unfortunate trend to try to find a "one

size fits all" solution to any situation. The Bahamas Maritime Authority had a paper presented to IMO for discussion at IMO Nav 57 titled " Navigational accidents whilst under pilotage", this paper impinges very heavily on the way that pilots conduct their duties.

E-nav Port State Bridge Local Area Network (EPSBLAN): Since its first meeting, one of the most time consuming topics for the EMPA e-Navigation working group as been the concept of EPSBLAN. The original statement from the working group was:

We suggest that EMPA and IMPA as a part of their e-Navigation strategies should initiate the development and implementation of a new wireless interface protocol on the bridge of all SOLAS vessels, the EPSBLAN.

The supporting arguments for this came from:

Whereas the AIS Pilot Plug is a one-way, low-bandwidth cable interface that only relays data that is available in the AIS instrument, the proposed EPSBLAN interface should be a two-way, broadband, wireless interface allowing for effective and comprehensive exchange of information between all navigational systems on board with the members of the Bridge Team on one side, and of the Port State representatives (Maritime Pilots, Port State Control officers, etc) and their portable equipment on the other side. The EPSBLAN concept is not rocket science. On the contrary, all ships today are equipped with marine data network for communication between on board marine electronic devices. The US based National Marine Electronics Association has developed protocols for such communication networks. Implementing a wireless interface to these data communication networks that allows for "visiting systems" (e.g. a PPU) to connect, should consequently not be regarded as a technical challenge, but more as a political one.

Much discussion took place to prepare a paper outlining the benefit of, and the need for some type of two-way exchange of information. Unfortunately there was an error of protocol and the EMPA paper was passed to IMO directly and not through IMPA. A further error took place whereby the paper was probably

not subjected to sufficient scrutiny and therefore the potential full implications were not appreciated by all.

Consequently it was necessary for the EMPA e-Navigation working group to revert to all EMPA members with a document laying out the full details of the EPSBLAN for comment about if and how it was to progress. An impact assessment inquiry was sent to all EMPA member associations on May 9th 2011.

The result of the ballot was split 6-5 in favour of rejecting the EPSBLAN project.

Although Dave Williamson, Peter Wylie and myself (on behalf of the UK) had fully supported EPSBLAN throughout, the UKMPA, after discussion through section committee' rejected the proposal. This did not cause any problem for me personally and I was comfortable at the meeting of May 24th to explain the position of the UKMPA.

Much discussion within the meeting followed which acknowledged that IMPA must be the pilots' representative at the IMO and that since all members of EMPA are also members of IMPA we must speak to the outside world with one voice. It is good that we have frank open discussions within our own forums but we must present an internationally agreed "position" to the IMO.

At this stage it was felt appropriate to consider if there was a desire or even a need for the EMPA e-Navigation working group to continue. There was overwhelming support for the need to continue the group.

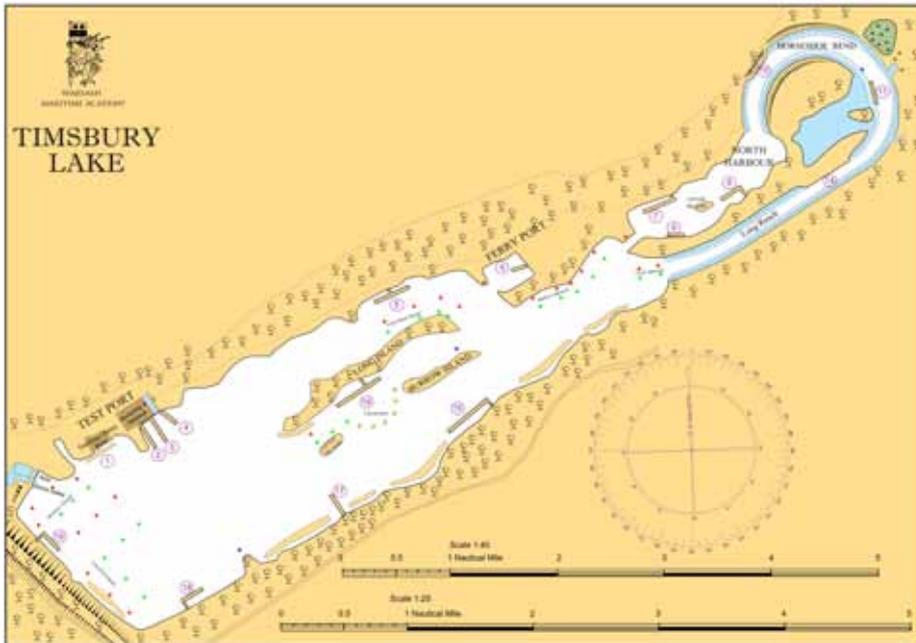
The next major task the group has decided to tackle is the carriage and use of PPU. A survey will be carried out to try to identify all different equipment being carried and to evaluate where it fits into the legal requirements of Pilotage.

Canadian Pilot and IMPA Vice President Simon Pelliter is an observer to the working group and it was agreed to hold the next meeting in November when Simon will be in Europe and available.

A budget figure of 12, 000 Euros has been set aside by the EMPA board for continuation of the project.

Kevin Vallance

72nd Technical & Training Meeting at Timsbury Lake



The T & T Committee held their latest meeting on Wednesday 15th of June in Southampton to coincide with the SeaWorks exhibition. This enabled committee members to help man the UKMPA SeaWorks stand as well as view all the exhibits during the 3 day event. It was also an opportunity to canvass support and sponsorship opportunities for the IMPA 2012 Congress to be held in London next September.

The venue for the committee meeting was the new Manned Model Lake at Timsbury, about 10 miles north of the Seawork Exhibition. Over the winter, Warsash Maritime Academy (WMA) have invested around £2.7M and have moved their manned model facility to a new purpose built site, after 31 years operating at Marchwood.

The Timsbury Lake incorporates the experience gained from the many years operating manned models at Marchwood and brings manned model training into the 21st Century with new purpose built classroom facilities incorporating the latest 'SMART' board technology.

The new lake is similar in size to Marchwood (around 10 acres) however the shape is elongated and includes a number of harbour basins and a purpose built canal. The new berths are a mixture of 'open' and 'solid' berths which offer a huge variety of berthing options. Importantly, WMA also owns the 15 acres of mature woodland surrounding the lake, which helps

hugely to mitigate the wind effects on the lake since, due to the model scaling, the wind effect on a 1/25th scale model is increased by a factor of 5!

Timsbury Lake is shallower than Marchwood and 'weed free' due to the turbidity of the water. The lake is fed by a number of streams from a large catchment area and the level of the lake remains constant. There is some current flowing through the Lake, which varies depending on recent rainfall and some counter currents have been detected. All in all the lake is proving to be more challenging than Marchwood and has great potential.

Historically the Lake dates back to

the 9th Century when monks from Winchester constructed the dam and used the lake as a source of fresh water fish and later a medieval mill was powered by the water run off from the Lake. In more recent times the Lake has been used for 'fish stock' with numerous bunds having been constructed and has been a haunt for carp anglers. These bunds now form the many harbour areas within the Lake.

The planning process was reasonably straightforward and incorporated the latest control measures to protect the environment and the fascinating ecology found at the lake.

Timsbury Lake ran the first course on the 2nd May and an Open day was held on 21st/22nd June for the official opening. Feedback from returning students has been extremely positive and the 'old Portacabins' have now been demolished!

On the 16th June despite an early rain shower, 5 committee members took the opportunity to explore the new facilities in 3 of the models and put their shiphanding skills to the test!

Further information on the lake:

www.mannedmodels.com

The minutes of the T & T Committee can be found on the UKMPA website www.ukmpa.org

Sign in and click "Technical and T&TC" Nigel Allen (Southampton)



David Roberts (Liverpool) has 'the con', whilst Liam Dempsey (Dublin) is on the controls of 'Pioneer', having just passed 'Endeavour' at the top end of the new canal. Photo: Nigel Allen



T&TC Chairman Jonathan Mills (Medway) pilots 'Endeavour' round the Horseshoe bend shaping up for the Top end of the Canal with Nick Lee (London) at the controls. Photo: Nigel Allen

T&TC MEETING NOTES

The meeting opened with a moments silence for the Pilot and helmsman killed recently following a collision in fog on the Kiel Canal.

RNLI Technical liaison: John Nurser of the RNLI updated the committee on recent developments within the RNLI,

UKSON & PMSC : Graham Langley from Section Committee explained that the PMSC was being redrafted and there is some concern over the port's 'Designated Person' and the MCA governance of the PMSC. The Harbour Master's National Occupational Standards are through consultation and awaiting approval with the Pilots' NOS hoping to follow soon.

AZIPILOT: Gareth Rees recently attended a meeting in Dusseldorf, and a workshop in Rotterdam. Two partners have withdrawn from the project and the UKMPA have taken on their role with a meeting at HQS Wellington scheduled for September. Nigel Allen explained that there are no national standards for "pod" handling which can result in difficulties during pilotage. Nigel showed 2 video clips, one which showed some good skills but poor procedures and the other, reasonable procedures but poor ship handling skills! There have also been several mechanical problems with bearings wearing, possibly due to pod units being swivelled too quickly and too often. The Azipilot project comes to an end in October 2011.

Pilot Ladders/IMPA Survey: The recent pilot ladder survey showed a still unacceptable 19% deficiency rate. Any defects should be recorded on the EMPA defect form and forwarded to the MCA. The New IMPA pilot ladder

poster is due out soon with any further clarification available from ISO 799 or ask for a Port State Inspection if in doubt. Pilots are reminded that hard eyes are acceptable as are plastic steps so long as they are stamped. Nigel Allen reported that IMPA Secretary General, Nick Cutmore, stated that NAV 55 (Pilot Ladder Regs) is moving ahead slowly but surely. A recent incident on the Thames when a pilot sustained an injury from falling from a ladder was discussed. The action of a launch pulling away when the Pilot reaches the first spreader was felt to be good practice.

ECDIS/PPU: The recent Portable Pilot Unit (PPU) Seminar in Southampton (see page 12) exceeded expectations with over 100 professionals attending and some valuable sponsorship raised for the UKMPA. It was discussed that there is clearly a crossover between ECDIS and PPU's with one of the problems being that ECDIS is regulated and PPU's are not. In addition, harbour charts, favoured by some ports, can't at present be displayed on ECDIS. It was felt that the seminar should be run again, possibly for a longer time. All presentations are available on:

www.t.h.s.o.r.g.u.k/content.asp?management=true&page44

AI: The Chair of International Electrotechnical Committee (IEC), Dr Andy Norris, has arranged a 1 day AIS Seminar at Trinity House on 8th November. Speakers are to include Masters, Pilots and yachtsman.

Issues for discussion to include, AIS A & B, fitting of AIS to yachts, displaying of other information on AIS, difficulties with AIS. Details from: www.rin.org.uk

AOB

-Boarding Platforms from Pilot launches were discussed and a video sent around the committee showing boarding and landing procedures. Some concerns voiced and monitoring of the platforms will be required as and when they are introduced.

-Medway Pilots have begun **Gap Analysis Training** on the recently installed Rembrandt Simulator at Sheerness and the progress will be discussed at the next T&T meeting. It is hoped that at some point in the future that an ECDIS 'bolt on' will enable training to be carried out with possible MCA Accreditation.

-The **T&T Minutes** will now be published on the UKMPA website

-A recent spate of **searches of Pilots by security personnel** prior to boarding and by Customs officials on leaving vessels was discussed.

A suggestion that the UKMPA conduct a survey of **Pilot launch testing procedures** will be progressed.

-Additional safety equipment: In particular, concerns over personal locator beacons were discussed.

Finally, the most important part of this article. I would like to sincerely thank Brian Wilson for his unstinting, methodical and truly professional Chairmanship of the T&T Committee. Unfortunately Brian has had to stand down and this is undoubtedly a loss not only to the T&T but the UKMPA in general and we should all be grateful for his efforts in making our jobs safer. Hopefully, Brian will remain a close contact so his knowledge can be tapped as required!

The next meeting of the T&T Committee will be in November in London.

It is requested that all incidents are reported to the committee - if we don't know then we can't help!

Jonathan Mills : Chairman

J_c Mills114@yahoo.co.uk

REMEMBER

If you are involved in any incident it is essential that you notify the insurers as soon as possible.

See page 19 for contact details

PORTABLE PILOT UNITS AND ECDIS**What does the user really need?**

Southampton Solent University
Conference Centre.

Thursday 12th May 2011

Over 100 delegates gathered to take part in this 'landmark' event.

The Solent Branch of the Nautical Institute, in conjunction with The Hydrographic Society UK (Southern Region), and the United Kingdom Maritime Pilots Association, played host to an International gathering of Maritime Pilots, Hydrographers, Marine consultants, Regulators, Harbour Masters, Manufacturers and Trainers, and many from other sectors of the Shipping, Port, and wider marine industries.

Portable Pilot Units (PPU's) are now used in a number of ports to bring electronic charts and precise positioning together in a convenient and portable package for maritime pilots, more recently the addition of a broadband link has facilitated 'real time information' being available on the Pilot's laptop to assist in onboard decision making. This flagship event allowed the exhibitors (manufacturers and trainers) to meet informally, for the first time on such a grand scale.

The Nautical Institute Solent Branch Chairman, Matt Winter FNI, welcomed the delegates, thanked them all for supporting the event, and explained the origins of the seminar. He gave special mention to those who had travelled from overseas to participate; Alaska, Belgium, Denmark, France, Germany, Ireland, Norway, The Netherlands, and Western Australia were all represented. He thanked the numerous sponsors for supporting the event and he hoped the seminar would make a positive contribution to safe piloting in ports worldwide.

Half of the delegates attending were Pilots. Three 'Workshop events' were provided by some of the exhibitors prior to the seminar.



"Over 100 delegates attended the seminar"



A PPU in use. Photo: Navicom Dynamics

The seminar was split into three 'moderated' sessions:

Portable Pilot Units – featured two presentations, the first by (Medway) Pilot Chris Griffiths, and the second by retired Dutch Pilot Maarten Betlem who is currently their R & D Advisor. Southampton Pilot Nigel Allen FNI moderated the subsequent discussion which included the following aspects

-Manoeuvring ever larger vessels in confined spaces was significantly aided by having available a 'bird's eye view' of the vessel on a portable device with enhanced levels of accuracy

-Assisted by rapidly developing technology, the use of PPU's satisfied the 'by all available means' requirements whereas the regulatory side significantly lagged these developments, which in turn created some perceived legal difficulties in their use aboard ships

-The question as to why it was deemed necessary to carry aboard one's own navigation equipment was analysed

-Training for PPU's was seen as an essential element of investing in PPU's.

-The desirability (or not) of minimum standards to avoid PPU's interfering with bridge equipment, was discussed as was whether minimum IMO standards for PPU's are required.

-Another aspect concerned the possibility of a PPU assisted collision/grounding etc which was considered to potentially provide a lawyer's field day!

ECDIS - this session featured two further presentations, the first delivered by Nigel Allen on behalf of Pilot John Clandillon-Baker FNI (PLA) who had unfortunately had to withdraw at a late stage due to medical reasons and the second by Freidhelm Moggert from the Seven Cs software company.

William Heaps (ABP's Assistant Marine Advisor and Hydrographic Manager) moderated the subsequent

discussion which included:

- Dangers of using ECDIS (untrained-poor set ups etc)
- The Legality of PPU's.
- ENC's versus ECDIS.
- BENCs (Bathymetric ENC's using the latest available high density data)
- Master/ Pilot exchange
- Should pilots use hydrographic data from their own ports rather than UKHO approved data.

The Human Element and Training - comprised two presentations. The first was given by Harry Gale FNI (Technical Manager of the Nautical Institute), followed by Hamburg Pilot and Trainer, Sven Stemmler.

Professor Andy Norris FNI moderated this session which raised the following issues:

-The Legal/Training requirements for pilots for ECDIS.

-Is there a need for type specific training?

-How detailed does the generic training have to be? - developing an ECDIS mindset

-The need for all to embrace technology: 'all available means' etc

-Need for PPU's to use symbology familiar to bridge staff to enable cross referencing with ECDIS, etc

-The bridge team role of the pilot

The day proved to be a great success with all parties aware of the challenges facing the adoption of ECDIS and PPU's.

The seminar was bought to a close by the Guest Speaker. Captain Robert McCabe FNI (Vice President of the Nautical Institute and Deputy Head of Marine Commissioners of Irish Lights)

Capt McCabe gave a brief History of the NI, shared his personal thoughts on the many positive benefits of NI membership and eloquently expressed his personal and very positive views on the day's proceedings. He then presented a number of prizes that had been generously donated by various sponsors including PPU software from Euronav and also Navicom Dynamics.

Matthew Winter

The Presentations are now available for download from:

<http://www.ths.org.uk/content.asp?management=true&page=44>

EMPA CONFERENCE 2011**AMSTERDAM****25th to 27th May**

UKMPA attendees:

Don Cockrill Peter Wylie,
 Mike Morris Kevin Valance
 Gareth Rees

Venue: **WESTERKIRK**

EMPA President: Jacques Saubon welcomed 80 delegates from 22 countries.

Key Topics

-EU Ports Review. This is yet a further reincarnation of the previously rejected Ports Directive under a different guise.

-PLA pilot's ladder accident

-EU convention on port state control which details obligations on observed anomaly reports.

-E-maritime initiative

-EU PEC study.

-European Nautical Platform Partnership of which EMPA is a member.

-International Standard for Pilotage Organisations (ISPO): There are strong differences of opinion between the IMPA position and some EMPA member countries on ISPO. Whilst some have embraced ISPO others have integrated the principles into existing ISO standards to include pilotage. IMPA president Mike Watson detailed IMPA's concerns regarding the potential adverse effect of ISPO on pilotage world-wide.

-Pilot Ladder Survey: Peter Wylie provided a detailed analysis.

-ECDIS: Kevin Valance gave a well received presentation on ECDIS issues

-AZIPILOT: Gareth Rees gave another fascinating presentation updating delegates on the latest developments of this project.

-Competition in Pilotage: The Danish, Finnish and Romanian delegations explained the problems each is having to deal with. The Romanian situation is described as being "unable to deteriorate further"! (On Day 2 a senior representative from the International Group of P&I clubs (IGPI) stated that there is good evidence to suggest a direct link between increased accidents and competition in pilotage. He cited Argentina as a good example).



WESTERKIRK: "A large and splendidly decorated church". [image: www.berbec.com](http://www.berbec.com)

Day 2

This was a half day session with the church re-seated in amphitheater style. A panel of port users comprising a (UK) ship manager, the IGPI clubs representative mentioned above, A VOPAK agent, A ship owner, a Stolt Nielsen Operations Manager and a ShipMaster representing the Confederation of European Shipmasters' Associations (CESMA).

The session was moderated by a Dutch TV chat show host and delegates were equipped with an instant electronic yes/no voting system. Through the morning, a series of questions on aspects of pilotage were posed and answered by the delegates. The results were then discussed with, sometimes controversial input from panel members.

There is apparently significant funding available from EU sources for professional training which of course includes pilots. I am researching more detail on this.

Day 3

The day started with the Council of Presidents meeting. Outcomes were:

- Agreement on the proposed new EMPA charter
- A research study into the future of EMPA :
- Relocation to Brussels?
- Employ a Full time Secretary General?
- Election procedures.

The previous day's "Round Forum" session and its effectiveness was

analysed. Was it a successful session? - for some yes but for others (including some of this report's authors) there are doubts over the full effectiveness with such a multi-cultural, multi-lingual audience. Some of the questions had been ambiguous and could possibly be interpreted as being weighted against existing pilotage practice.

Further sessions included the following:

-An EU **study into pilotage** due to be completed next year.

-European Maritime day

-The European Maritime Industries Forum

-The European Nautical platform

-The Horizon Project

-Pilots and Vessel Traffic Management (VTM): This was perhaps the most

"interesting" of the sessions in that it was very Netherlands centric and consisted of a number of presentations from various Dutch port technical managers and pilots on various aspects of VTM. The end result was a clear understanding that the Dutch perspective appears to put the commercial "customer" above all else. **MATCH** is the new acronym for VTM and is concerned with the total integration of various aspects of port operations, including pilotage, and Rotterdam in particular firmly believes in this concept and will continue with it.

-E-navigation See Kevin Vallance's report on page 9)

The afternoon closed session included the **Financial Report**, following which a subscription increase was approved.

-Board Elections: Unfortunately, Mike Morris's application was unsuccessful.

A presentation on the deplorable situation in Romania requesting EMPA support in the form of a formal letter to the Romanian Authorities was agreed.

The 2012 AGM is to be held in Antwerp. Dates to be confirmed.

Don Cockrill

The full EMPA report is now available on the members' section of the UKMPA website:

www.ukmpa.org/

The conference papers are all available on the EMPA website:

www.empa-pilots.eu

POLITICIANS FAIL ON PILOTAGE!

BARRIE YOUDE

Questions are now being asked in Parliament as to whether Her Majesty's government is fulfilling its duty to uphold the laws of pilotage. The questions might well be asked: 'What on earth has happened to bring about such a state of affairs? Doesn't the Department for Transport uphold maritime law automatically?' Let us see...

The law of UK pilotage is governed almost entirely by statute -namely the Pilotage Act of 1987. This is but the latest in a series of statutes (or Acts) which have been maintained since the 18th century and before.

In saying that, pilotage is governed almost entirely by statute law but 'almost' is, however, a big word. In the case of any parliamentary statute, due interpretation of the precise words set out in the Act is a matter for the courts.

The introduction of the Act of 1987 brought sweeping changes in pilotage law, while at the same time altering nothing in the Master /pilot relationship. Most of the changes related to shore based administration which is where present concerns lie.

An indication that little, if anything, has changed on the bridge of a ship is found in a study of two leading cases. The first is the *Esso Bernicia*, which was heard in the House of Lords in 1988. The facts of the case had arisen as far back as December 1978 -long before the 1987 Act had been conceived -and the case was therefore considered under the Pilotage Act of 1913, which was subsumed temporarily into an Act of 1983 and finally repealed altogether on the enactment of the 1987 Act in October 1988.

The case involved an inward bound tanker under compulsory pilotage with three tugs in attendance. The pilot was, unusually at the time, an employee of the harbour authority. One tug caught fire and her tow-rope was cast off. In consequence, the vessel, instead of berthing safely, struck the berth for which she was making. Damage was caused to both the vessel and the berth.

The shipowners pursued the builders of the tug (alleging a design fault therein). The tug builders sought to hold the harbour authority vicariously liable for the alleged negligence of the pilot.

'Not so', said the House of Lords. It was held that even where a pilot might serve under a contract of employment with a harbour authority, the 1913 Act held that a pilot serves a ship as an independent professional who acts as a principal and not as the servant or agent of any general employer; and the harbour authority was therefore not liable for the negligence (if any) of the pilot.

Come 1993, a new case had arisen, namely the *Cavendish*, in which shipowners sought to hold a harbour authority liable for the negligence of an employed pilot, claiming that the introduction of the 1987 Act had changed the legal position. Owners claimed that because the new Act obliged a harbour authority (for the first time) to offer terms of employment to a pilot, the usual terms of vicarious liability applicable to any employer should now apply in pilotage. Not so, said Mr Justice Anthony Clarke in the High Court. The new Act alters nothing. A pilot remains an independent principal by virtue of the fact that, when engaged in piloting, he serves the ship first and foremost: and (in express terms) no man can serve two masters. (St Matthew, Chapter 6 verse 24.) This rather begs the question of why any pilot should accept the burden of a contract of employment with a harbour authority.

1996 saw the *Sea Empress* disaster at Milford Haven and the subsequent criminal prosecution of the harbour authority for the pollution of a waterway. The Pilotage Act was considered in great detail, and the harbour authority pleaded guilty to the charge which was before the court in 1999.

The presiding judge of the Admiralty Court (when passing sentence) made the following observations of principle:

'The significance of these matters is all the greater in the context of a scheme of compulsory pilotage. Shipowners and masters must needs take a pilot. They have to take the training, experience and expertise of the pilot provided at face value. While the master remains nominally in command it has to be accepted that the pilot had the "con" and a master can only intervene when a situation of danger has clearly arisen. The port authority imposes a charge for pilotage but in the same breath has the added advantage of the pilot being treated for purposes of civil liability as

an employee of the shipowner. All this calls for the highest possible standards on the part of the port authority.'

It might therefore be thought that the *Sea Empress* principle (which was acknowledged with approval in the Court of Appeal in April 2000, even though the level of fine upon the harbour authority was reduced substantially) would act as a wake-up call to all harbour authorities, particularly in compulsory pilotage areas. Unfortunately not, which is where the present concerns germinate.

The following year, in June 2001, a harbour authority in a compulsory pilotage area gave notice of disqualification to all of its authorised pilots, without exception, to be effective within less than eight months. Regulated standards of experience required at the port prior to qualification for the pilotage of ships of unlimited tonnage were measured (as at most major ports, including Milford Haven) in terms of four years or more and compliance with the regulated standards by replacement pilots within the few months available would clearly be a chronological impossibility. Did the Department for Transport (DfT) intervene in order to uphold the *Sea Empress* 'highest possible standards' in compulsory pilotage areas principle, identified so recently? Er, no. It did not.

In 2003 the International Maritime Organisation (to which the UK is a Signatory) adopted Resolution A960, which provided that in pilotage matters signatory States should 'enforce the maintenance of developed standards'. Has the DfT yet done so? Answer: No, it has not. A representative of the Department has, however, admitted that if a little more pressure is applied, then it might be moved to intervene in the name of propriety and sanity. And that, dear readers, is the reason why questions are today being asked in the House.

This article has been edited from one which first appeared in the June issue of the Nautilus "Telegraph" and is reproduced with their kind permission.

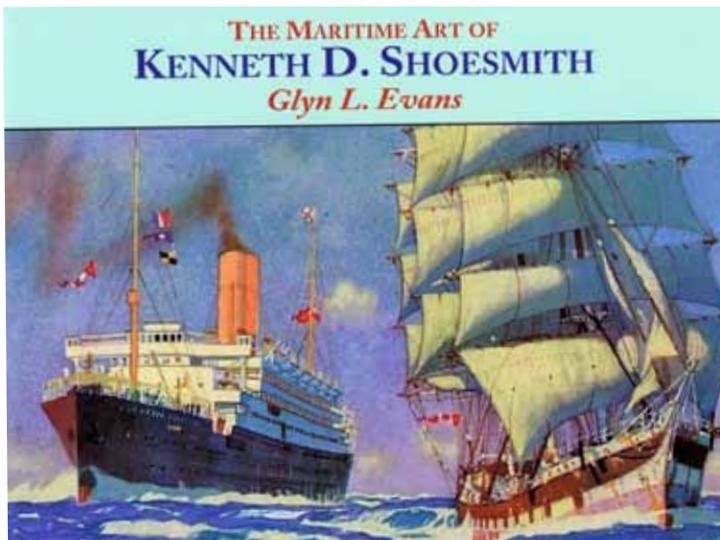
Barrie Youde is a former Liverpool pilot who is now a specialist pilotage Lawyer. He has undertaken work for the UKMPA and Circle Insurance on behalf of members.

Note: The opinions expressed in this article are those of the author and may not necessarily reflect those of the UKMPA.

The Maritime Art of Kenneth D. Shoemith

by Glyn L. Evans

Many will recognise the art of Kenneth Shoemith but very few are familiar with his name or how he became such a prolific artist whose posters tempted many to take cruises to exotic locations. These posters now serve to instill pure nostalgia for long lost unspoiled locations and the magnificent passenger liners that carried passengers there before the days of air travel. Despite his high quality maritime art output, Kenneth Shoemith has never received the recognition that his work deserves, in fact he isn't listed in the major reference work for 20th Century maritime artists! This oversight has now been rectified by Glyn Evans whose detailed research has not only produced a book filled with a wonderful selection of Kenneth's work but which also provides a long overdue biography. All mariners who have seen Kenneth's work will have admired his attention to detail and recognised that the accuracy of the ship details place him amongst the finest of maritime artists. Glyn's research reveals that the reason for this accuracy was that Kenneth Shoemith was a professional mariner who served as Chief Officer with the Royal Mail Line throughout WW1 prior to becoming a full time artist in the early 1920's. From his childhood and apprenticeship as a *Conway* boy through to his untimely death in 1939, the book details his unique art. The majority of Kenneth's work was commissioned by his old shipping company, the Royal Mail Line but other shipping lines and travel companies also commissioned many works and this proves that good quality poster art was considered as important for commercial success in the inter war years as TV advertising is today. But who will ever remember any of today's advertising output? Kenneth's greatest commission was for several very large panels for the Cunard liner *Queen Mary* and Glyn devotes several pages to these important works which still survive intact.



JCB

THE MARITIME ART OF KENNETH D. SHOESMITH. 94 pages ISBN 978-1-85794-358-0 Price £30

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 Visit: www.warsashacademy.co.uk
 E-mail: wma.empa@solent.ac.uk
 Call: +44 (0)1489 576161



A ROMAN UK PILOT!

Sometime prior to the establishment of the UKPA, in fact around 140 AD, a member of the Roman army of occupation army died near York. He was recorded as being an Ouse/Humber/Trent pilot. His headstone is in the York Museum and has the following inscription as follows:



Matribus Afris Italis Gallis Marcus Minucius Audens miles legionis VI Victricfs gubernator VI uofum solfut laetuslibens merffo. Translated: *To the African, Italian and Gallic Mother Goddesses Marcus Minucius Audens, soldier of the Sixth Legions Vitrix and a pilot of the Sixth Legion, Willingly, gladly and deservedly fulfilled his vow*

Submitted by Harry Hignett (Retired: Manchester)

COASTLINES

PILOTS' GOLFING SOCIETY



L to R: D Holgate (Tees rtd), P Bridgeman (Humber rtd), Bill Fairbairn (Tees Retd), C Harding (Milford Haven), Steve Swanick (Manchester) P Ryder (Milford Haven rtd), P Upton (Tees rtd):

20 pilots from six ports played at Worsley Park, Manchester for the Manchester Salver. The weather was wet but a good time was had by all. The results were: Sunday round was won by Chris Harding (Milford Haven) with the Manchester Salver won on the Monday by Bill Fairbairn (Tees rtd)

The next two day National meeting will also be held at Worsley Park, Manchester Sunday 4th September 2011 to Tuesday 6th. If interested in joining in contact: Peter Ryder pilotlight10@hotmail.com

ALL IN A DAY'S WORK!

Rotterdam pilot Paul Borsbroom took this photograph whilst piloting the NAFTOBULK VII into the Heuvelman facilities in Gravendeel assisted by the tugs SIRIUS and EN AVANT 4. This is one of a sequence taken by Paul as he shoehorned the vessel to lay-up alongside the vessel just visible on the right of the photo. The rest of the photos are equally impressive and will be uploaded onto the website when I next update it. Now, where did the book say the pivot point should be?



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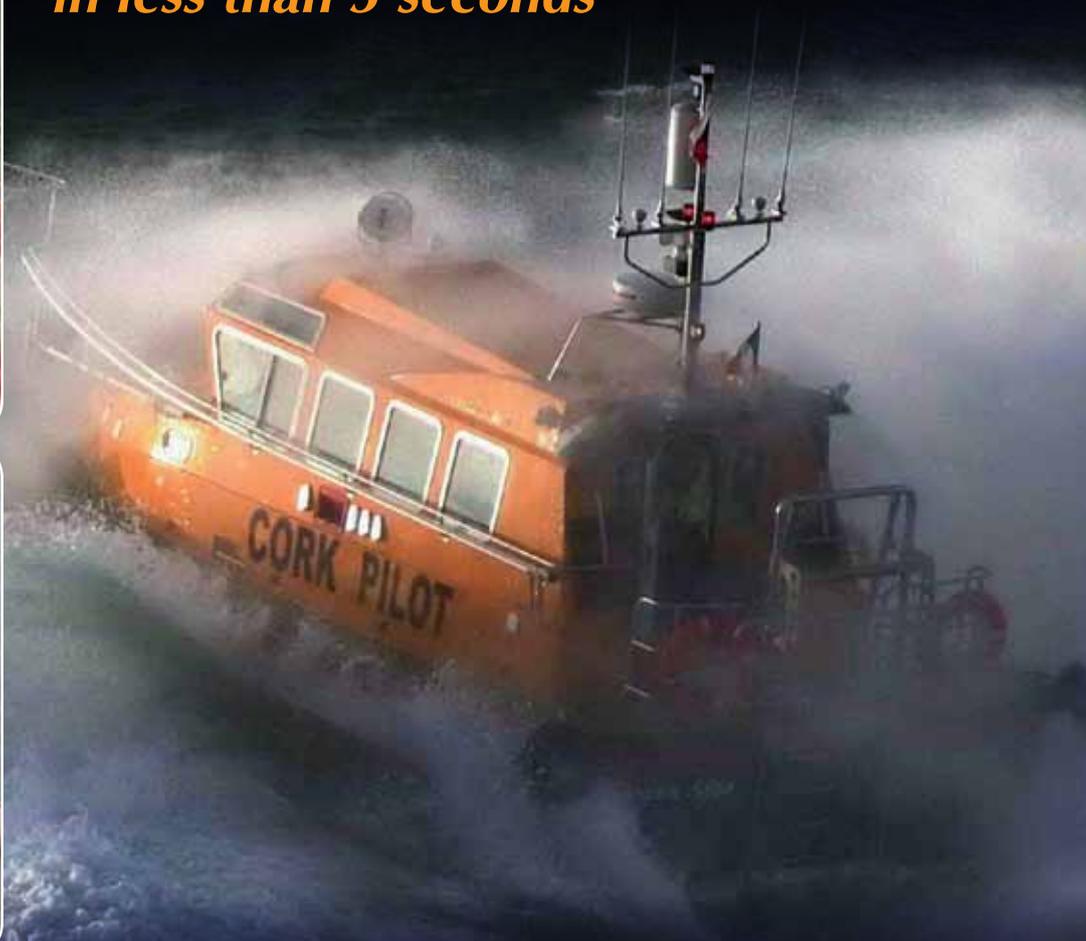
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