



THE PILOT



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SUMMER 2012

Editor: John Clandillon-Baker FNI

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The Peregrine Rounding Stone Ness on the Thames

Photo: JCB

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Pilots Steering a Course for the Future

24th - 28th September

Last chance to register for this prestigious event!

UKMPA members wishing to attend should use the appropriate registration forms attached to UKMPA circular 8- 2012 which is available on the website or from the Secretary
Non members should register via the congress website at: www.impa2012.com

The full week delegate's rate includes the following:

Cocktail welcome reception at the Grange St Paul's Hotel: 23rd

River Cruise on Wednesday 26th

Gala Dinner on Friday 28th.

**Welcome Reception & Venue
The Grange St Paul's Hotel**



Registration



River Cruise



Conference Programme

- Golf & Welcome Reception
- E Nav
- Results of Bridge Standards Survey
- New Technology
- Design and Construction of Pilot Boats
- Pilot Boarding Arrangements
- Competition in Pilotage
- Helicopters
- ECDIS
- Pilots Personal Safety
- Role of the Pilot
- Administration of Pilotage
- Piloting LNG vessels
- Houses of Parliament Reception
- River Cruise
- Gala Dinner at Royal courts of Justice

Reception: Houses of Parliament



Gala Dinner Royal Courts of Justice



Accompanying Persons

Social Programme

- Golf and Welcome Reception
- Buckingham Palace or Tower of London
- Houses of Parliament Reception
- Hampton Court Palace or Kew Gardens
- River Trip to Greenwich
- Cambridge or Windsor
- V&A & Harrods or Gallery Tours
- Gala Dinner at Royal Courts of Justice

From The Chairman

The level of interest shown by the number of registered delegates (from 29 countries to date), their accompanying partners and the many sponsors and exhibitors involved indicate that the London conference will be a memorable event.

With just a few weeks to go before the opening ceremony, it is still not too late to book your place. You may still be undecided and so I am writing in order to ensure that you are fully aware of the exclusive subsidised delegate rates available to UKMPA members. You may wish to attend for the whole event or on a day rate basis as well of course joining in the Welcome Reception, House of Lords visit and reception, Gala dinner or perhaps the mid-week lay day tour to Greenwich.

Registration fees for members, details and forms are available on the UKMPA website attached to Circular 8.2012. The forms can be accessed via a shortcut by typing the following link into the browser bar when in the members area:

<http://bit.ly/NcCOWC>

The forms can also be obtained by emailing:

IMPA2012@UKMPA.org

I look forward to meeting you at the congress.

Don Cockrill

Pre-Conference Golf

Sunday 23RD September 2012
PLAYGOLF NORTHWICH PARK
Watford Road, Harrow, HA1 3TZ.

Cost per person will be £30. No handicap certificate required.
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Very Damning Revelations!

This issue contains outline detail of the many interesting and varied topics covered during the UKMPA conference in May. One relatively new piece of bridge technology is the Voyage Data Recorder (VDR) which IMO resolution A.163(78) required to be fitted to cargo ships above 3,000 gross tonnage by 1st July 2010 but with many smaller vessels, especially tankers, being voluntarily fitted, pilots should now assume that every vessel that they pilot is fitted with a VDR.

Although it is to be expected that criminal charges may result from any incident involving serious injury or loss of life regrettably, when incidents involving shipping occur, the legal principle of those involved being innocent until proven guilty is abandoned as highlighted in John Simpson's presentation to conference outlined on page 8.

This criminalisation trend has been enhanced by the fact that in the event of any incident the investigators will examine the VDR data in the minutest detail and if a pilot is involved, his actions and mannerisms from first arriving on the bridge will be subjected to thorough scrutiny. In the USA transcripts are now released and placed on line as with the case of the collision between the tanker *Eagle Otome* and tug *Dixie Vengeance* on the approaches to Port Arthur. The VDR on the vessel reveals that moments before the collision the two pilots had a calm conversation and even shared an "off-color" joke and it also revealed that one of them was reading a newspaper. An investigator from the National Transportation Safety Bureau (NTSB) stated "I don't think that's the professional behaviour we expect of people...they were acting as two individuals who happened to be on board the same ship."

Another element that has come to light through our own MAIB investigations is that it's not just conversations that are analysed but also other factors such as the sounding of appropriate fog signals in reduced visibility.

Meanwhile of course the world waits with bated breath for the VDR data from the *Costa Concordia* to be released in October!

Be Aware. "Walls have ears!"

*John Clandillon-Baker:
editor@pilotmag.co.uk*

The 124th UKMPA Conference 16th & 17th May 2012



The Crown Hotel, Harrogate

Photo: JCB

A very successful conference was held at Harrogate in May. The full minutes, along with copies of the major presentations, are available on the members section of the UKMPA website and all members should take time to read through them since the conference speakers and presentations covered many topics of relevance to pilotage in general as well as UKMPA topics. The following is a brief outline of the two day conference proceedings.

Opening Report: Chairman, Don Cockrill

Don provided delegates with an overview of all the areas that the UKMPA had been involved with during the past 12 months and this is available on the UKMPA website. An updated Chairman's report appears on page 12.

Secretary's Report: John Pearn (Milford Haven)

John advised delegates of the changes to the Section Committee which are included on page 17 and detailed in UKMPA circular 15/2012. One change was that Peter Wylie was standing down from Section Committee (SC) and John thanked him for the contributions that he had made over the years.

Further to the policy of encouraging greater regional participation the venues for SC meetings 2012 - 13 are: Dundee, Southampton, London, Liverpool

Treasurer's Report: Rob Watt (Forth)

The full audited accounts and budget are available to any member upon written request to Rob (See page 17). Rob explained to delegates that the finances were healthy and that a review of investments was taking place to ensure protection of funds in the event of any crisis affecting a single bank. The interest received on the accumulated funds had enabled subscriptions to remain at the 2011 level and consideration was being given to introducing the option of paying subscriptions monthly to make payment easier for pilots in smaller ports.

PNPF Report: Paul Schoneveld (Liverpool)

All PNPF data and accounts have now been outsourced to Capita Hartshead (contact details page 17). Paul updated the delegates on the outcome of the court case where all appeals against the judgement have been dismissed. This now puts the PNPF on a positive footing for the future and all the CHA's listed in the case are now liable to address the fund's deficit. Assessing each CHA's liability has been complex but bills are now being sent out.

PNPF Trustee vacancies Nigel Allen

Nigel advised delegates that there were currently two vacancies for alternate trustees and it was hoped that those districts with PNPF members would put forward candidates.

T&TC Report: Jonathan Mills (Medway)

The main work of the T&TC was outlined in the 73rd meeting report in the April issue of The Pilot. Additional items are included in Nick Cutmore's IMPA article on page 6.

UKMPA: Don Cockrill

Don explained that there were a few matters that had arisen that members should be aware of and some needed the approval of delegates before SC progressed them further:

Quality Management Systems

Following the success of the Forth & Liverpool Districts in obtaining the International Standard for Maritime Pilotage Organisations (ISPO) status, some members had requested clarification on the "position" of the UKMPA with respect to ISPO given the opposition to the Standard by IMPA. SC had produced a statement that delegates approved for circulation. Don explained that the UKMPA statement didn't contradict the IMPA "position" because it was specific to the UK pilotage structure.

The policy document has now been issued as circular (16/2012)

UNITE (political Levy)

Following concerns raised by some members opposed to paying the political levy of £7.50 per annum included in the UKMPA subscription, Hywel Pugh (London) advised delegates that there was a form that could be used requesting that this payment wasn't passed on. The payment would still be made but the union would retain it rather than forward it for the political causes.

Delegates agreed that this would resolve the issue. The relevant form can be downloaded from the following link: <http://www.ourunion.org.uk/Political-FundExemption.pdf>

Expanding the Membership

Rule 4 of the UKMPA constitution permitted "Associate" membership to be offered to persons who met the criteria for membership but whose status, such as country of residence, precluded full membership status. Examples were the Isle of Man and Gibraltar etc.

Further to interest expressed from potential Associates, Section Committee required an agreement in principle from the delegates before progressing

such membership. The delegates all supported the principle and it was agreed that SC would seek legal advice over the application of rule 4 and progress this agenda item.

UKMPA & UNITE

Following the merger of the T&G and Amicus unions into UNITE there had been a review of all the membership Branches in order to formulate a new standard rule book. The SC had been concerned that the autonomy historically enjoyed by the UKMPA might be incompatible with elements of the proposed new rules. However, following meetings with UNITE, Don was now reasonably satisfied that the UKMPA would be able to continue to operate without any major constitutional amendments. Further meetings were planned with both UNITE and lawyers prior to the UKMPA accepting the new rules.

Membership:

Mike Robarts (Harwich)

Mike detailed the new initiatives that were being implemented to increase awareness of pilotage as a career path and pilots from ports who weren't currently members were being contacted to explain to them the benefits of UKMPA membership. Other possibilities to enhance recruitment were also being investigated. Don Cockrill thanked Mike for the considerable work that he had put in to addressing the recruitment issue.

Security: Don had received information that some ports were operating over zealous and illogical checks on pilots under ISPS. This was confirmed by several delegates with the worst case being in Southampton container terminal where every 5th person was subjected to a full body search. There was little that the UKMPA could do to resolve this issue.

Peter Wylie



Peter receives some parting gifts from Chairman Don Cockrill

Having stood down from SC, Peter wanted to take the opportunity to thank all his colleagues on the Tees for supporting him during his absences on UKMPA business.

Don Cockrill identified the many areas of involvement that Peter had covered, especially the work undertaken in renewing contact with Port Skills & Safety following a difficult period. Don presented Peter with some gifts from the UKMPA and Peter's contribution was acknowledged by warm applause from the delegates.

	<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</p> <p>MCA approved Training Course</p>
<h2>MARITIME RESOURCE MANAGEMENT</h2>	
<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>Tel: 0151 647 3352 admin@liverpoolpilots.com www.liverpoolpilots.com</p> 	

IMPA:**Nick Cutmore: General Secretary**

Nick explained that IMPA's primary function which is to represent pilots' interests at IMO. The IMPA pilot representatives are frequently the only serving mariners present at IMO so their voice is respected (if not always welcomed!).

The new pilot ladder poster came into force on July 1st 2012 and pilot ladders are now part of the ship's safety equipment so this has been a major achievement for IMPA at IMO.

ECDIS There are still many problems with ECDIS and pilots should be cautious when piloting ECDIS only ships.

E-Navigation: The original concept has been lost as more and more manufacturers and other bodies drive the agenda. However apart from ECDIS, E-navigation hasn't changed anything on the bridge of a ship and is unlikely to do so in the near future.

Bridge Communications: VDR recordings were now regular and in several incidents poor procedures have been revealed so pilots should ensure that they operate to the highest possible standards

Pilot bridge team survey: 14000 returns had been received so the data was still being processed. One statistic that had emerged was that 11% of vessels couldn't provide a competent helmsman and this had already been used to prove a point at IMO.

EMPA:**Mike Morris (Manchester)**

It had been hoped that an EMPA executive would attend to address the conference but regrettably none had been available so Mike Morris had extracted the following key points from a written report from the EMPA Executive.

EU white paper: This is the 3rd attempt by the commission to "liberalise" (implement competition!) port services, including pilotage, despite two previous defeats. The UKMPA have met regularly with EMPA to co-ordinate a unified strategy to have pilotage removed from the paper. MEP Brian Simpson (See page 9), Chairman of the EU Parliament Transport and Tourism Committee, was from the Manchester area and was already well informed with respect to pilotage issues and Don had met with him earlier in the year to update him on

the latest situation especially the PEC expansion agenda. Brian was therefore fully supportive of the safety case for pilotage and opposed the proposed bill. However there was a strong lobby within the EU for deregulation of pilotage and to increase PEC's and "shore based pilotage".

Individual groups were also lobbying their MEP's and this was currently proving to be very effective in getting the safety message re pilotage through to the Commission.

In response to a question on "shore based pilotage" Mike explained that the Dutch pilots had commissioned an assessment that it was hoped would prove the case against enhanced control of shipping by VTS.

A further question asked what was driving this agenda and Mike explained that it was commercial expediency where safety isn't a priority so consequently pilot bodies needed to put the safety case to the commission.

Other issues being addressed by EMPA are:

- **Fatigue**
- **Podded Propulsion & Pilotage (P14)**
- **Competition in Deep Sea pilotage**



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- Pilots Emergency Procedures
- Pilots Professional Development
- Ship Handling Appreciation
- Ship Handling Skills Assessment



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



Marine Navigation Bill

President: Lord Tony Berkeley

Lord Berkeley explained that he had introduced the Marine Navigation Bill (MNB) as a Private Members Bill and detailed the meetings that he and Don had had with the other stakeholders. The key element for pilots had been several clauses improving upon the existing 1987 Act and whilst this had been agreed by the other stakeholders, the Government wanted to de-regulate the PEC requirements and permit a PEC to be issued to any officer rather than the current Master and Bona Fide Mate of a ship. This element had proven to be a sticking point so all the pilotage elements had been removed at this time. With several other elements of the Bill such as General Directions also subject to dispute it was now a fairly thin document but work was continuing.

Navigation Bill Update

Since the conference there has been a somewhat surreal development with a new Marine Navigation Bill being introduced by Cornish MP, Sheryll Murray.

This new MNB seeks to revive the original MNB introduced by Tony Berkeley but once again includes the controversial pilotage clauses, in particular "Greater flexibility for the provision, suspension and revocation of Pilotage Exemption Certificates"

Don has had a meeting with Sheryll Murray in order to explain the reasoning behind the UKMPA's concerns over any de-regulation of the existing PEC legislation. Since Tony Berkeley hasn't withdrawn his own Bill we could actually have two MNB's proceeding simultaneously through both houses of Parliament!

Transport Select Committee

The Transport Select Committee are undertaking a review of pilotage and although Don and SC are working on a formal UKMPA submission, pilots are encouraged to make individual submissions before 10th September to: transev@parliament.uk

Full instructions for submissions are on the following website:

www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2010/marine-pilotage/

PS It would be useful if copies of submissions could be sent to Don. (See page 17)

Conference Guest Speakers

MAIB : Steven Clinch: Chief Investigator of Accidents



Steven provided delegates with a history of the MAIB, its structure and the current methodology for investigations.

MAIB investigations and reports are solely to determine the cause of an accident to prevent a similar accident occurring in the future. No information received during MAIB investigations was ever released to lawyers. In answer to a question Steve explained that in some cases investigations were handed to the CHA and the larger ports generally produced good quality reports, since they realised the importance of learning safety lessons.

With respect to follow up on recommendations he explained that whilst the MAIB isn't an enforcement agency they did follow up reports and at the end of the year published the status of the recommendations so if these are ignored this is published openly. Also any failure to act on recommendations can have very serious consequences should a similar incident occur. With respect to identified shortfalls in bridge competency the MAIB calls in relevant managers to bring the shortfalls to their attention and this generally yields positive results.

MCA: Phillip Naylor (Director of Marine Safety)



Phillip provided an overview of the MCA and the challenges involved in fulfilling its role at a time when Government policy was to de-regulate and the service was being subjected to budget cuts.

Phillip then detailed the areas of involvement of the Agency which in effect was a form of maritime H&SE. The remit was exceedingly wide covering all aspects of maritime safety such as SAR and oil pollution response, hydrographic surveys as well as being the UK's representative at IMO.

Of most relevance to pilots is the MCA's role as the enforcement agency for the Port Marine Safety Code and its responsibility for undertaking Port State Control inspections. Limited resources restricted the number of inspections so pilots played an important role in identifying defects and sub standard vessels.

The budget cuts of between 20% and 35% had resulted in a complete review of the Agency and difficult decisions as to personnel have had to be made. Inspections were therefore graded as to importance with 1 being considered essential and 2 less urgent which may be postponed to the vessel's next port of call. The main effect on front line services has been the removal of the emergency towing vessels, the withdrawal of the marine fire fighting units and a reorganisation of the Coastguard units. There had also been a major internal re-structuring of the administration of the Agency.

Finally, Phillip detailed the reasoning behind the Government's "Red Tape Challenge" which sought to remove legislation and this had led to a total review of all relevance legislation covering marine safety. Many areas for amendment / removal had been identified although very few such areas had been identified in the Pilotage Act.

In response to a question regarding the priority of pilot ladder defect reports Phillip replied that since such reports didn't require a formal inspection, the response was dictated by the European Maritime Safety Agency (EMSA) procedures which placed them as level 2, although it was appreciated that 2 more pilots may have to use the defective ladder if a ladder inspection was postponed to the next port. The MCA was currently compiling a MGM on pilot ladders.

CRIMINALISATION

John Simpson (London Overseas Consultants)



John opened his presentation by giving an overview of LOC, its areas of involvement most of which involved incident investigations on behalf of the insurance industry. Modern shipping has changed immeasurably in recent years and criminalisation is now regrettably a fundamental aspect of life for seafarers, which includes pilots. A prime example is the case of the *Neftegas 67* and *Yao Hai* collision off Hong Kong in 2008 which tragically resulted in the loss of 18 lives. John provided a detailed overview of the criminal case via a

PowerPoint presentation which is available on the UKMPA website.

The *Yao Hai* was a typical bulk carrier with two pilots the Master and OOW on the bridge. The *Neftegas 67* was a Ukrainian supply vessel of 80m LOA and the Master & 3/O were on the bridge. The vessel fell outside the requirements for compulsory pilotage so no pilot was on board. The vessels were proceeding in opposite directions in a designated Deep Water channel and as the *Yao Hai* altered course to starboard onto the next leg of the passage the *Neftegas 67* altered course to port and a collision occurred which resulted in the *Neftegas 67* capsizing and rapidly sinking. The *Yao Hai* made an emergency stop manoeuvre and grounded outside



Lairdside Maritime Centre

Port Safety

- Accident Investigation
- Risk Assessment Studies

ISPS

- Development and facilitation of Security Exercises
- PFSO Training
- Auditor Training

Port Operations

- Pilot Training
- Ship Handling
- Tug Operations
- Escort Towage

Port Development

- Simulation and analysis of proposed Harbour Facilities
- Navigation Studies (eg Wind Farm)

the channel but was later refloated with minimal damage.

Despite no "Admiralty" style court with experts assessing the causes, the large loss of life resulted in the Masters and pilots being subjected to a 90 day trial without a jury which condemned their actions. From the condemnatory statements made during the trial it was evident that the prosecutors were solely interested in apportioning blame rather than establishing the cause and despite strong legal representation for the defendants and solid legal arguments *ref Mens Rea*, the judge decided that prison sentences had to be issued to all four defendants in order to act as a deterrent to others!!

The judge's findings in this case has raised many legal issues such as of status of fairways, night navigation with strong backlights but in particular the procedure for giving statements (see UKMPA circular 4, 2012)

The appeal process is still on-going but although the pilots & Masters were released on bail and had their jail sentences reduced, the fundamental point is that a tragic accident has resulted in such criminal action and the effects that such a case will have on the lives of all those on boards wasn't taken into consideration.

A question was asked as to whether the outcome would have been different had they remained silent?

John replied that it was Difficult to say but had they had legal advice then it is certain that the time scale for bringing the prosecution would have been much longer. They all gave statements shortly after rescue when they were inevitably traumatised and wanted to co-operate.

Referring to the relevance of the case to the UK, Don Cockrill provided an example of a case on the UK coast whereby a Master, having been involved in the loss of a ship and three crew, co-operated with the police following the disaster. He had been subjected to a manslaughter trial and despite having received the highest quality legal representation still received a 3 years jail sentence. Don therefore urged all members only to talk to the MAIB until such time as the legal representation provided by the UKMPA insurance was available. The law was entirely clear that such action was every citizen's right.

for further information

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EU

Brian Simpson MEP

(Chairman EU parliament Transport & Tourism Committee)



Brian provided delegates with an interesting and lively breakdown of the EU system with respect to shipping and ports explaining that whilst the EU were supportive of maritime safety, the problem was always obtaining the agreement of the member states when harmonising legislation.

The EU parliament strongly supports shipping and appreciates the environmental gains of shipping over road transport and thus was keen to promote “motorways of the seas”. With port trade anticipated to grow by 30%-50% between 2030 & 2050 there were several projects underway to permit vessels to trade freely.

TEN-T (Trans European Network for Transport) has traditionally concentrated on Land & Sea but the EU parliament believes that the maritime sector should have more importance. However there was a difficulty in getting member States to agree to a European rather than national policy. An example of this was that with respect to inland waterways, the UK government hadn't submitted the Manchester Ship Canal for inclusion on the EU list of waterways.

Ports Policy: On two occasions the EU commissioners had attempted to introduce legislation to liberalise port services but this has been twice rejected by the EU parliament because they accept that pilotage is a safety issue rather than market driven and should therefore be run professionally by professionals in a particular port. The commissioners are trying to re-introduce it so it's essential that pilots are involved from the outset and input their arguments to the parliamentarians who recognise the importance and skills of pilots with respect to safety. Commissioner Kallas had reassured Brian that there would be no blanket imposition of competition and that local circumstances would be taken into consideration, however the progress of the package would still need to be carefully monitored.

European maritime Safety Agency: (EMSA): EU parliament acknowledged the importance of maritime safety so EMSA was considered the key element in ensuring safety and was being upgraded with enhanced powers to tackle pollution and to co-ordinate the response of national authorities in response to disasters across borders along with enhanced capabilities to deal with other elements such as piracy. However, EMSA would not replace national institutions but provide “added value” to the national organisations such as the MCA in the UK.

Seafarer training: Brian explained that he had a particular role with respect to this since he was the EU “Rapporteur” for the STCW convention and was therefore responsible for harmonising EU policy with that of the IMO.

PEC's Brian emphasised the value of pilots coming to the EU to discuss issues directly with parliamentarians and commissioners since the ship owners' lobby was very prominent so it was good that EU pilots had sent representation to discuss the issue of PEC's. The EU Parliament' priority is safety of shipping and the environment and that was the basis from which the parliamentarians were viewing the PEC issue.

Questions

What influence do you actually have?

Significant within the EU parliament but obviously less so with governments of member states.

President, Tony Berkeley, confirmed Brian's influence but stressed the importance of pilots from around the country contacting their regional MEP, especially those on Brian's committee.

The other important area to lobby was the commission. Find the key players and make an appointment to meet with them. This was not as difficult as some might imagine and so a few meetings with key commissioners coupled with follow-up briefings could have a very positive outcome.

Does Brian's committee have any views on Deep Sea pilotage?

Yes, same as for port pilots. Parliament recognised pilotage as a skilled professional job and wanted to ensure that it stayed that way. In answer to the point that some companies were no longer engaging DSP's as a cost cutting measure, if evidence could be provided for

specific vessels or of specific incidents then Brian and the commission should be informed. However difficulty was again in convincing member states and Nick Cutmore confirmed that the difficulty was that DSP's worked in International waters so policy covering DSP's could only be achieved through IMO and this was an organisation even more cumbersome than the EU!

Nick went on to question Brian as to the reasoning behind the Commission's drive for competition in pilotage when statistics from those countries where competition had been introduced revealed not only that safety had been eroded but costs of pilotage provision had risen?

Brian responded that there were two reasons, firstly there were several EU member states operating with outdated practices that were acknowledged to be restrictive and secondly the whole commission was driven by the liberalisation agenda and this was their right under powers granted to the commissioners under the EU Treaty.

**EU Update**

As I was finalising this issue there was some good news from France regarding the latest EU ports package with respect to pilotage. French pilot Captain Jacques Sauban is currently the EMPA president so since the news of the revival of the EU ports package the French have been leading the campaign to educate and inform the Commissioners of the unique safety role that pilots perform which makes pilotage a public rather than a commercial service. Following correspondence with the commissioners French pilots' president Frederic Moncany de St Aignan has recently received a letter from the commission stating that their status excludes them from the EU's competition rules and thus the proposed new directive.

Although the French pilots operate under different laws to UK pilots it would appear that the status of UK pilots could also exempt them from the competition requirements of the proposed Directive. The UKMPA executive are therefore seeking legal advice on the contents of the letter from the Commission to the French pilots' executive and will hopefully be able to obtain a similar confirmation of exemption. Such developments serve to confirm the value of UKMPA membership

CUTTY SARK REOPENS



Photo: Daily Mail website

Back in May 2007 when I saw the images of the old *Cutty Sark* ablaze and the subsequent gutted ruins when the fire was extinguished I, along with many others, never thought that this magnificent vessel would ever be restored yet, amazingly, funding was put in place to not only restore her but also to radically transform the manner in which she was displayed in the dry dock.

The *Cutty Sark* had been moved into the dry dock in Greenwich in 1954 by River pilot Ernest Coe after which the dock was sealed up and she has remained there every since as a museum ship. Although popular as a visitor attraction the major problem is that ships are designed to float in the water and not sit on their keel in a dock for

any length of time and this factor, along with the normal corrosive elements of climate on old wood and steel, took its toll and for the last 30 years she was becoming increasingly decrepid and in danger of falling apart. In 2006, funding was secured for a major restoration and the vessel was dismantled with most of the original wooden hull and deck houses being removed into a warehouse. When the fire broke out there was very little of the original vessel left on board, the decks having been patched up and repaired many times over the years. The subsequent investigation concluded that the fire had been started by an industrial vacuum cleaner which had been left running.

Revised Plans

Following the fire, surveys revealed that although the steel structure had been distorted by the fire, the damage could be rectified and she wasn't a total loss but the original restoration budget would need to be doubled. At that time many options were discussed in detail including restoring her to sea-going standards and thus return her to her natural element.

In the end many maritime eyebrows were raised when a firm of industrial (rather than naval) architects, Grimshaws, were awarded the contract and more effrontery was caused to maritime traditionalists when the plans for the ship and dry dock were unveiled!

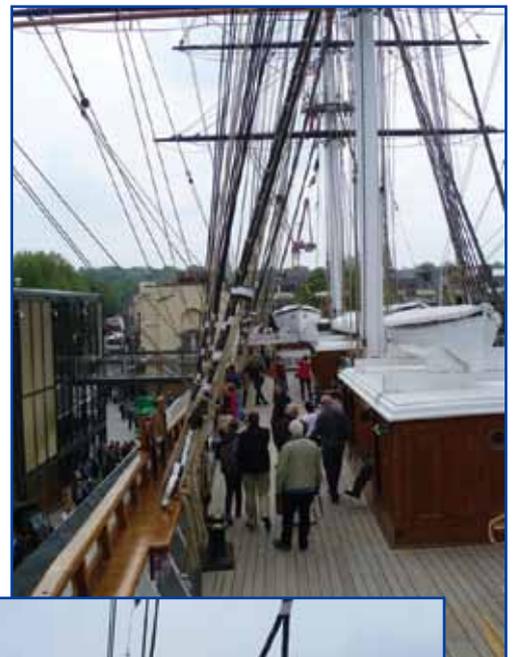
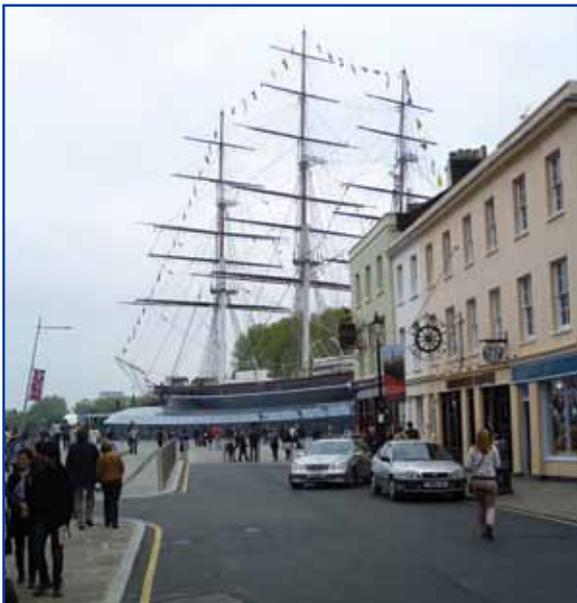


Photo: Daily mail website

Thinking outside the box!

Having examined the ship and the dock and realised that the stresses on the hull caused by keeping the ship sitting on its keel would eventually result in the same problems of hull distortion Grimshaws came up with the radical plan to suspend the ship 3m above the dock with strong steel girders transferring the weight to the dock walls. As well as taking the strain off the keel and the hull structure, this plan also then permitted the previously inaccessible space underneath the hull to be used for a greater appreciation of the hull form. The final design element was to enclose the dock with a glass sea located along the loaded line of the hull formed as if the vessel was sailing at speed. Enclosing the dock space in this manner not only camouflaged the steel supports but also enabled the space beneath and around the hull to be used as an exhibition space and cafe. Judging by the queues on the (out of season) day we visited, the ship has been given a new lease of life and hopefully an assured future





Once on board, the interior is very much unchanged from the original museum layout. Entering into the cargo hold, the interior has been laid out with mock up cargoes of tea and wool and a video area offers an interesting account of the history of the ship including the story of the name and trades she served. The tween deck and main deck cabins and deck houses are all the original and have been restored to a high standard, as have the masts and rigging. She really looks great. My only criticism is that access to the maindeck is via an unsightly glass box located just aft of the fo'c'sle and that the figurehead collection, which used to be located on the bulkheads of the cargo hold, are now grouped together under the bows with no clear labelling as to the vessels they were from. In my opinion they would look far better placed around the empty dock walls. Despite this the ship is well worth a visit and being part of the maritime museum a joint ticket is available. Members of course go free.

Full information plus a comprehensive history of the ship is on the Royal Museums Greenwich website: www.rmg.co.uk JCB

Photos JCB unless otherwise accredited

PORT SKILLS & SAFETY (PSS)

Richard Steel (Head of PSS)



Richard provided delegates with an overview of PSS which is a non profit organisation with no commercial agenda purely

focussing on port safety issues and introducing “best practice”. There are 93 members who fund the organisation through a subscription and with a small staff the reliance is upon the professional expertise of the members in a strategic partnership and as such PSS “owns” the National Occupational Standards (NOS) for the ports sector.

The pilots’ NOS contains 9 elements which have recently been updated with the involvement of the UKMPA T&TC. The next review would be around 2017.

Maritime Pilots’ Certificate (MPC)

This is still “work in progress” and any pilot can contribute into the process. The aim of the MPC is to provide a formal recognition of professional skill and if structured correctly such a certificate then becomes a respected qualification for pilots which in turn enhances Industry awareness and provides a recognisable career path focal point for potential applicants. Input from UK pilots was therefore being encouraged

The nature of pilotage requires the qualification to recognise not just generic knowledge but also local knowledge and practical experience and this will be tailored into the the proposed certificate. There obviously wouldn’t be any requirement for existing pilots to be re-assessed for the qualification.

Questions:

Who will assess the pilots?

The MCA require a face to face assessment and It would need an experienced pilot to undertake the assessment and therefore it could possibly be a retired pilot or senior pilot from another district in order to ensure impartiality within a district.

Could such a certificate be adapted for Deep Sea Pilots?

Yes. The qualification is a recognition of achieving a professional standard so if the standards for a DSP were produced then a certificate could be issued accordingly.

VIEW FROM THE “CHAIR”

Don Cockrill



By the time that you read this, we will be but a few weeks away from the 21st IMPA conference hosted by the UKMPA in London. If you have not yet booked your place for one or more days of the congress, you can still do so and take advantage of the special subsidised rates for UKMPA members. Full details are on pages 2 & 3.

As you have seen from the contents of this issue, May this year saw many of us in Harrogate discussing a number of important matters regarding the future of our Association and learning from a selection of informative, erudite speakers of political, legal and technical developments that affect our daily lives. For those that were unable to attend, the full papers, minutes and reports can be found in the members’ area of the UKMPA web site.

One issue that is still live is that of the UKMPA rules revision. This is almost completed now and will hopefully be resolved by the end of the summer. Once finalised, copies of the new rules will be sent out to all members.

The Conference was immediately followed by the EMPA football tournament (see page 15), hosted by the Liverpool Pilots whom I again wish to thank. The event was a resounding success not least because of the hard work put into its organisation and topped off by our (UKMPA) team beating the Dutch team in their opening match.

All members should by now have received an e-newsletter containing important information about the latest (Sheryll Murray MP sponsored) Private Member’s Bill concerning another resurrection of the Marine Navigation Bill, the recently announced call for evidence by the Transport Select Committee and the necessity to make a submission to the EU ports Directive questionnaire on port services. If you did not receive a copy of the Newsletter then please email:

Secretary@ukmpa.org and you will be sent one.

Several UKMPA member Pilots have made their mark over the last couple of months. John Freestone (London) was installed as Master of the Honourable Company of Master Mariners and added to that by commanding the Royal Barge, *Spirit of Chartwell* for the Diamond Jubilee pageant. A number of other London pilot colleagues were also significantly involved in the complex organisation and running of the event. In Industry, consultancy businesses from two of our districts have won or been nominated for prestigious industry awards in recognition of the specialist nature of the services they are providing.

On a lighter but important note for our younger colleagues in particular, your attention is drawn to the update on the “Mona Lisa” project, which is part of the EU Motorways of the Sea posted on the project website at:

www.sjofartsverket.se/en/MonaLisa .

The video on that website is well worth watching and I leave you to draw your own conclusions but what is worth noting is that the Project managers are former Swedish Pilots. Points to note are “proactive surveillance”, “dynamic separation of ships”, “know where ALL the ships are”, “need to change legislation - UNCLOS, STCW, SOLAS” and the overall cost of the project.



Finally, don’t forget that the UKMPA web site is updated frequently with industry news items and details of forthcoming events. Additionally, the UKMPA LinkedIn site facilitates debate and discussion with fellow members on any issue you wish to raise.

Safe sailing, happy landings and best wishes for a dry end to the summer!

Don Cockrill

OBITUARIES

Henry Peter Mason Lawrence 1925 - 2012



Members of the Cinque Ports Pilot's Association, his family and his many friends were saddened by the recent loss of highly respected colleague Peter Lawrence. He died on the 24th May 2012 aged 87 with his funeral being held at St Peters' church, Bridge, Kent; where he had served well on the Parish County Council and as Church Warden.

Born in Ilford on the 2nd June 1925 he was always called Peter to avoid confusion with his father Henry, a Master Mariner. Destined for a life at sea, Peter joined *HMS Conway* in 1940 some 28 years after his father and he was on board when she was moved away from the bombing of Liverpool to the shelter of Anglesey.

The Second War was at its height and the battle of the North Atlantic ferocious when Peter began his career with Shaw, Savill and Albion line. Appointed to an Armed Merchant Cruiser manned by the Company, Peter was to spend his first sea going years escorting convoys on the long and dangerous voyages between the UK, Australia, New Zealand and South America. He remained with the Company serving in the *Empire Waimana*, the *Mataroa* and *Akaroa* gaining his Foreign Going Master's certificate and marrying his first wife Sheila; before joining Trinity House as a Licensed London District Cinque Ports Pilot in 1960. Sadly he was to lose Sheila through illness but in 1965 he married his second wife Isobel and took on a young family. He was by all accounts an ideal father to his three step children who fondly recall the many happy holidays spent on the Norfolk Broads and other exciting places.

Peter's life was one of service - to family, his colleagues as CPP's Representative, the

community as a Parish Councillor and his Church as a PCC Member and Church Warden. A Mason, he was a member of The Nautical Institute and elected a Younger Brother of Trinity House in 1978.

Peter sadly lost his devoted Isobel in 2006 but he continued to fulfil his commitments until his ill health got the better of him. He is survived by three step children and 7 grandchildren.

Peter Russell (London & Cinque Ports Retd.)

Derrick Barrow 1918 - 2012



Derrick was born on 15th June 1918 in West Hartlepool as an only child. He was educated in West Hartlepool and on 23rd April 1934 he signed Indentures as an apprentice with Ropners. He was to receive £6 for the first year, £8 for the second, £11 for the third year, and £15 for the fourth and final year, also 12 shillings per annum in lieu of washing. During one of his voyages as an apprentice the bosun died and Derrick was signed on as bosun (He states this was his proudest achievement). He concluded his indentures on 23rd August 1938, and then continued his career with Ropners; receiving his first command in April 1947.

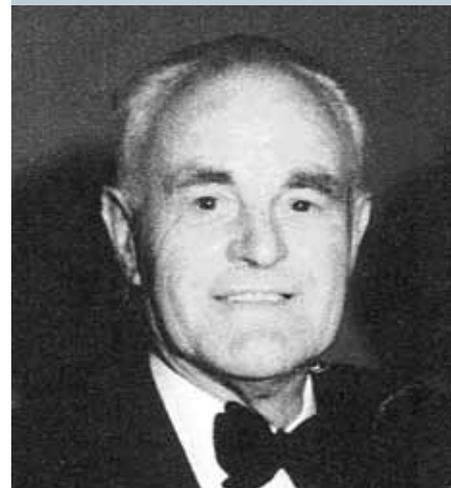
During the war he sailed on Atlantic, Russian and Pacific convoys. His last convoy was to Rangoon with supplies for the invasion of Japan. The atomic bombs were detonated at Hiroshima and Nagasaki three days before they reached Rangoon. On 25th May 1941 he married Patricia Florence Davies and advised his parents of the marriage by telegram.

Derrick received his first Pilots licence in 1952 and his Deep Sea Pilots Licence in 1972. During his career as a Pilot, he was commended by Trinity House "*For acts of outstanding seamanship*". He was piloting the *Esso Fulham* on 11th July 1959, when a passenger on board P&O vessel *Chusan* fell overboard. Under his pilotage supervision the *Esso Fulham* rescued this passenger.

On 7th October 1977 Derrick was appointed as a Younger Brother of Trinity House and retired from the Trinity House Pilotage Service in April 1984, after having served as a pilot for 31 years. Derrick and Patricia then retired to Spain. However, after living there for three years they realised that they missed their family and returned to the UK. Patricia died in 2004 and Derrick died on 18th January 2012, leaving 5 daughters, 10 grandchildren and 7 great grandchildren.

Michael Battrick (London & Cinque Ports ret'd.)

Hugh James Sandison (Sandy) 1930 - 2012



Hugh Sandison was born in Elgin, Scotland. His Father was a Shetlander and a Minister of the Church of Scotland.

Hugh went to sea at 16 as an apprentice with Donaldsons of Glasgow. After 2nd Mates he sailed with various shipping companies, his last being with Stephenson Clarkes as Master.

In 1970 Hugh became a Trinity House Pilot at Great Yarmouth, serving until 1990 when back trouble caused him to take early retirement.

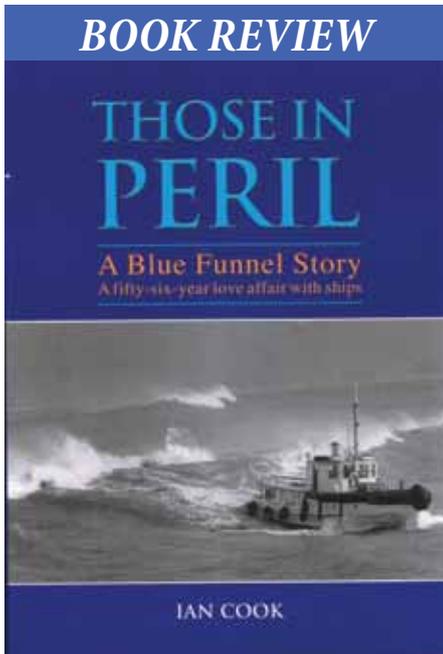
All sports were a great interest to Hugh. He was an excellent golfer and he also enjoyed bowls, snooker etc. He was also noted for his talent as a ballroom dancer-learned at various Missions to Seamen and consequently he was always in great demand at charity Balls.

He was a member of the local Masonic Lodge, and was very involved with their charitable interests.

At the very well attended funeral Hugh was seen off in a grand manner-a Piper playing Scottish laments.

Hugh married Ann in 1961 and they had a long and happy marriage of 50 years. He will be sorely missed by Ann and his three children Ian, Andrew and Joanne---and his grandchildren Damon, Daniel and Harry.

Alan Osgood (Great Yarmouth, Ret'd.)



Following on from Peter Russell's "Unplanned Passage" that I reviewed last year (issue 304) I recently received this book from retired New Zealand pilot, Ian Cook. In contrast to Peter's paperback edition, this is a weighty hardback tome of over 300 pages so I thought that reviewing it might be a somewhat daunting trial. I needn't have worried because, like Peter, Ian writes well and the book is packed with readable detail of a full and interesting seafaring life!

Ian's story begins in the unlikely setting of a Scottish estate during WW2 and having seen many RAF aircraft on training exercises as well as German bombers on raids to the Clyde he had originally decided to join the RAF and in 1943 signed up with the Air Training Corps. However, by the time he was old enough to start formal training, the RAF were winding down recruitment and closing their training centres. It was Ian's sister who suggested the Merchant navy so in 1944 Ian joined Blue Funnel as a midshipman and on his first voyage he experienced both an Atlantic convoy to New York and a hurricane. After a couple more convoys, the war ended and the book describes in detail a return to peacetime trading and life at sea serving on many Blue Funnel vessels at time when Britain still had an Empire and the British MN dominated world shipping. With Ian moving to Singapore to work for Blue Funnel's, Straits Steamship Company, the accounts of life trading in the far East provide an interesting record of Asian countries and trade in the 1950's. Ian's pilotage career started in 1958 with a move to Penang and the accounts of life and piloting a variety of ships reveals

that although politics, countries, trades and ships have changed beyond recognition, piloting ships hasn't changed at all. However living in an expat community brings strains on a marriage that are described with candour in the book and it was this latter element that resulted in Ian leaving Penang. Inevitably for a Captain Cook, Ian decided to set his future in New Zealand and after an interesting interlude of job hunting around the Antipodes Ian once again became a pilot in Greymouth on the exposed West coast of South Island and the accounts of the pilotage techniques there reveal how diverse pilotage can be.

Ian then moved to Gisborne in Poverty Bay. Again the accounts of piloting are of interest but a drop in trade saw Ian move to Timaru and then, following another marriage breakdown, to Saudi Arabia until politics and a change of contractors saw a return to Gisborne. Here, with respect to Ian's home life, the book has a happy ending but as for piloting in Gisborne, suffice to say here that the actions of local authorities and port companies had led to a deterioration in relationships with pilots and a chaotic organisation which eventually forced Ian into retirement after 56 years at sea. The book also includes Ian's expert opinions of two major incidents, The grounding and sinking of the *Mikhail Lermontov* off Cape Jackson in 1986 and the grounding of the *Jody F Millennium* in 2002 which provide a revealing alternative analysis to the official reports! Those in Peril is therefore a very interesting and readable book which will appeal to all those interested in ships and the sea but especially pilots. I would also recommend it as an essential information resource to any pilot considering piloting in New Zealand.

At £35 + P&P the book isn't cheap but in my opinion well worth the cost

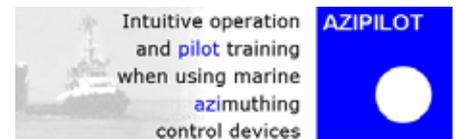
Having been published in New Zealand, Those in Peril is currently only available in the UK from Ian's stepson who has a limited stock for UK buyers. JCB

Those in Peril By Ian Cook

Available from:

Miles Averill
The Croft,
Cold Harbour Lane
Marlborough
Wilts SN8 1BJ

milesaverillcollcomms@hotmail.com
Price £35 + £8 P&P



Returning to the UKMPA conference Southampton pilot Nigel Allen and Dr Michael Woodward, (Lecturer in Naval Architecture; Newcastle University) provided delegates with a presentation on the **Azipilot project** and explained that although the project was now complete there were many findings, especially with respect to training and procedures associated with Azimuthing Control Devices (ACD's) that needed to be addressed. Nigel showed the delegates some video clips that he had taken of ACD's in use, one of which (where the Master was passing verbal commands to an officer on the controls) revealed how confusion can arise with the officer at one point placing the controls in the opposite direction to the Master's instruction. Fortunately the ship in question was only proceeding at minimum speed so no adverse consequences occurred!

With respect to training, Nigel had found vast differences in quality with some of the major cruise lines seemingly offering very poor training which was revealed when the Captain undertook the manoeuvre, as they normally did. In the UK, South Tyneside college was currently the only training centre offering ACD training courses.

Full details of the project can be found on the Azipilot project website at the following link:

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

A question was asked as to why control of ACD's wasn't by means of a joystick rather than the azimuthing controls?

Nigel stated that he had seen joysticks on some of the cruise ships but had never seen them used. Michael Woodward answered the question by explaining that it had been found that when the joystick was in use, the Diesel electric power management system controlled by the computer positioning systems operated at almost 100% loading leaving no safety reserve power. In contrast, with manual control power usage was around 20%.

With respect to training, Nick Cutmore pointed out that it was a requirement under IMO resolution A960 that pilots receive training for all the classes of vessel that they might be required to pilot.

JCB

Liverpool Hosts the 2012 European Pilots' Football Tournament



THE UK PILOTS' "SQUAD"

Back row: Derek Clunas (Aberdeen), Jordan Wood (coach), Matt Easton (Liverpool), Tim Wingate (Aberdeen) and David Roberts (Liverpool).

Middle: Iulian Gram (Mostyn), Derek McAuley (Forth), Kenneth Macinnes (Forth), Willie Terry (Forth), Steve Swanick (Manchester), Peter Simpson (Liverpool) and Simon Wood (Liverpool).

Bottom: Zane Joachim (Tess), Peter Flanagan (Thames), Martin Greenslade (Bristol), Mike McNeil (Manchester), captain Kevin Walsh (Liverpool), Steve Blake (Angola) and Dave Williamson (Liverpool).

In mid May, Liverpool Pilots hosted the 48th European Pilots' annual football tournament. Twelve squads and their supporters gathered on the Vauxhall FC ground in Ellesmere Port, while many wives and partners enjoyed a Yellow Submarine tour of the city centre.

The UK squad started brightly by defeating Rotterdam (champions for the previous three years) 1-0 in a tense opener. The perennial weakness of the UK effort is the lack of practice games due to the scattered location of players, so a strong performance in the first game was pleasing. The second game was against Weser-Ems but, after a goalless first half, lapses at the back lost three quick goals, and a strong fight back produced only one in reply.

After a very good buffet lunch, the UK team drew 1-1 with NOK1 (Brunsbutt and Baltic combined) and went into the last group game against Belgium needing a healthy win. That was achieved, as good passing and strong running created a 4-1 victory, but other results meant fifth spot rather than a place in the semi finals.

Enough UK players had been available to form a second team, playing as Liverpool, which started with a 2-0 win over Hamburg/Elbe before a 1-0 loss to NOK1. In the afternoon France was defeated 1-0 before Rotterdam edged out Liverpool 2-1, giving "the locals" seventh place.

Weser-Ems went on to win the final, reclaiming the title they last held in 2008, before the tournament ended in customary fashion, with happy hour to relax some weary legs.

A fine meal and dinner dance for over three hundred and fifty was held in the Crowne Plaza hotel and was a great success. .

The UK pilots from other districts are greatly indebted to their Liverpool colleagues – in particular Dave Williamson, Simon Wood, David Roberts and Kevin Walsh – for their huge efforts in organising and running such a large and successful event.

Kenneth Macinnes

The 2013 Tournament will be held in Livorno May 16-17th

An ideal opportunity for any UK pilot to build a holiday around the event.

UK Pilots Golf Society



L to R Bill Kitchen (Forth) nearest pin Graham Langley (M`Chester) 3rd Jim Myers (Humber) Rtd Bill Fairbairn Winner (Tees) Chris Harding 4th M Haven.

The spring meeting of the golfing society took place at a very wet Breadsall Priory Derby on Sunday 29th May/ Monday 30th. Thirteen pilots from five ports namely the Forth, Tees Humber(rtd) Manchester and Milford Haven participated and Congratulations go to Bill Fairbairn who retains the Manchester Salver.

Our next three day meeting is in September at the:

Cally Palace in Scotland,

For full details contact:

Peter Ryder: pilotlight1@hotmail.com.

EMPA website Photo competition



EMPA have decided to upgrade their website with a new appearance and in order to make it look and feel truly European

they looking for photo material from as many European pilot districts as possible.

If you have any great photographs of your pilot organization, or a specific pilot job please, send them to us.

The best photographer will **win the official EMPA tie.**

For your inspiration we have made a digital brochure with examples of the type of photographs we are looking for. Have a look on the following URL:

<http://www.thesign.nl/empa/>

Your photo's need to comply with the following minimum specs:

Format: JPG/TIFF/RAW/NEF or PSD

Size: Minimum Pixels 2457

You can upload your photo's to:

thesign.wetransfer.com

Delegates' Charity Raffle



At the annual conference a raffle was held during the formal dinner which raised several hundred pounds for the Missions to Seafarers and Don was pleased to present a cheque to Tees Harbour Master and Chairman of the South Tees Missions to Seafarers, Jerry Drewitt,

NOT ALL BUSINESS!



Don relaxes with UKMPA President Lord Tony Berkeley and IMPA General Secretary Nick Cutmore at the IMPA cocktail party on board HQS Wellington

UKMPA Section Committee members attending the 2012 conference



L-R: Don Cockrill, John Pearn, Mike Morris, Rob Watt, Peter Wylie (standing down), Peter Lightfoot, Martin James & Mike Robarts

As mentioned in the conference report, Peter Wylie is standing down from the SC after many years of sterling service. Martin Chatterton is missing from this group photo.

CONTACTING THE UKMPACHAIRMAN OR SECTION COMMITTEE MEMBER

The UKMPA executive are always pleased to receive correspondence from members but if you do write or Email please could you ensure that you include which district you are from

The Tees Pilots group LONGSCAR MARINE win a Safety @ Sea training award



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www.longscarmarine.co.uk

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Project support including new berth development and ship handling

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An MCA accredited course run by Pilots for Pilots
A two day fully interactive course utilising marine simulation to enhance the human element component

Enhanced Master/Pilot Relationships Course

This course gives Masters a greater understanding of the Pilot's requirements and the critical issues surrounding the Master/Pilot exchange



Please contact our team to discuss your training / project requirements

admin@longscarmarine.co.uk
01642 712963



In another success for UK pilots the Tees Pilots group **Longscar Marine** recently won a prestigious Safety @ Sea training award.

Captain Ian McNaught, Deputy Master of Trinity House, presented certificates to all shortlisted entrants and trophies to the winners.

In the photo (L - R):

Karl Lumbers: (Loss prevention manager, UK P&I Club),

Colin Pratt: (Director Longscar Marine Consultants & Tees Bay Pilot)

Andrew Robinson: (Director Longscar Marine Consultants & Tees Bay Pilot)

Ian McNaught.

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