



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

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Chairman's Report John Pearn



Dangerous pilot ladders, and issues arising from them, continue to cross my desk on a daily basis. If you have trouble staying awake at night, you might want to consider joining the Dangerous Ladders Facebook group. Only recently a pilot was boarding a container vessel using a combination arrangement when the ladder parted at deck level. The pilot fell onto the deck of the pilot boat closely followed by 10 metres of pilot ladder on top of him. The initial report from the inspectors concluded the pilot boat must have caught the ladder. This was quickly rebuffed by the pilots, as they had video evidence showing clearly that the pilot boat never touched the ladder. The inspector might like to remember the phrase "assumptions should not be made on the basis of scanty information..." Please continue to report any defective arrangements to UKMPA and the MCA, using the report form on the UKMPA website www.ukmpa.org

The IEC course is continuing to prove to be extremely popular, to date over 80 courses have been run training more than 700 maritime personnel. It is an extremely relevant course for all people working on or near the water, and it will save lives. If your port has not yet booked a course, now is the time to press them. There are still some dates available in 2019 with refresher courses commencing in

2020. Further details can be found on www.saviourmedical.com

On a similar theme the IMPA Pilot ladder Survey will again be taking place this year from 1st to 14th October. The UK achieved one of the largest numbers of responses last year. Thank you for all of you who contributed. With nearly 3000 submissions made globally. It is pleasing to note that this survey is now being quoted by other important industry stakeholders, both internationally and within the UK, and the issue of dangerous ladders is slowly beginning to get the attention it needs. This is, however, only the start of the journey. To assist with the survey this year, an app has been developed by IMPA, that will enable you to complete the survey from your smart phone. Details will be sent out very soon.

At the UKMPA conference, this year in Bristol we had to bid farewell to two stalwart colleagues. Bob Watt, who retired from Forth Pilots and Section Committee, has set off for a sunny retirement in the south of Spain with his motorbike and eternally patient wife Helen. I wish them both well. I would also like to extend my best wishes to Drew Smith, and his wife Val. Drew recently retired from Circle Insurance having helped pilots for nearly three decades. Due to the confidential nature of insurance claims we cannot publicise the outcomes. Be assured, there are many pilots, and families that have greatly benefitted from the UKMPA insurances. This in no small part is due to Ken Pound and Drew Smith's tenacious support of the claims submitted. Drew's replacement,

Ian Storm was introduced to delegates at the conference, and he is very keen that the high level of support will continue.

Plans are now being finalised for next year's joint UKMPA and EMPA conference in Liverpool which will run from 21st to 24th May, when we will also take the opportunity to celebrate 125 years of the Manchester Ship Canal. We will be joined by pilots from all over Europe, as well as from many other parts of the world. It promises to be a spectacular event, culminating in a black tie, gala dinner at the Liverpool Anglican Cathedral. Details can be found on the website www.ukmpa.org/empa2019 Registration will be opening in the next few weeks. It is not often you get the chance to attend a 125th birthday party, so don't miss this opportunity. If work prevents you from attending the entire event, please let us know and we can make arrangements so you can attend part of the event. You are all personally invited, and I hope to see as many of you as possible in Liverpool.

As this edition was going to press, I received the very sad news that Harry Hignett, a retired Manchester pilot and honorary life member of the UKMPA, had passed away. Harry's interest and involvement in the UKMPA extended well into retirement. His lasting legacy will be his excellent book, *21 Centuries of Marine Pilotage: The History of the United Kingdom Maritime Pilots' Association*. He will be sadly missed by his many friends and former colleagues, we extend our sincerest condolences to his family at this sad time.



'I've got a nice little job for you'

Martin James

I'm sure every pilot has received a phone call from the pilot office and had these words said to him. Why would they tell you 'it's a nice little job', instead of just giving you the facts about the job straight away? Every job should be nice, they may not all be little.

But hearing these words nearly always means you are going to be given something 'unusual' that will involve getting your thinking cap on, numerous phone calls and emails, and lots of other 'unknown' stuff to deal with!



I received such a phone call at the beginning of April: 'I've got a nice little job for you' (alarm bells ringing). 'Oh, very good,' I reply. 'It's on the bank holiday weekend at the beginning of May.' That's the first reason to panic - anything to do with a bank holiday in the UK usually means gale force winds and inclement weather, but it is May, so maybe I will be lucky, I hope so. Then we start the 'quiz'. Rather than give me the facts, we play a guessing game: -

'You won't have to worry about a 9m climb or using a combination ladder.' I can hear the chuckles on the other end of the phone. It's not very big then, or is it too big for a ladder? 'You might get your feet wet.' Now I'm curious. Anything to do with getting wet, apart from being out in the rain, isn't top of my list of priorities at work.

'You will be out in the fresh air for the whole job, as there are no bridge wings.' Let's hope it isn't raining then!

'You could go in "stealth mode" and sneak up the river unseen.' Now I am beginning to come to a conclusion about the 'nice little job', but before I make a guess I'm put out of my misery when all is revealed that it is the Dutch submarine HNLMS *Zeeleeuw*.

Strangely this will be my second pilotage act involving a submarine, the last one being in 2006, when I was tasked with the outward passage of HMS *Onyx*, as a dead tow. She was decommissioned in 1991, came to Birkenhead Docks in 2002, along with some other naval vessels, and belonged to the Warship Preservation Trust, where she had been open to the public. The trust went into liquidation in 2006 and the *Onyx* was subsequently sold. She was now moving to Barrow to be an exhibit at The Heritage Submarine Centre.

Having eventually been given all the vessel's details, which the office had to hand, I then put my brain into gear and started to think how I was going to get this job done successfully. A phone call to the agent confirmed the arrival and departure dates. A call to the CHA confirmed a lock and a berth. Consulting the tide tables made sure we would float in the channel and at what time we could enter Langton Lock. Checking the dock charts ensured we could reach our allocated berth and that the depth of water in the dock was sufficient.

Zeeleeuw was to visit Liverpool for some 'R & R' after spending time at sea. I guess this is even more important for the crew of a submarine, who for obvious reasons cannot really relax on board or go for a stroll out on deck! The term 'rest and relaxation' is probably the wrong one to use, as I am sure, like any other crew member on board a ship, the last thing they want to do when arriving in port is rest and relax! I think once we are alongside there

will be a stampede up the gangway to get into town to 'rest and relax' in a more appropriate way.



One of the benefits of being a member of the UKMPA, as well as EMPA and IMPA, and having attended their conferences, is that there will nearly always be another pilot who I have met, or someone else knows of, who has faced a similar challenge. A quick phone call to Peter Adams (Admiralty Pilot) Portsmouth (thanks, Peter) answered most of my questions about boarding, manoeuvring, restrictions, using tugs, etc. A conversation with Joost Mulder (Rotterdam Pilot) at the EMPA congress in Antwerp also clarified a few other points as well.

With all the plans in place, hopefully, all I have to do now is wait for the big day to arrive. The vessel is due to dock on Sunday 6 May. We receive a daily 5-day forecast for the port and I eagerly await the forecast for Wednesday 2 May whilst also keeping an eye on the BBC weather website. The forecast wind on the day: - W'y 7 - 10 knots. Well that's not too bad, better than the usual bank holiday gales. The BBC announces a high pressure will be over the UK with high temperatures. I have high hopes. The updated forecast gets even better: we are now looking at S'y 4 knots, clear blue skies and warm sunshine, 24°C.

There are some further communications with the agents to clarify a few points. The vessel has asked to sail at 10.00hrs, but unfortunately HW is at 06.30, which

is the time when we have to lock out and which would mean an 04.30 start, or they can opt for the afternoon tide and make it a 1700 start. I'm happy with either option and it's up to them! The reply comes back that they don't like early starts (who does?) and will go for the afternoon tide. I'm not going to complain.

Sunday arrives and the weather forecast is correct. It's wall to wall blue sky and sunshine, the temperature is rising, it's going to be a hot day out in the fresh air. I head out on the pilot launch, the river is like a mill pond and when we reach the pilot boarding area it's the same out in the bay, it couldn't be a better day at sea. Boarding had been arranged for 1300, we are a little early on station and scan the horizon to find *Zeeleeuw*. No sign of a submarine out there and no reply to our VHF call. She must be here somewhere. We sit and wait. At 1250 a black shape starts to appear from below the surface ahead of us, it is an eerie sight. A call comes through on the VHF from her that she will be ready for me to board at 1300, as arranged.



Getting on board was fine in the calm conditions. Quite a few of the crew had come up on deck and were sitting there enjoying the sunshine. I was shown the small hatch and ladder to climb through and down to get into the submarine. I was met by the Commanding Officer, his No.2 and the Navigating Officer.

We went through the MPX and discussed the passage. The Nav Officer had done a perfect plan of the passage, though we made a few adjustments to his timings

for our arrival at the lock. The information I had received from Peter Adams was also invaluable about the vessel's manoeuvring and speed characteristics, which were confirmed by the Commander. I was shown the control room where the 'bridge' and 'engine room' are located and then we climbed up another three sets of ladders and up through another small hatch up to the conning tower.



The view from the conning tower was quite surreal, nothing like I had ever experienced before. I was glad it was sunny, for it would be a long miserable five-hour passage standing up there in rain. There was just about enough room for five people — the Nav Officer and a crewman were in the forward area, giving helm and engine orders to those on the controls below. We had a small PPU to monitor our position and speed, a gyro compass and two hand held VHF's.

The Commander and No.2 were sitting on top of the conning tower at the back and I had the remainder of the space. The submarine handled well and we made a steady eight knots up the river. Fortunately it was a quiet tide and we only met one outward ferry and were overtaken by three inward vessels.

We had two harbour tugs meet us at the mouth of the river, to assist in the swing and to then get us into Langton Lock and through the dock system to our berth. We had timed our arrival to perfection and swung at HW, entering the lock about 20 minutes later when it was all slack. The passage from the lock to the berth went well, although the Commander was getting slightly



concerned as we had to pass through ever narrowing passageways to get to our berth. The tugs did a good job at controlling the speed and we managed to pass through the centre of each passageway. We didn't want to dent/catch the protruding fins and rudders at the stern!

We had made it safely to the berth, thankfully without any 'excitement' throughout the whole job. The submarine was safely moored. After all the planning and preparation, I was pleased and relieved it had all gone well and I had had a thoroughly enjoyable afternoon at work. The gangway was placed on board from the quay and I had the honour of being first ashore to get back home to rest and relax. I'm sure the crew would be hot on my heels, once they were dismissed from duties, to rest and relax ashore in their own way. I shall be back on board in three days for departure and to see how they all enjoyed Liverpool!

That's a story for another day...

Martin James is a Liverpool Pilot.

Pilot Embarkation Platforms Kevin Vallance

During the transit time on the pilot launch between the shore and the vessel, pilots will spend at least a portion of that time carrying out (either consciously or subconsciously) a risk assessment of the forthcoming operation.

Most pilots will be using a pilot launch they are familiar with, surrounded by a crew they know in an area that can at times seem like a second home. The vessel they are boarding may be one they have worked before and hopefully the pilot transfer arrangement will be compliant with current IMO requirements.

However, this is not always the case. Last autumn due to severe weather conditions in the North Atlantic a container vessel which regularly uses the services of Hammonds deep sea pilotage was weather routed to enter the North Sea via the Pentland Firth.

Travel arrangements were made, because it was the weekend there were only limited flights available, so it was 12 hours on a train and a night in a hotel. A bright Sunday morning with a stiff breeze and a couple of metres swell was no problem on the tug supplied for the short run out from the harbour.

After the pilot transfer was 'safely completed' the vessel set off on her passage towards Bremerhaven.

Photograph 1 shows the combination ladder arrangement provided with a trapdoor in the bottom platform, SOLAS refers to this as an 'embarkation platform'.

During the passage I had time for a fuller reflection of the condition of the ladder arrangement provided:

- On approaching the vessel it was observed that the pilot ladder being used, in a combination ladder arrangement, was a little high. The boat coxswain requested the ladder be lowered, which happened instantaneously. This action clearly illustrated that the accommodation ladder was not secured to the vessel, a requirement of SOLAS V Chapter 23.
- Although it's not clear to see on the photograph the retrieval line is rigged leading aft and at the wrong height, making it noncompliant with SOLAS.
- Photograph 2 shows the pilot ladder securing arrangement, which is directly onto the embarkation platform structure. Just above the height of the platform a 100mm box section is welded to the platform. The pilot ladder side ropes are behind this box section, which hampers the pilot's climb.

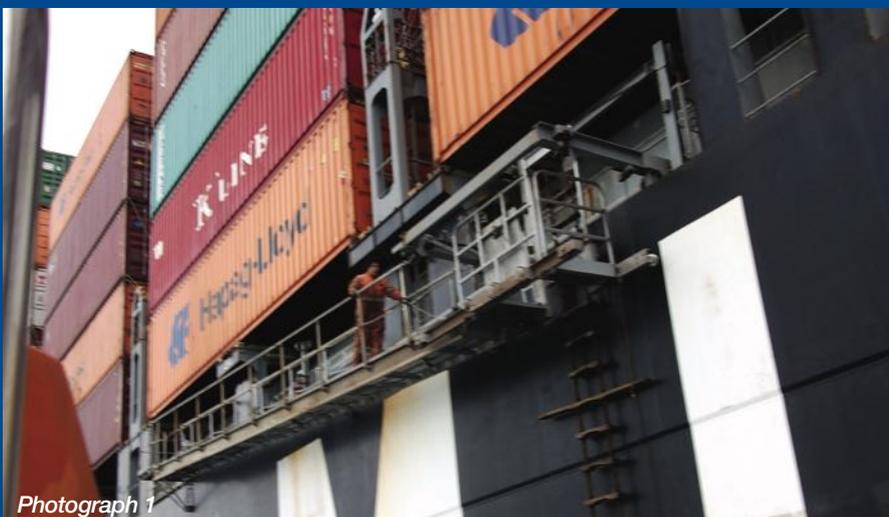


Photograph 2

- When approaching the top of the pilot ladder it is necessary to manoeuvre through approximately 90° to transfer to the platform. IMO Resolution A 1045 requires that the minimum size of the access hole should be 750mm X 750mm. This regulation also requires that stanchions be provided with a spacing of not more than 800mm, and the arrangement seen here had no outboard stanchion to assist the pilot when making the transfer across.
- Pilots who persist in carrying a bag when climbing a pilot ladder may find it tricky when ascending through the platform door.

This particular vessel and its pilot transfer arrangement were constructed in 2014, well after the 2012 date which would have allowed it, under the so called 'grandfathering clause', to be not required to comply with the revised regulations which came into force in July 2015.

How have a major European Classification Society and a UK based P&I club allowed such a system to be certified and used?



Photograph 1

Cruise Ship Season Lindsey Wigmore

Having now clocked up 30 years as a Great Yarmouth pilot where the main trades are offshore and coastal ships give the opportunity to a pilot to do something out of the ordinary – in this case, the cruise liner M.V *Seabourn Quest*. Preparations were made assessing the needs of a high-sided vessel and the forecast conditions for the day. We used our experience from the simulations we had run on car carriers and previously handling large high-sided vessels, such as the crane ship *Zen Hua*. Additional measures in having a tug on standby were made as well. Myself and my accompanying pilot had an early wake up to make sure that the pilot boat dispatched us in time for a 0500 boarding on the 30th June 2018 at the pilot station 4nm Southeast of Yarmouth, which is the seaward side of the Holm and Scroby sand banks. Once on board we went through the

master pilot exchange of information and commenced slow steaming to take advantage of a slack water entrance to the harbour area.

A slight sea and a North Easterly wind of 15 knots made this a smooth pilotage and we entered through the piers of the outer harbour as predicted on slack water. We then swung the vessel through 90 degrees to berth her starboard side to. I was impressed with the master-pilot relationship and the relaxed atmosphere on the bridge. This can only be described by having estimated and planned the pilotage, with the assistance of a bridge team willing to engage in the relationship with the pilots.

We look forward to welcoming our next planned visitor.



The above picture of the Viking Sun going through the Thames Flood Barriers shows the ship handling skills needed by a pilot. During the ship's call to the River Thames, London pilot Phil Cunningham piloted her from sea to Gravesend and then river pilots Dave Hocking and John Sheridan took over to pilot her in the upper reaches of the Thames and through the barriers to her berth.

Photograph courtesy of Alex Sommerville.



Report of the 2018 IMPA Congress

Senegal, 21-27 April 2018 Peter Lightfoot

At IMPA 2012 London, it was announced that Senegal would host the 2018 IMPA. The African state has been keen to host the event for several years but few outside France had heard of Senegal or knew that Dakar is a popular holiday destination.

Don Cockrill, Nick Lee and Mike Morris were also on my flight from Brussels, along with many Dutch and Belgium pilots.

The landscape of Senegal is vast, turning from a deep red iron ore colour to a sandier colour as you approach Dakar. It is not farmed extensively but is used for grazing cattle and goats and looks almost prehistoric, especially when you see the ancient baobab trees. Some of these trees are 6000 years old and predate the Pyramids and Sphinx.

Baobab wood is useless, its wet and spongy texture ensuring its survival.

Many of the remote buildings have no roofs and lie half finished and deserted. This apparently is to do with the tax laws — because land is cheap, people buy it, and as long as the property is not finished you are not taxed.

Having never visited West Africa before I found the journey through the suburbs with the general menagerie of life quite fascinating. Every open space in the city seemed to play host to a game of football and there were many other people out running and training on the paths. The country is obsessed with soccer and all the children seem to wear football shirts from Premier League teams, like Arsenal, Liverpool and Chelsea.

Presentations during conference week

As with previous conferences the opening ceremony included local music and a presentation on the history and diversity of cultures within the country. This and the majority of speeches made by the Dakar Pilots SG, organizing committee Chairman, Dakar Port Authority director and the Senegal Ports and Fisheries minister, were all made in French — even Simone Pelletier, IMPA President, made his welcome speech partly in French (we later learned that there was a translation service available, which we picked up later).

The morning session was a bit of a media circus, with several TV crews and many journalists thronging the crowd. The late morning session



started with a minute's silence for the five pilots, including our own Gordon Coates, killed since the last conference. Simone Pelletier and Nick Cutmore spoke, after which we broke for lunch.

The afternoon marked the start of professional presentations that would continue through the week.

Captain Mark A Poisson of the Marine Accident Investigation International Forum (MAIIF) explained the work of the Forum to improve the quality of casualty investigation. The Forum has recently released a code (MSC 255), Guidelines to Assist Investigators. It has also recently released two safety posters, one for 'Entry into Enclosed Spaces' and the other in conjunction with IMPA on 'Pilotage Safety'. A link to these is here <https://maiif.org/maiif-safety-initiatives/>

Matthew Williams from the International Chamber of Shipping is the Senior Marine Adviser at the ICS. He updated us on the 2016 Pilotage, Towage and Mooring Survey. The Chamber's members, ships' masters around the world, completed this survey. The results of this were for the most part positive with regard to compliance to A960. He stressed the importance of completing a written MPX and avoiding verbal-only responses. He said that the major issue was noncompliance with regards to PPE, some pilots having limited PPE and some ignoring it altogether.

Ship manoeuvrability and the current focus on reducing pollution will have an effect on ship design, particularly regarding slow speed manoeuvrability. Many systems now gain additional power from smaller engines and shaft generators. There was discussion of some of the issues with regards to standard ship design.

Technology is driving forward at quite a pace and the correct use of autonomous systems and autonomous ships is a concern. Information exchange will be crucial to ensure that correct systems are adopted correctly.

Johan Gahnstrom from Intertanko explained about the various subcommittees that his firm uses and many publications they produce. The aim of the tanker owners is to achieve zero fatalities, pollution and detention.

Paul Thompson BMT and Don Cockrill UKMPA did a joint presentation on the impact on pilotage of autonomous vessels. Apparently, there are more than 1000 vessels already operating, though these are mostly survey vessels. These ships are a hot topic at the moment, generating a lot of consultation and many workshops on the subject.

The second day's presentations centred on engaging with governments. There were presentations by Etienne Bodard, who spoke of his experience with the European Commission. He was followed by Paul Kirschner, a lawyer in the USA specialising in pilotage. He began with a background to pilotage and the formation of the American Pilots Association (APA). The APA works with government and employs a full time staff to lobby and develop relationships with government.

James P Roche from Canada gave a history of pilotage in Canada and posed three factors for us to consider:

1. **Embrace Change** — if we want things to stay as they are, things will have to change (think of Lampedusa);
2. **Recognize government's new reality** — dramatic shifts in the economic order and how people communicate profoundly affect whom government listens to, how they listen, and how issues are addressed;
3. **Collective action makes for more powerful impact** — IMPA's role as pilots' collective voice is effective, and has still more potential.

The presentations on safety were particularly relevant given the sad loss of pilots through accident. Captain Dan Johnson gave his

experiences of helicopter operations on the Columbia River. This was especially interesting, as he used video footage to get the message across by showing the benefits of helo ops over using boats in heavy swell conditions.

Nick Lee, head of the Technical and Training Committee, gave a summary of the IECC course and how it was developed. The course has now been taken by 750 people here in the UK and has been widely adopted by all the port industry in the UK. Nick posed interesting questions to the audience, for example When do you suspend pilot transfer operations? Is it when the coxswain cannot position the boat to give a stable platform to use the ladder? Or is it when the boat crew conclude that due to the conditions recovery will be extremely difficult?

Adam Roberts, a pilot at Port Kembla, reported what he felt the accident-reporting culture in the marine industry is like. He discussed various thoughts pilots might think when presented with a dangerous ladder situation:

1. **Deadly Thoughts** — If I wait for the best ladder, shipping will stop ... I've climbed worse ... The ship is close to danger, so if I don't get on now ... If I say no, I will be home late.
2. **Why don't we report defective ladders?** — It can feel like an exercise in futility ... I've climbed it, so I'll look stupid if I report it now ... It's 0200, it's night shift ... I don't want to damage relationships with either the Master or customer ... I want to go home, not do paperwork ... I've told the Master/Third officer to take care of it. An APP has been developed within AMSA to support reporting of dangerous ladders. The App was developed using the App Wizard online App development framework.

John Pearn, our Chairman who is also an IMPA VP, gave an update on the IMPA survey on pilot ladders. There had been a positive response,

which was pleasing. The survey identified that the main problems were poor rigging of ladders and the use of retrieval line. Captain Alvaro Morello, a Panama Canal pilot, took on a different theme and showed several pictures of difficult boarding arrangements, mostly concerning warships, which although not required to follow the code are encouraged to do so. He was followed by Johannes Silverston from Norway, who with a series of photos and video examples demonstrated low freeboard ships and the difficulties of boarding these. It was interesting to hear that in the last 20 years Norway has had eight serious boarding incidents, seven of which occurred on low freeboard vessels. It is clearly a major problem and the code doesn't currently allow for these vessels.

To finish off the session on boarding and landing, Adam Roberts explained about his work at the IMO with regards to pilot ladders. He is very active and knowledgeable in this field — and if you haven't yet visited the Facebook group #dangerous ladders I recommend you take a look.

The third day of conference was a break from presentations and time for some well earned R'n'R time with family and friends to Bandi game reserve and Pink Lake. Our convoy of seven coaches had two police outriders and an ambulance! The Bandi game reserve is a private park established to protect the original flora and fauna and to re-introduce native large mammals of Africa that have been extinct for centuries in the country because of loss of habitat and poaching. It was all very enjoyable and we saw many animals, including rhinos, giraffes, buffalo and ostrich, as well as many rare and colourful birds.

We had refreshments by a large waterhole filled with crocodiles before we set off towards the coast. Open top trucks took us to the beach for a ride across extensive sand dunes. It took some time to ferry everyone, so some of us were encouraged to walk allegedly 800m through deep sand

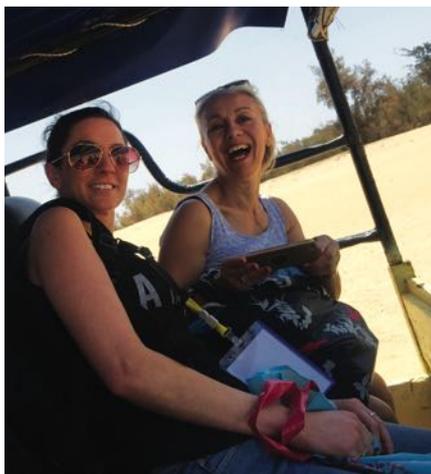


to the beach. These 800m turned out to be 1.2km, so we managed to flag down a passing truck before we passed out in the baking midday sun. On arrival at the beach Bedouin style tents had been set up along with refreshments and a buffet lunch. There were 35 soldiers protecting our party and anyone not in our group were politely told to vacate the area. The beer and wine ran out quite quickly but there were about 10 quad bikes, several camels and a couple of Land Rovers to play on for those interested. A few hardy souls braved the water, although there was quite a surf running with a strong rip tide. There was some panic as we eventually left the beach when the organisers found a bag of clothes with an expensive camera, which however was re-united with its forgetful American owner the next day at conference. Our final stop was at the Pink Lake, a large shallow lagoon located a few hundred metres from the sea and surrounded by dunes. It's supposed to get its colour from the presence of microorganisms and the high concentration of minerals. I have to say it wasn't very pink the day we visited but a bit green round the edges.

The fourth day of conference saw the recommencement of technical presentations. The first two of these were by pilots from the USA and France on handling container ships. Captain Eric Von Brandenfels of the USA used several video examples

to show how they handle in different wind conditions these VLCV up to 400m long. When these ships first started trading they used to require four tugs, which resulted in the owners pleading poverty. Now they are worked with three tugs in total, two tugs aft. This type of manoeuvre is described as T-squared. Alex Lancelot, Port of Le Havre, explained that in his port large container ships longer than 350m have two pilots. Le Havre has developed a new container terminal with ten berths. A 700m turning circle and 450m wide channel has no draft restrictions. When dealing with Q class container ships, two tugs are fast aft. To allow more time for the MPX pilots always board by helicopter. Pilots have to undergo simulator training three times annually, and the port has recently introduced a new class of pilots for vessels more the 366m, these pilots having to complete six months training on vessels longer than 330m and then another six months on vessels longer than 350m. The main issue for these pilots is the wind. Nine tugs are available in the port, the largest being 140 tonnes bollard pull, the smallest being 60 tonnes. When planning the passage and when taking a decision to enter, pilots rely heavily on detailed wind readings.

The next two presentations on Standard Conning Commands with Pod Drive vessels were given by Captain Cai Bin of China and



Captain JD Giles of France. IALA were appointed several years ago by IMO and have five working groups. These committees aim at developing common best practice standards through publication of IALA Recommendations and Guidelines. In essence, only pilots can perform pilotage. Digitising pilotage as a maritime service is not realistic, is not safe and ignores what the essence of pilotage is. However, pilotage has been added to the list of services in the MSP-6. Concerns remain that this could lead to shore-based pilotage via VTS, so we will make efforts through IMPA to have it removed or the role of pilotage redefined.

'PIANC Friend or Foe' by Captain J Pearce of OMC related Harbour Approach channel design guidelines.

These define the vertical and horizontal dimensions of harbour approach channels and the manoeuvring and anchorage areas within harbours, along with defining restrictions within a channel. The presentation was related to how you can use the guidelines for either developing a new port or for redesigning an existing channel for larger vessels.

'LNG Fueled Ships and LNG bunkering' by Captain Goag Seng-Min was a presentation of various slides on LNG operations. There are currently 96 LNG fueled ships in service. With the reducing cost of gas and a wide global supply it is expected that this number will increase and we will see a global shift to LNG powered ships.

The last presentations were on Continuous Training and Proficiency given by Captain Carl Robitaille of Canada. Carl started his presentation by defining what a Liberal Profession is as defined by the European Council. 'Liberal professions accept responsibility and serve the common good, they are independent in their expertise and from the interests of third parties and practice their professions autonomously. Liberal professions provide high quality services and high standards of knowledge-based services.' Clearly, marine pilots and liberal professions share common ground. But how about continuing professional development? And how do we compare with respect to continuous proficiency?

Carl then showed the CPD requirements for various professions, including lawyers, dentists, and doctors. On average they do at least 40 hours of CPD training every year, which is obviously considerable when looking at A960 by comparison. Carl then went on to describe the Canadian Training and CPD standards, the structure of training being in three parts — Part A is standard training, Part B is development and specialization, and Part C is about regularisation. Peter Lilley from Australia talked about how

in the last two years the Australians have developed a national standard CPD programme. This programme is web based and can be adapted to fit into a port's own procedures. Pilots have to send photocopies of all documents and certificates to update the system, which has four levels of access and all pilots pay a nominal annual subscription.

Phil Thompson of BMT spoke about Port Development and Port Expansions: the role of Pilot Simulations. He began by asking if we really get what we need from simulations and how we adapt and develop them. There are sometimes problems with validation of models working from real ship's manoeuvring data. He then gave examples of some of the work that BMT has done, including support of planning and development in over 500 ports in the last ten years. A network of trained pilots familiar with either specific vessels and/or ports undertake the simulations, data from which can then be used to develop new clearing distances and transit bearings, port procedures (and emergency planning in the case of tug and terminal failures). Other examples of pilot training and simulation were made by a wide variety of pilots across the world. My thanks to Captain Seringe More Gaye of Senegal and Captain Taric Bourassa from Morocco.

During various presentations on portable pilot units Captain Peter Dann from Australia introduced an interesting feature of their system, which can record the voice with a PPU. This capability allows playback for trainees, who are required to record passages, and this playback is analysed later to see where improvements can be made. Peter also highlighted some issues with the system, including font sizes, target swap and AIS data, Bluetooth and wireless drop outs, freeze ups, aerial connection problems, and pattern matching and confirmation bias.

If you weren't there you missed a lot!

Maersk Selects Sea Machines for World's First AI-Powered Situational Awareness System aboard a Container Ship

Amelia Smith

Boston-based Sea Machines Robotics announces today that it has signed a contract with A.P. Moller-Maersk, of Copenhagen, Denmark, to trial its industry-leading perception and situational awareness technology aboard one of the company's new-build Winter Palace ice-class container ships. The deal is significant not only to Sea Machines and Maersk but also to the larger maritime industry. This installation marks the first time that computer vision, Light Detection and Ranging (LiDAR) and perception software will be utilized aboard a container vessel to augment and upgrade transit operations.

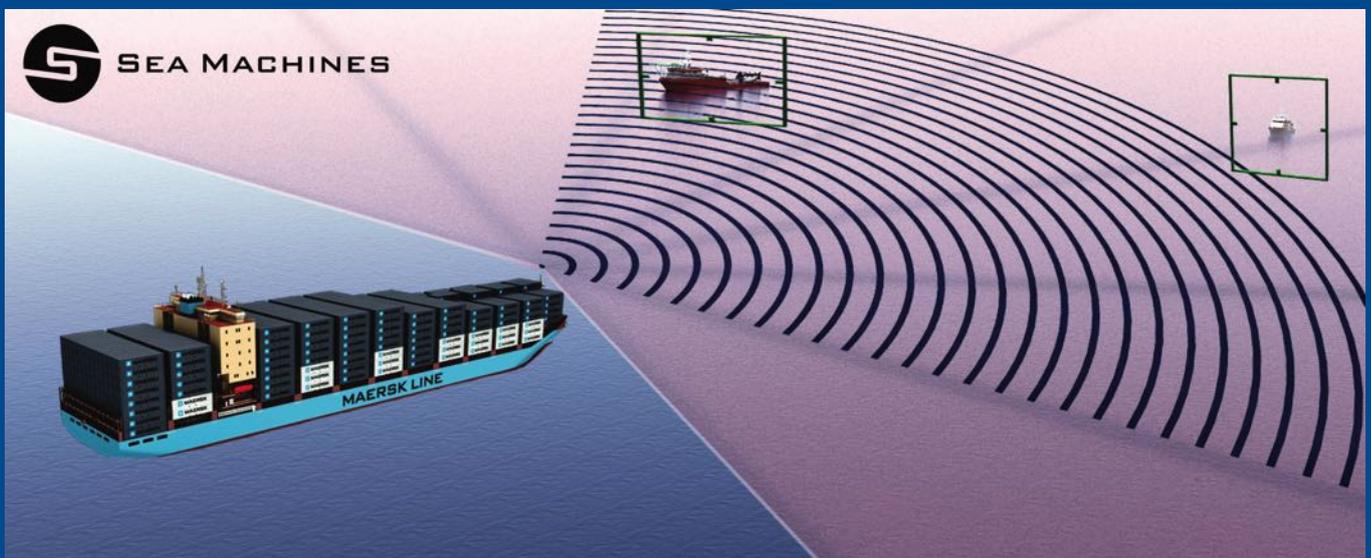
The solution chosen by Maersk is the latest in Sea Machines' portfolio and uses artificial intelligence (AI) to improve at-sea situational awareness, object identification and tracking capabilities. Similar to Advanced Driver-Assistance Systems (ADAS) commonly found in automobiles – which alerts drivers of roadway hazards and prevent accidents – Sea Machines' system uses advanced sensors to collect a continuous stream of information from a vessel's environmental surroundings, identify and track potential conflicts, and efficiently

display the knowledge in the wheelhouse. The system facilitates safer and more efficient maritime operations. Maersk's goal for the collaboration is to prove that the technology aids seafarers, can remove the line of sight restriction from the bridge, and provides the infrastructure for a future autonomous collision avoidance system.

'We are extremely proud that the world's largest shipping company selected Sea Machines as their advanced perception and autonomous technology provider,' explained Michael Johnson, founder and CEO, Sea Machines. 'This partnership with Maersk marks our first foray into the shipping sector and allows us to positively contribute towards the operator's technology goals. Our mission is to propel the maritime industry forward with 21st century technology and it's exciting to see the growing demand for Sea Machines products.'



'Our team first met Sea Machines around three years ago when they were developing the concepts of their first autonomous systems, and already we were impressed with their technical capability, planned product path, and practical understanding of the future needs of the marine market,' said P. Michael A. Rodey, senior innovation manager, A.P. Moller-Maersk. 'For this containership situational awareness programme, we aim to prove that the technology increases our safety, efficiency, and reliability. Autonomous vessels are not an end goal for Maersk nor are unmanned vessels, but what is more of interest is the technology along the journey and the value it brings.'



This news is the latest in a series of announcements highlighting Sea Machines' continued progress. Most recently Sea Machines disclosed the opening of a second location in Hamburg, Germany. This new centre of excellence is now supporting the company's growing demand for engineering, sales and marketing across Europe. The company is also managing a pilot programme with Tuco Marine, of Denmark, to test the autonomous technology aboard ProZero workboats.

Sea Machines introduced the world's first industrial-grade control system

to provide autonomous and remote vessel control for workboats and other commercial marine vessels. The SM300 serves operations looking for level 3 operator-in-the loop autonomy in survey, spill response, dredging and security/surveillance. Sea Machines is also actively developing advanced perception technology and navigation assistance technology for a range of vessel types.

Sea Machines' Founder and CEO Michael Johnson made this additional comment:

"Sea Machines' software makes Maersk's operations safer and more efficient by bringing intelligent information about the operational domain directly to the wheelhouse. This collaboration is significant in that it allows us to demonstrate how the technology can increase the safety, predictability and productivity of real-world shipping operations. A first for the industry, this collaboration with Maersk marks the start of a coming wave of early adopters and is helping to shape a new era of maritime operations."

APPMPG update Hywel Pugh

I represented the Association at the recent All-Party Parliamentary Maritime and Ports Group (APPMPG). This gave us the Association an opportunity to meet and speak with Members of Parliament & House of Lords as well as various industry organisations who have an interest in our maritime industry.

The meeting was chaired by Jim Fitzpatrick, Labour MP for Poplar, Lord Berkley and Lord Greenway.

The first presentation was by Tim Morris, Chief Executive of the UK Major Ports Group.

He gave an overview of the vision of a plan for 'Ports 2050' and how the digital side of this could be completed. The plan covers various aspects of port operations, which include the physical – ports as hubs and their connectivity – Augmentation and Automation, Digital and Sustainable operations.

Roger Hargreaves, Marine Director of Department for Transport, gave an update on the department's activities, and these were:

- Trying to move the sector more into the forefront of people's minds, because London provides 80% of the world's Marine service sector;
- Very soon they will publish what they have done this year (2018) and what they will be reworking in 2019.

I thought that Roger Hargreaves spoke very well and was positive about the growth in the sector. His department was working hard with other departments of the civil service for more resources, though everything these days is judged on value and benefit.

The room was then opened to questions and I made some notes:

Lord Berkley asked about the connectivity of Tilbury to the new Thames Lower crossing and Scilly Isles.

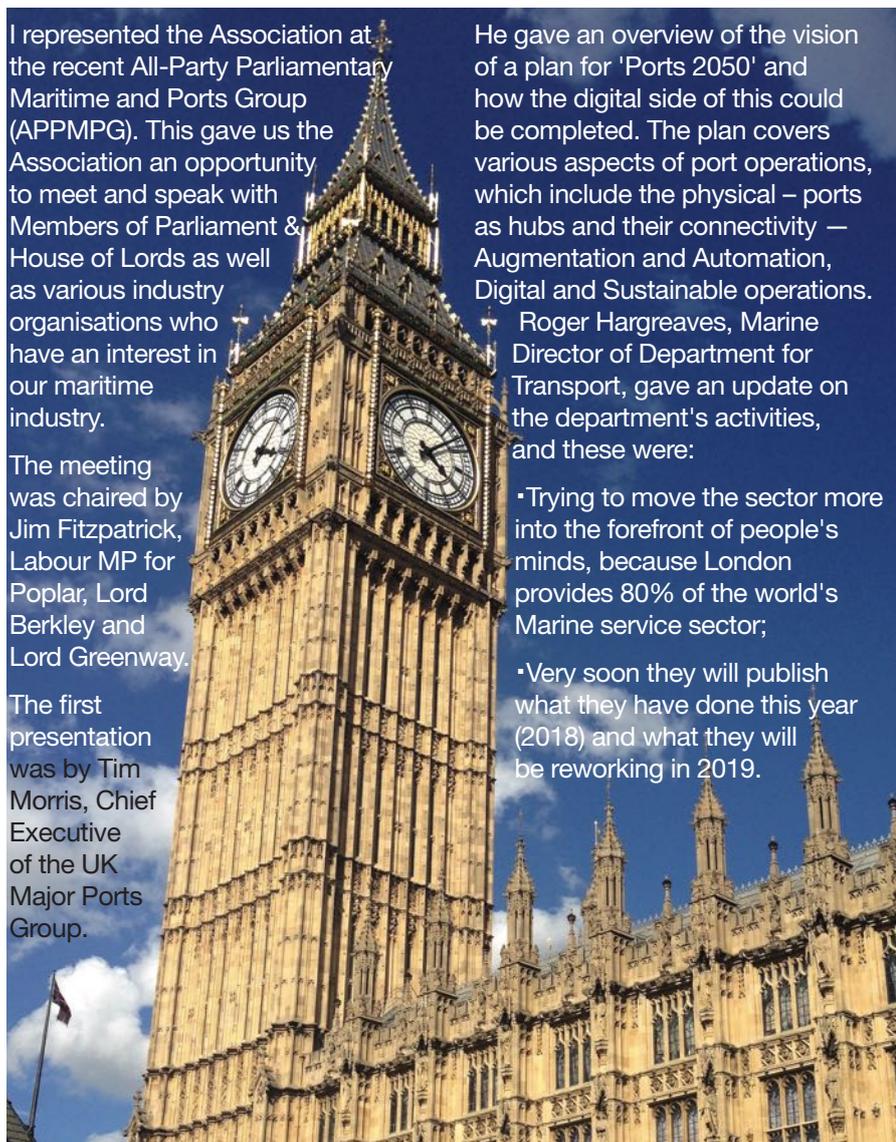
The Portland Harbour Master asked about connectivity for Portland.

Ian Shields, CHIRP member, asked about port access by larger ships.

Lord Greenway asked if there was any intention for a Marine Bill as it was 10 years since the last one: answer No!

A question was raised about the size of the Red Ensign fleet. Answer: they were working hard but now thinking that maybe quality is better than quantity.

BPA asked about Coastal inter-port shipping. Answer: There is still work going on around this but it would have to add value.



Obituary: David White 1945-2018



David White, was a marine pilot from 1979 until his death last week. After 11 years as a navigation officer with Shell Tankers UK LTD and six years as a hydrofoil commander and relief master for Red Funnel Ferries. He became a pilot for the port of Sunderland in 1979. He transferred to Teignmouth in 1985 where he piloted until 2004 as well as taking

on the additional role of Dartmouth pilot from 1992. He became Harbour Master for Dartmouth from 2005 until retirement in 2010, although he continued to serve as a pilot for Dartmouth until his death on the 18th January 2018, after a short battle with pancreatic cancer.

Nick White (Son)

Obituary: Donald Howard

Donald Howard, Lord Strathcona and Mount Royal, Laird of Colonsay and a defence minister under Margaret Thatcher, served as President UKPA 1978 - 1990 died on June 16th, 2018

Lord Strathcona and Mount Royal, who died aged 94, owned a large estate in Scotland, including two islands, Oronsay and Colonsay. His title dated from 1900 through an ancestor who cofounded the Canadian-Pacific Railway and who was a large shareholder in the Hudson's Bay Company.

In the early 1970s Lord Strathcona was much involved in the project to recover Brunel's famous passenger ship SS *Great Britain* from the Falklands. The hulk was refloated and towed back to Bristol on a pontoon. The whole event was covered from a converted wooden Chinese junk by Strathcona for a national newspaper.

In 1979 the new Prime Minister Margaret Thatcher appointed Strathcona a defence minister with responsibility for military procurement, though she asked

him to resign when he opposed her defence cuts in 1981.

Lord Strathcona was devoted to his estate in Scotland, especially its garden at Colonsay House. He had many other interests serving as chairman of the Bath Festival. He also spent much time repairing wooden boats and was president of the Steamboat Association and chairman of Coastal Forces Heritage.

John Pearn

Incident procedures and legal rights

All active members should have received a card detailing the procedures to be taken following an incident. If you haven't received such a card please contact the insurers.

If you are involved in any incident

(no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company. The incident form with instructions can be downloaded from the UKMPA website.

Minor incident: Forward the incident report as directed. During normal office hours you can also speak to Ian Storm at Circle insurance: **0141 242 4822**

Major incident: During office hours as above, outside office hours call **07790 069306**

For full details, please refer to UKMPA Circular: 7 of 2016

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UKMPA member receives MBE from The Queen

Martin Phipps was a Southampton Pilot. When he was appointed Southampton Harbourmaster he remained a UKMPA Member, continuing to maintain a strong interest with pilotage.

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Former Harbour Master at the Port of Southampton, Captain Martin Phipps, today (26th June 2018) received his MBE from the Queen at a ceremony held at Buckingham Palace.

Captain Phipps was recognised in the New Year's Honours list and his award was given for services to UK exports.

The Harbour Master is responsible for the safe navigation of all vessels using the port and operating across the wider Solent – last year 160,000 vessel movements, including some of the largest ships in the world, were recorded excluding leisure craft.

Captain Phipps was joined at the palace by his wife Jill and sons Andrew, Paul and Matthew. "It has been a really special morning and it is a great honour to be recognised in this way."

"Receiving this honour is the perfect way to end my career – it is a reflection of all the people in the marine department that I have worked with over the years and proof that they are a wonderful team," he said.

Captain Phipps, who first went to sea at the age of 16, came to the port as a Marine Pilot in 1990 and became Harbour Master in 2011, leading a team of 110 marine staff

including pilots, vessel traffic service personnel, hydrographers and berthing officers.

"As a pilot I worked on liners like the *France* and *QE2* was the biggest cruise liner visiting the port."

"In the past 10 years the size of cruise ships has doubled and while the growth of container ships has been more gradual, they can now take up to 21,000 containers," said Captain Phipps, who is well known for his keen sense of humour and a snazzy line in nautical ties.

"Building relationships, consultation and engagement were key elements of my role as Harbour Master. We have such a wide range of customers and stakeholders from the largest container ships in the world to the smallest leisure users and we need to ensure we can all co-exist on the water," he said.

ABP Southampton Director, Alastair Welch said: "It was fitting that Martin should be recognised in this way with a richly deserved MBE. We were delighted to see him included in the New Year's Honours list."



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To order any of the below, please email: membership@ukmpa.org (All prices include p&p)



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Pilots' Golf Day Malcolm Watts

Fourteen stalwarts met at the Shawhills Golf and Spa on the May Bank Holiday weekend to do battle for the Manchester Salver and the Peter Ryder Cup. Six pilotage districts were represented, though with only one working pilot among us. The weather was excellent and the fellowship was even better. On the Sunday afternoon the Peter Ryder Cup was played for and won by Steve Watson of Liverpool. The Manchester Salver was contested on the Monday morning and this time

Paul Bridgeman of the Humber was the winner. There was also a nearest the pin competition on the Monday and any two's were also in for a small prize of a sleeve of golf balls. Many thanks to Chris Harding, who organised the event and did a great job once again.

The next event is at Hollins Hall on the East coast, as usual on the first Sunday, Monday and Tuesday of September when once again we gather to do battle on the golf course.

These events are open to any pilot, both serving and retired, who enjoys a game of golf and a great social gathering. You do not have to be a low handicap golfer to be part of the gathering, because we have golfers with handicaps of 24, 26 and 29. It is the meeting up with pilots from all districts that is the most important thing. I am sure that Chris Harding would be pleased to hear from anyone who has not joined in before and would like to.

Social Networking

UKMPA members are all encouraged to participate in the forum debates on LinkedIn. To join the group, sign up for a LinkedIn account and type "UKMPA" into the group search box which will take you to the relevant registration page.

Follow @UKPILOTS on Twitter for pilot safety and other industry information.

A note from the design department...

Could all those kindly contributing images to the magazine, please ensure, if they are from your own camera/smart phone, it is set to the highest resolution possible. In addition, please don't place them in a word document or compress them when sending via email.

We get a lot of beautiful pictures sent in, which are frustratingly too small to use!

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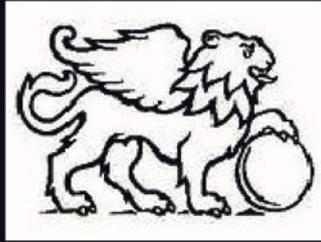
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2	All ports between Crouch and Cromer	Crouch, Harwich Haven, Gt. Yarmouth
3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Humber, Seaham, Tees Bay
4	Scotland	Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Sullom Voe, Lerwick, Orkney, Stornaway, Clyde
5	Northern Ireland, North West England, North Wales including Anglesey and Deep Sea Pilots	Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester
6	South Wales and South West England, Westward of the Isle of Wight	Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Plymouth, Dartmouth, Teignmouth, Poole

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