



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

SPRING 2019 No. 326

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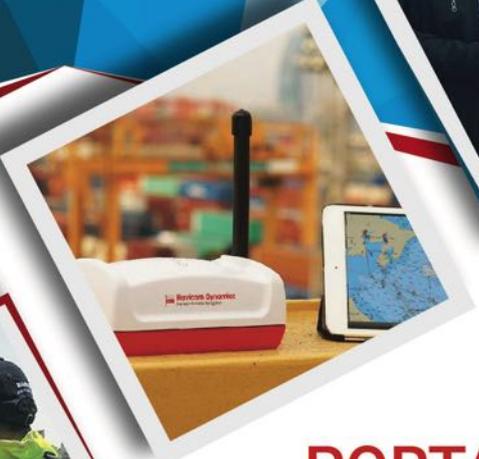
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**Personal Emergency
Radio Devices**

Portable Pilot Units





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Chairman's Report John Pearn



It is with great sadness that I have to report another pilot fatality, Capt. Cals fell to his death on 4th February whilst boarding a vessel in Sepetiba, Brazil. Our thoughts are with his family and colleagues.

Just before Christmas the dangers of pilotage transfer struck even closer to home. A pilot in Scotland suffered a serious fracture to his right leg whilst boarding a low freeboard vessel. It would appear that the boarding arrangement, as with the tragic fatality on the Thames, consisted of a boarding arrangement that did not comply with IMO requirements. We wish him a speedy recovery.

Whilst all these incidents continue to occur, we are working hard to raise the profile of non-compliant and defective ladders amongst industry stakeholders. I, Kevin Vallance (Deep Sea Pilot) and Dave

Williamson (Liverpool) recently met up to progress development of a Pilot Ladder Rigging Course that pilots can present to nautical colleges and other stakeholders. Hywel Pugh (London) and I also met with the MCA, BPA and Chamber of Shipping to discuss ways in which we can further address the problem. Subsequent claims by the MCA that they have only had one contravention report in the last four years raises serious concerns about their record keeping and interdepartmental communication. The UKMPA members have forwarded scores of reports in the last year alone. A recent survey by BPA backs this up. I would encourage all pilots to familiarise themselves with the pilot ladder regulations SOLAS Regulation V/23 and IMO Resolution A1045(27) and also to visit Facebook page, Dangerous Ladders.

Before Christmas, many of you may have seen on the national news, the grounding of the vessel *Kuzma Minin*, after dragging her anchor, during a storm at Falmouth. A multiple agency operation involving, Tristan Gurd a local pilot successfully refloated the vessel. Congratulations are due to Tristan and his colleagues for demonstrating the highest levels of

professionalism in such dangerous circumstances.

Final touches are now being put into place for this year's EMPA Conference which is to be held in Liverpool (21st to 24th May). The programme will include sessions on Pilot Boat Safety, Pilot Personal Safety, Technology, Human Factors and BRM issues. The UKMPA statutory AGM will take place on the afternoon of 24th May. The conference will be supported by a tremendous social programme for delegates and partners, culminating in a gala dinner at the Liverpool Anglican Cathedral. Currently we have over 200 confirmed attendees from all over Europe and further afield. All UK pilots are invited to attend, up to date details can be found on the website <https://ukmpa.org/empa2019/> It is understood that some pilots may wish to attend for only part of the event, in which case please refer to UKMPA Circular 03/19, or for further details or enquiries please contact UKMPA Treasurer Jason Wiltshire treasurer@ukmpa.org

I do hope as many of you as possible can join us in May, and in any case I wish you all a safe year ahead.



Pilot Boarding and Landing – use of Personal Emergency Radio Devices

Nick Lee, T&TC Chairman

On behalf of the Association Members the Technical and Training Committee have been investigating the use of Personal Locator Beacons. This report covers some of our work, along with links to various websites, which members will find useful.

Foreword

Personal Locator Beacons (PLB) and other individual MOB devices have been available for some years now and have evolved to incorporate a variety of different alerting methods and combinations. However, usage of these additional enhancements within UK Pilotage is still in its infancy. Whilst unlikely that a Pilot MOB will go unnoticed, there is a strong chance that the casualty may be incapacitated, therefore the activation method, alongside who and what can track it, is clearly key to a device's adoption in a district. Reduced operating cost and compact design, as well as the greater battery life of newer products, should make a device a viable addition to a pilot's safety equipment.

Scope of Use

Within harbour areas, the overall responsibility for SAR remains with HM Coastguard UKSAR (see Annex) and whilst likely the first responder remains the on-scene pilot boat, these enhanced MOB systems may save valuable time in relaying the distress and position to the designated services in expediting recovery ashore from the water or pilot boat. They can greatly enhance recovery prospects in reduced visibility and challenging sea conditions. It is therefore incumbent on a district to consider within their recovery plans which device will assist the most, dependent on the size of area and proximity to recovery services. It is also probable that no further equipment expenditure will



be needed beyond the individual devices within the port infrastructure.

Signalling Method

It is commonplace for many devices to have dual signalling methods to complement any limitations the prime transmission has. The following methods are widely available for use:

406MHz

PLBs operating on this frequency are for global usage via the COSPAS/SARSAT satellite network and are classed as a distress signal. They have to be registered with the UK Coastguard, which allocates a unique number and prevents delay in identification. It is free to register and incurs no ongoing cost. An inbuilt

GNSS transmits your position in a ten second data burst, reducing the time for location — without it location could be delayed for up to two hours. The equipment needs a clear view of the sky to operate, generally does not float and, to prevent false activation on a global scale, can only be manually activated.

121.5MHz

This is an analogue two-tone alarm used for homing in on by Rescue services and is often coupled with another alerting feature. Most RNLI craft are equipped to detect the signal, but on a lesser scale now as more modern methods come into service.



AIS

AIS is becoming the mainstream option for sending an alert, though it is not without some limitations as to the scope of detection. At sea level, often the detection range is limited to five miles, but research has highlighted that SAR aircraft from an altitude of 1200 feet can detect a signal in slight seas at up to 19 miles. As such not classed as a distress signal on its own, this method is often coupled with an additional signal method to augment the alert. Similarly, depending on the age and software suite onboard nearby vessels, there is a chance that the AIS alert alone may not activate an 'alarm'. However, most software will display the received data on secondary displays, giving an enhanced recovery option from a GNSS input and an alert. They have a 2 channel VHF transmission to enable reception on both AIS Class A & B vessels and transmit an 'impolite AIS protocol' to interrupt all other transmission slots. This enables detection even in congested traffic areas (see Annex).

DSC

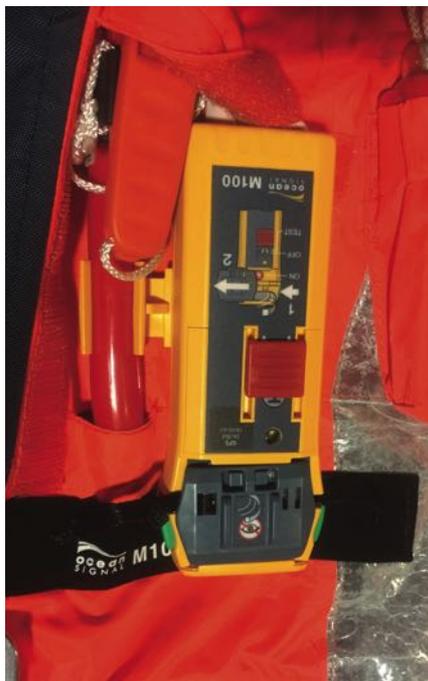
DSC is a VHF Digital Selected Calling transmission used to supplement the primary signal and raise a VHF DSC distress alert on board vessels in the area. DSC may transmit initial position information from GNSS, but not necessarily in detail. It requires an MMSI number to be configured into the device via the manufacturer's website.

Operational Factor

With any new equipment it is important to ensure that the user is

fully conversant with the operating manuals for the device. It is essential to remove safety guards from some devices to enable them to be armed for operation and for these to be replaced on completion to prevent false activation.

Additionally, it should be noted that on activation, many of the newer, compact systems deploy a metal antenna which may need consideration around the use of a spray hood and which could cause injury during recovery. Should the semi-automatic activation method be adopted, it will be secondary to inflation of the lifejacket, which requires a lanyard secured around the bladder. It is recommended that your lifejacket servicer do this, provided he or she is sufficiently experienced so as not to infringe the inflation process. An individual's device requiring MMSI registration can be applied through Ofcom (online for free) as a Ship's Portable Licence (see Annex).



Available Systems

The following systems are available for use within the UK. Some are commonly used in a number of districts. From a user perspective many offer long battery lives without the need for annual servicing and with an option of an intrinsically safe variant where needed. In general,

across the board, a device can be purchased from around £200 for a service life of five years+.

www.oceansignal.com

RescueME MOB1 – AIS/DSC

<https://bit.ly/2G3Al6p>

M100 – AIS/121.5MHz

<https://bit.ly/2S6aVLB>

RescueME PLB1– PLB/121.5Mhz

<https://bit.ly/2WicTlg>

www.kannadmarine.com

SafeLink R10 SRS. – AIS

<https://bit.ly/2RLLcfl>

www.mcmurdogroup.com

SmartFind S20 – AIS

<https://bit.ly/2G082Wb>

Fastfind220–PLB/121.5MHz.

<https://bit.ly/2G082Wb>

www.acrartex.com

AisLinkMOB–AIS/DSC

<https://bit.ly/2B6OBYB>

www.mrtsos.com

SeaMarshall AU9 -121.5MHz

<https://bit.ly/2WiYU4l>

SMRT AU10 – AIS/121.5MHz

<https://bit.ly/2Tdjdp5>

Rescue Services

HM Coastguard Stations

On a national level the RCC detects PLBs, detailed to the local area for coordinating a response. They don't have the facility to direction-find for VHF and 121.5MHz but will obviously coordinate any SAR response. It is unlikely that any MOB incident would be in range of a coastguard station for AIS devices, and in any event their equipment does not generate an alarm. VHF DSC may be detected if within range of a Coastguard station. (MGN 324 Appendix IV)

RNLI

The all-weather lifeboats (ALBs) and Atlantic 85 Inshore lifeboats are fitted with VHF direction finding and 121.5MHz and more commonly with AIS capability.

<https://bit.ly/2sJX67k>

Bristow SAR helicopters

Introduced into service from 2015 around the country, these are modern helicopters equipped with Infrared Thermal Imaging, Night

Vision goggles, and direction finding on VHF Ch 16 and 121.5MHz. (For non-PLB districts, keying a carrier on Ch16 on handheld VHF remains an option!). Bristow SAR services are available 24 hours a day, 365 days a year and are able to launch within 15 minutes between 08:00 & 22:00 and 45 minutes between 22:00 & 08:00. These helicopters are commonly fitted with AIS with SAR identifier.
<https://bit.ly/2FPnaql>

Annex

The UK SAR – Strategic Overview of Search and Rescue Version 1 – January 2017
<https://bit.ly/2DzqbJ4>

Solas V Annex 17 - MCA Guidelines in the use of AIS
<https://bit.ly/2G3WmBI>

COLREGS Annex IV
<https://bit.ly/2Dxql3j>

Ship's Portable Radio Licence Application Guidelines
<https://bit.ly/2sHNMRw>

MCA guidance on Personal Emergency Radio Devices
<https://bit.ly/2WkwLKw>

Automated Identification Systems
<https://bit.ly/2FZhjOn>

AIS mob versus PLB
<https://bit.ly/2CPaHyK>

Glossary

AIS – Automatic Identification System

AIS Class A – Fitted to vessels >300GRT on international voyages & >500GRT

AIS Class B – Non Class A (and Non SOLAS vessels) – a lower priority and powered signal and less frequently transmitted

COSPAS/SARSAT – Search and Rescue Satellites operating on 406MHz EPIRB

GNSS – Global Navigation Satellite System such as GPS

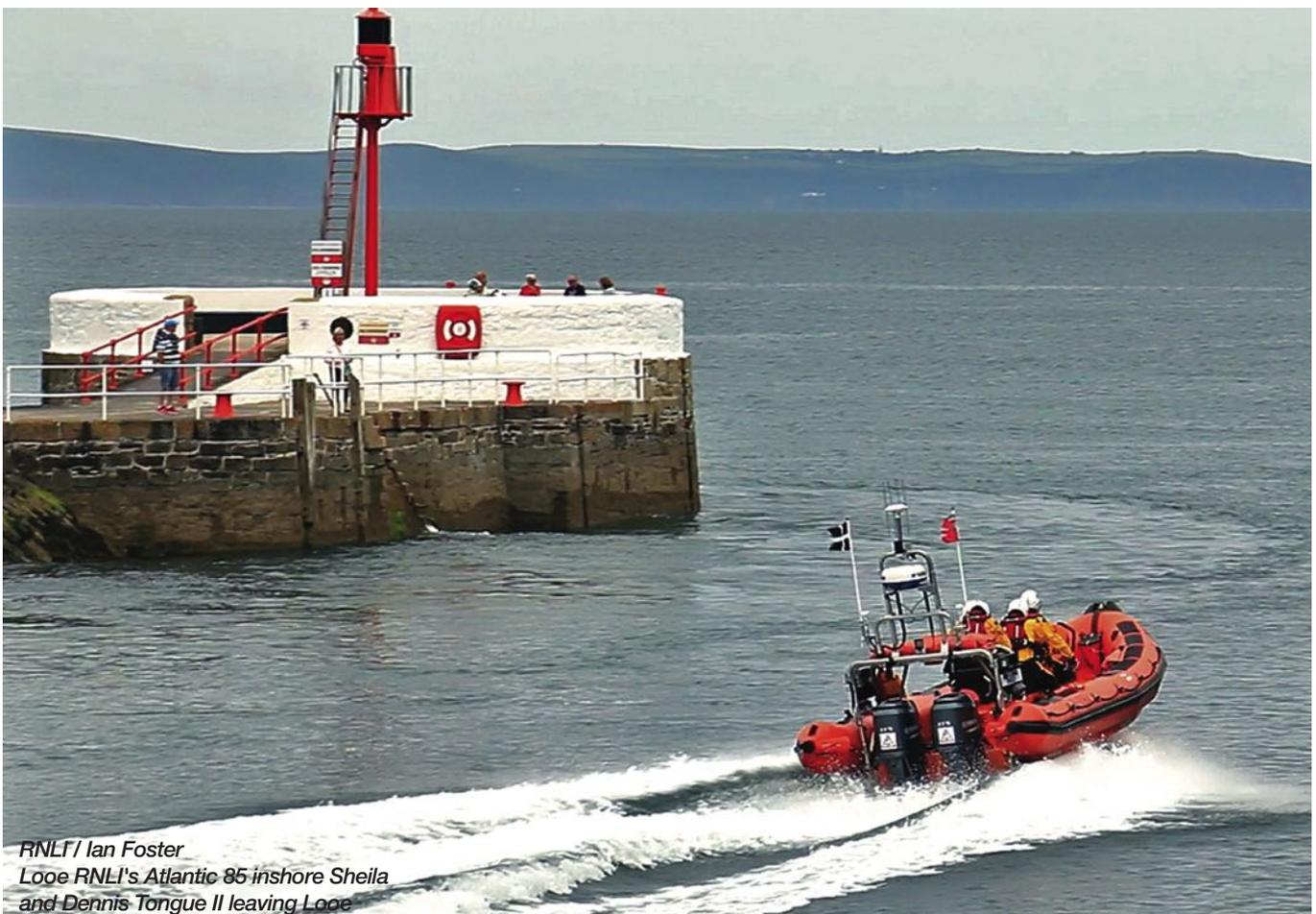
MMSI – Maritime Mobile Security Identity

RCC – Rescue Coordination Centre

PLB – Personal Locator Beacon



RNLI / John Robertson
 Charles Lidbury on winch training



RNLI / Ian Foster
 Looe RNLI's Atlantic 85 inshore Sheila and Dennis Tongue II leaving Looe

Three Cunard Queens Event

Southampton, 10 August 2018 Noel Beckett



Southampton is the home port of all Carnival UK ships, including the three Cunard Queens. Occasionally (who knows whether it is planned or just lucky?), they visit Southampton on the same day. In August, the Red Arrows were conducting a display for the culmination of Cowes Week, which the Carnival PR team identified as a photo opportunity.

As well as being First Class Unrestricted Southampton Pilots, six of us are additionally retained as Carnival Specialist Pilots.

A Marine Plan and Risk Assessment was produced by the Carnival Nautical Operations Department. The Harbour Master and Pilots then met representatives from Carnival UK to discuss this, where we were able to give input from our experience of the ships and events like this. We were also mentioned in the RA for the mitigating role provided by experienced Carnival specialist 1st Class Pilots.

On the day, *Queen Elizabeth* (pilot Noel Beckett) left first, followed by *Queen Mary 2* (pilot Barry Sadler) and *Queen Victoria* (pilot Phil Edwards). The weather, as is traditional for Carnival events like this in

Southampton, was awful, with strong winds and rain. We had to be clear of the Cowes area by a specific time, as this was then being closed due to restricted airspace for the Red Arrows over Cowes. We were in close contact with the Red Arrows Flying Display Director and so were aware that they found the conditions acceptable.

The area that had been designated for the three vessels to meet was in open water, to the east of Ryde Middle Bank, between Ryde and North Sturbridge. This area is wide and deep enough to accommodate all three vessels in an arrow formation and the vessels had sufficient room to manoeuvre out of danger if necessary.

Once *Queen Elizabeth*, the vessel at the head of the convoy, was clear of the Brambles Bank, we proceeded to north of the Ryde Middle Bank and then slowly headed towards the eastern end of this Bank. *Queen Mary 2* went to the south of the Ryde Middle Bank and took up the lead position in the formation, once in open water between the Ryde and North Sturbridge. *Queen Victoria* followed *Queen Mary 2* to the south

of Ryde Middle Bank and took up position in the arrow formation leaving *Queen Mary 2* on her port side.

It was anticipated that the gap between the vessels, when in the chevron formation, would be about 100 metres. But this exact distance between the vessels was not sensible in the prevailing conditions.

The picture of the *Queen Elizabeth* radar shows the aimed-for positions and the actual positions at the time of the flypast. It will be noted in all pictures that this was fine for photographic purposes!



The three Queens are all highly manoeuvrable (podded) ships. In Southampton, the pilots use PPUs, which enable us to virtually embark on other ships where the pilot is using their PPU. This shows the bow and stern speeds and vectors, as well as forward (or astern) motion.

Thus, on the *Queen Elizabeth*, once in our planned position (having had more time as the lead ship!), I was

able to see on my PPU that the *Queen Mary 2* and *Queen Victoria* were being conned diagonally towards their designated positions, battling against tide, time and weather.

Just as we took up position, the last of a weather front passed, leaving us briefly with a rainbow and then clear skies. Exactly on the planned time, the Red Arrows headed towards us. Being concerned with navigating these large ships in close proximity,

we were unable to watch this ourselves, but friends and family in Cowes and on Portsdown Hill, above Portsmouth, were sending us texts (how very 21st Century!) with updates of what they could see.

As the Red Arrows departed the area, *Queen Victoria* took the lead as they were on a high speed run to the Baltic, followed more leisurely by *Queen Mary 2* on her way to New York and then *Queen Elizabeth*.



Compliant Pilot Ladder Lengths Kevin Vallance

There are many things in both our everyday and professional lives we take for granted and never question the origins of. An example of this might be the IMPA recommended 'pilot mark or pilot line', sometimes seen on the side of vessels to indicate where a vessel's freeboard exceeds nine metres.

Having first ventured to sea back in 1974, I recall occasionally entering or leaving port and seeing a vessel with a 'red and white box' painted on the ship side. At that time I was working on relatively small vessels with low freeboard and usually undertaking self-pilotage so had no incentive to find out its relevance.

It was not until I became a pilot that I started to take an interest in the freeboard of large vessels before boarding them. Much later, after publication of my book the Pilot Ladder Manual, published by Witherby Seamanship International, I was asked by Jorge Viso, the President of the American Pilots Association, if I knew anything about the origins of the Pilot Line, the short answer to which was no. Fortunately I had an inkling that I might know somebody who did know.

Although it is often said that 'pilots don't make old bones', fortunately there are still a number of retired pilots who are around to pass on their collective knowledge and experience. My first point of contact was retired Tees Bay Pilot, Geoff Taylor. Geoff who I have known for many years since my days in command running into the Tees is a former IMPA President. He was able to quickly put me in touch with another retired Tees pilot, Stuart Hellier, who it transpires is a major player in this story. Not for the first or last time did it take a tragedy to shock the shipping industry into trying to find the solution to an ongoing and often well documented problem.

In September 1974 the P&O ferry *Eagle* was on passage across the

Bay of Biscay from Southampton to the Iberian Peninsula with 170 passengers aboard. She encountered heavy weather and was hit by a huge wave which crashed over the accommodation, smashing wheelhouse windows and causing flooding on the bridge, which disabled all bridge equipment except the engine controls. Due to the continuing storm, the *Eagle's* Master, 'Curly' Renshaw, decided to divert the storm battered vessel to Falmouth to enable the damage to be assessed and subsequently repaired.

On *Eagle's* arrival at the Carrick Roads pilot boarding area a gale force wind and heavy sea continued when the allocated Trinity House Falmouth pilot Laurence (Laurie) Kerr Mitchell attempted to board her. Tragically during the pilot ladder climb, Captain Mitchell fell from the ladder between the *Eagle* and the pilot launch *Kernow*. Despite the best efforts of the pilot launch crew, the attending tug and a rescue helicopter Laurie Mitchell, on recovery of his body, was tragically pronounced dead.

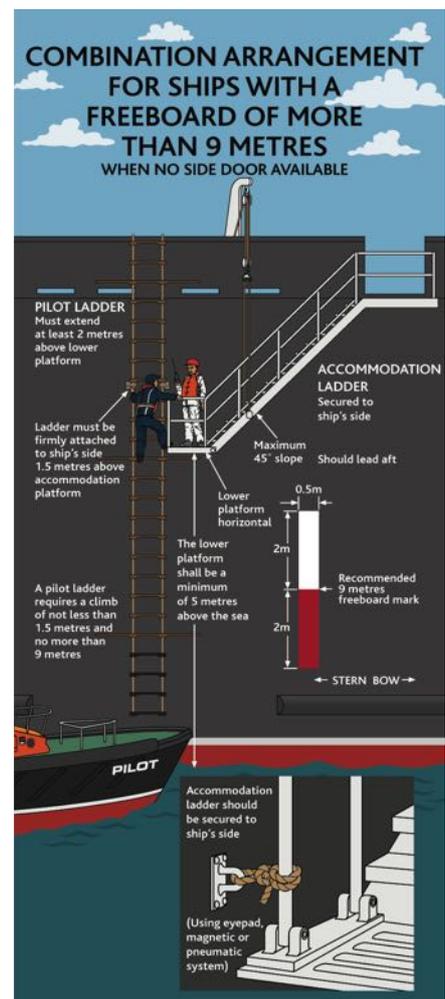
On his death Laurie Mitchell left a widow and four children as a direct result of trying, in the best traditions of the sea in general and pilots in particular, to assist a vessel in distress. In memory of his tragic passing the Falmouth Harbour Commissioners in 1977 named their new pilot board *L. K. Mitchell*. Incidentally, and nothing to do with this story, she was the first UK built pilot boat to have an orange wheelhouse.

When Laurie's widow Maureen tried to sue the P&O Company for liability, despite the fact that her late husband was attempting to render assistance to their severely distressed vessel, she lost the case. The United Kingdom Pilots Association asked for contributions from their members and sufficient funds were raised, but the case at the Court of Appeal was

also lost. The defence raised by P & O was that the pilot chose to climb the ladder even though he could see that the ladder was more than nine metres long. There was then and there still is no obligation for a pilot to climb a non-compliant ladder.

Stuart Hellier said that 'The conduct of P & O infuriated me and I was determined to do something about it – but what? The answer suddenly came to me – the Pilot Mark. I presented the idea at a monthly Tees Bay Pilots Meeting.'

The requirement that the longest pilot ladder a pilot should have to climb is nine metres is long enshrined in legislation. Anyone who has climbed a ladder longer than nine metres high either intentionally or inadvertently will probably agree



it is excessive. Any pilot who has arrived on a launch and had to question the length of a pilot ladder presented to him will appreciate the difficulty this can pose, particularly at night in adverse weather conditions with a severely disabled vessel.

What Hellier proposed to the Tees pilots was a simple, fool proof and effective solution to a tricky problem. Paint a white over red pilot flag on the ship's side with the boundary between the colours marking nine metres freeboard. If any of the red paint is visible, the freeboard exceeds nine metres and a combination ladder must be rigged for the pilot transfer operation.

The task of promoting the concept fell to another Tees pilot the late Gerald Coates, who was at that time a member of the UKPA section committee and a founding vice president of IMPA. The idea was put to the UKPA technical & training committee and then taken forward at the IMO by another Tees Bay pilot Mike Irvine.

In 1981 the IMPA-recommended pilot line made its first appearance. A strong advocate of the pilot line was the then Sydney pilot Malcolm Armstrong, another former vice-president of IMPA. Although long

retired from pilotage, Armstrong now a marine artist resident in British Columbia, regularly updates his book *Pilot Ladder Safety*. In its sixth edition he comments;

The International Maritime Pilots' Association recommends the following mark on the ship's side to indicate the most suitable place for boarding and to show the pilot whether the height is excessive.

At a suitable position for the pilot ladder to be rigged, a PILOT LINE shall be painted on both sides of the hull to indicate whether the distance from sea level to point of access is in excess of the maximum nine metres permissible under Chapter V Regulation 23, 3.2 of the SOLAS Convention.

The pilot line shall consist of a vertical stripe not less than 50 cm in breadth and four metres in length.

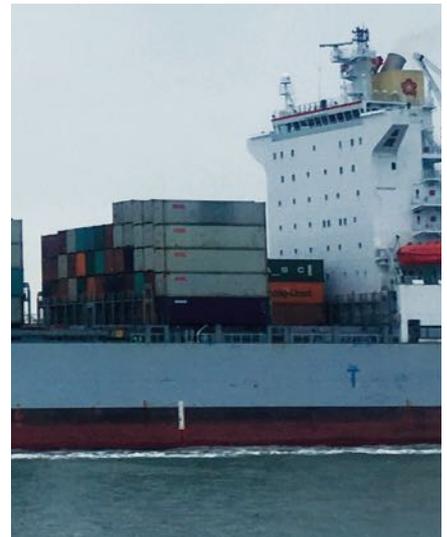
The upper half of the pilot line shall be white and the lower half shall be red.

If the hull of the vessel is white or red, suitable contrasting colours shall be substituted.

The dividing line between the upper and lower halves of the pilot line shall be nine metres

below the point of access, and it is recommended that this dividing line should be welded on the ship's side so that it is as conspicuous and permanent as the load line.

Despite the best efforts of a small dedicated group of then-serving pilots who fully appreciated the problem, it is probably fair to say that 45 years after the tragic loss of Captain Mitchell, the IMPA recommended pilot line, which was intended to offer a relatively cheap solution to easily ascertain if a vessels freeboard's exceeds 9 metres, so far has not been given enough publicity or promotion.



Incident procedures and legal rights

If you are involved in any incident (no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company. The incident 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: 13 of 2017

An important note from the Secretary General...

All correspondence (including circulars) with members is now being done by email on an individual basis so members need to check that secgen@ukmpa.org is in their address books to minimise the chance of anything going into the spam folder etc.

Also please ensure if you have not been receiving emails from UKMPA over the last six months that I have your correct email address. Send any changes to secgen@ukmpa.org.

Circulars are also available on the website in the members' area.

Preston Docks

Mike Robarts

Preston Marina, built in what used to be Preston Dock, welcomed a commercial vessel. The publicised arrival attracted social media, which led me to do some research about the port. The original dock was closed to commercial shipping in 1981.

Albert Edward, Queen Victoria's first son, laid the foundation stone to the dock in 1885, opened to shipping in 1892. It was very much a hive of activity over the years, with cargoes of cotton, timber, coal and fruits. Shipbreakers also developed their business at the dock. By 1900 the dock was handling 170 ships, and

a railway line to the main line and various warehouses were developed. The dock is probably best known for being one of the first to introduce roll-on roll-off ferry transport, with a link from Preston to Ireland. By the 1960s it was one of the busiest ro/ro ports.

The Prince Albert Dock was about 915 metres x 183 metres. Information is available on line pilotage provided by the Trinity House pilots stationed at Lytham St Anne's. Pilots were picked up or dropped off at the Nelson Buoys marking the entrance to the Ribble Estuary. Vessels would proceed with their pilot up the river Ribble, following a course along a

retaining wall confining the deeper water. Vessels would then lock in to the dock.

An increase in ship sizes and the strength of the tides meant increasing pressure to dredge the navigable channel to new depths. These factors meant the dock became economically unviable and was closed by an act of parliament. Interestingly enough this unusual commercial ship call shows the continued need for our navigable waterways and ports while shipping continues to deliver important items.



And now for something completely different...

Mike Robarts

Pilots are used to the next pilotage order being given, however some are involved in projects which could be seen as non-routine acts of pilotage, which require some more thought and plenty of planning. The challenges of a 'non routine' act of pilotage can be; different ship type, a high profile ship which attracts media attention or just completely different!

Great Yarmouth Pilot Lindsey Wigmore had a normal ship just with



a modification to test green energy. The *M.V Fehn Pollux* forward mast is in fact a Flettner Rotor designed to increase energy efficiency and reduce fuel consumption.

At Lowestoft the marine team and pilots had to plan a rather large move. A module for the Culzean offshore field which had to move from her berth at the port of Lowestoft out to sea to her project

area. This was in fact the largest shipment the port had handled. It involved multiple vessels and a lot of planning.



Another advantage of using a Portable Pilot Unit (PPU)– I say yes

Julian Parkin, Plymouth Pilot

My first introduction to a PPU system was initiated when an SHA who I work for as part of my contract with my CHA as a pilot asked a question 'What is the largest cruise ship we could bring into the port?' As there are a significant amount of ferry moves an idea came about to trial a PPU system on the largest ferry and compare that relatively prior to a simulator trial.

The by-product of this would be for pilots to use it in our own harbour to familiarize us with the PPU

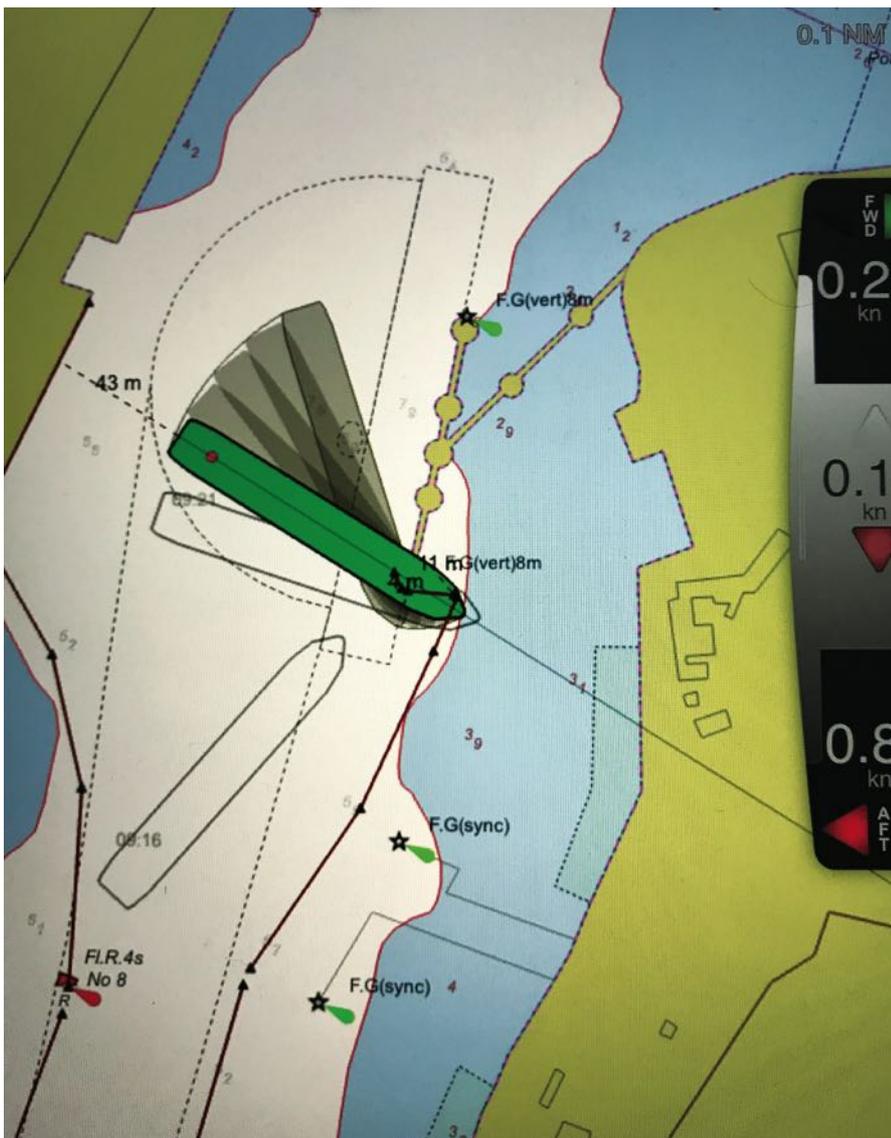
equipment on the various types of commercial ships, as well as to self monitor acts of pilotage. What happened next inadvertently has helped our Harbour Authority rectify some ongoing issues raised whilst using the PPU.

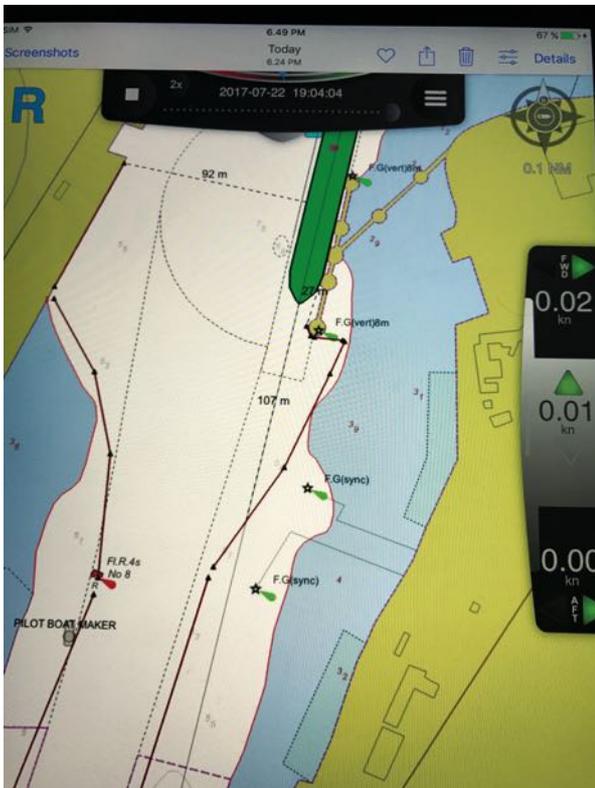
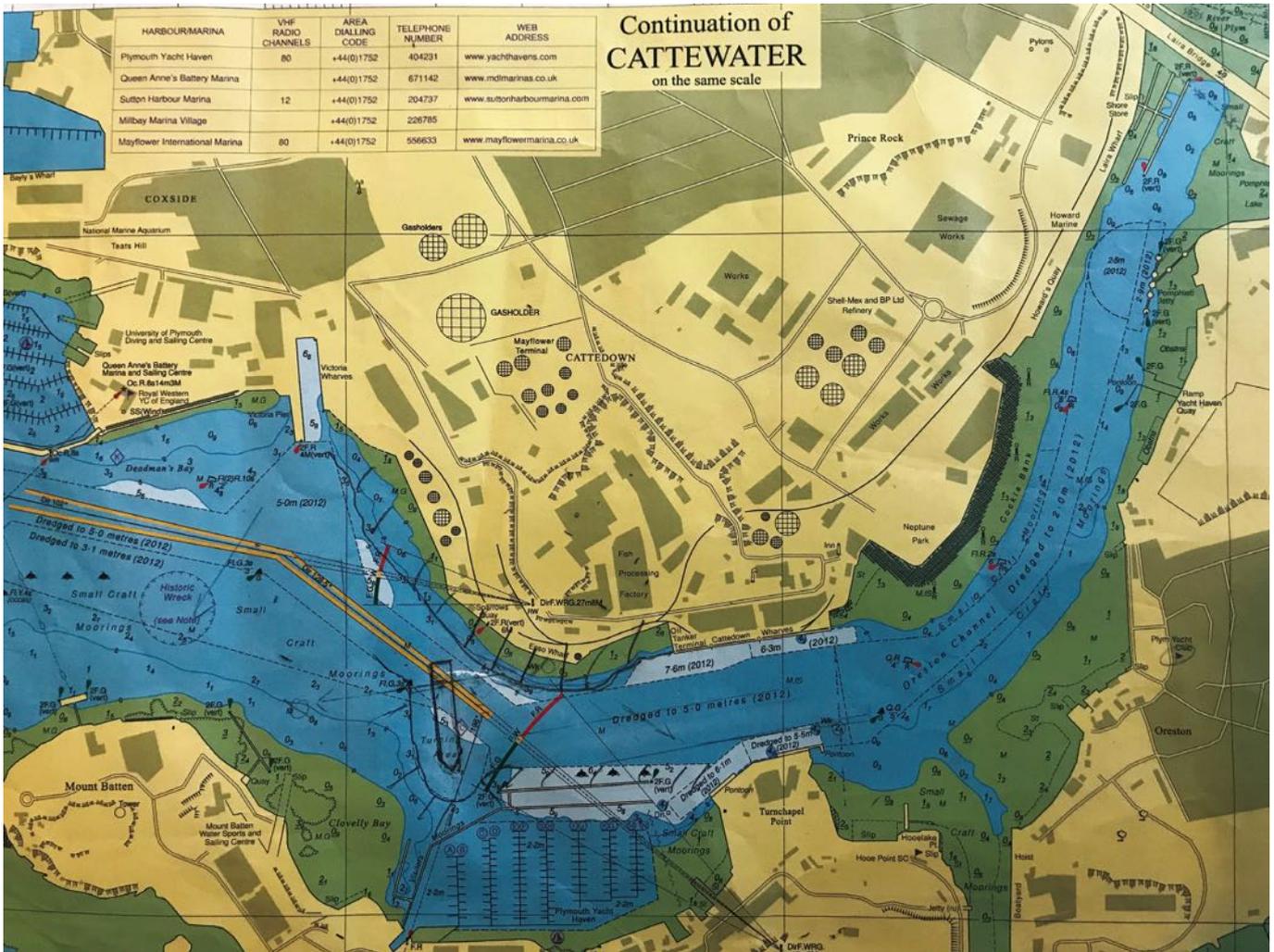
Prior to becoming a pilot I was a little sceptical on using a PPU – a train of thought that changed after numerous conversations with fellow pilots from other ports at various UKMPA conferences.

The port recently had a sector light changed to a nice new LED spec. This had been on order for a while so when it was fitted we were all suitably impressed. In the meantime it coincided with the use of the PPU. I had a suspicion the turning basin buoy was out of position on approach to the basin – this was checked by the Harbour Authority and was found to be correct. As I got to grips with the PPU system it was consistently showing a conflict between the position of the buoy and the coloured sectors of the newly fitted headmark light. The PPU system showed a TRUE heading marker line accurate to 1/10th of a degree. Zones of Confidence in this area are the most accurate.

Again the issue was raised with the Harbour Authority and a Naval Hydrographic inspection was carried out on the light, which was found to be accurate in accordance with the chart data. Here lay the issue for a pilot – something did not look right? But I was informed all was well.

As the duty watches passed, my familiarity with the equipment was improving and another issue was raised further up the river. Cement ships are taken to two berths, which in most cases require the vessels to be swung. The Zone of Confidence for this area is the most inaccurate so the PPU was used for positional information (due to the chart surveys). The system was used for accurate course and speed data, however. On berthing these ships a number of times there was a consistent error in a North / South direction with a discrepancy of between 10-15m to the North. I asked myself the question, is this down to the satellite giving me the wrong information (i.e. questioning the reliability of the PPU) or is it something else? Could the chart be





incorrect? I reported it to the Harbour Authority.

Not long after I was seconded to assist with the annual Trinity lighthouse inspection. I mentioned the sector light/buoy issue and took the surveyor out in the pilot boat to show him the concerns. He agreed something did not appear to be quite right and filed it in his report.

On receipt of the report the Harbour Authority decided to conduct another survey. Prior to the survey taking place, it was discussed that

the hydrographer take the position of the buoy and the southern part of the berth in question where discrepancies have been stated. The buoy was found to be 17m to the North of its charted position and the sector light correct. That problem was resolved. The jetty issue position was taken and its charted position was found to be 12m south of its true position. The last survey to be conducted in this area was in 1983.

All in all the PPU identified issues by giving accurate Satellite Based Augmentation System data that a pilot's eye sometimes cannot see. It proves that the PPU was invaluable in identifying navigational /charting errors, in turn assisting all stakeholders within the port.

I used to be sceptical – I am not now.

Obituary: Harold (Harry) M. Hignett 1927-2018 (Manchester Ship Canal Pilot)



Sadly Harry died Saturday 15th September 2018, he was 91 years.

Born in Liverpool and lived on the Wirral Peninsula most of his life. He started his working life during the 2nd World War at the age of 14 as a Telegraph Boy in Liverpool. At 17 he joined the Merchant Navy with T & J Harrison & at 21 he

moved to Shaw, Savill & Albion Line wishing to see more of Australia & New Zealand. He later acquired his Masters F. G. certificate 1954 and joined the Manchester Ship Canal as a Helmsman. He became 2nd Class MSC Pilot in 1960 and 1st Class MSC Pilot in 1963. He volunteered for early retirement in April 1988 as did many pilots & helmsmen as trade on the Canal was very quiet at this time.

Harry involved himself in several societies, to name a few, Honourable Company of Master Mariners, Nautical Institute, Merseyside Master Mariners, Nautical Association of Australia and particularly the Liverpool Nautical Research Society.

In 1972 he was awarded a Travelling Fellowship by the Winston Churchill Memorial Trust, spending months in major ports & waterways of Europe & North America studying vessel traffic systems. He took a keen interest in the history of pilotage around the world especially the UK and in

1984 published, "The History of the UKPA" which he updated in 2012 & had republished, "21 Centuries of Marine Pilotage". He was continually researching all aspects of shipping especially in Liverpool and was always very willing to help anyone with their queries about anything marine.

Harry married Margaret 1951 and they have two children Karen & Janice. They also have six grand children. They both loved cruising and did many trips going as far as Australasia. Sadly Margaret died in 2005 but Harry continued cruising and flying around the world until he was 90.

Harry's funeral was held on 28th September 2018 on the Wirral and was well attended by his loving family and many friends. He will be sadly missed.

*Robbie Hide
(Manchester Ship Canal Pilot)*

Obituary: Captain Robert Anderson 1949-2018

Robert Anderson sadly passed away shortly after his 69th birthday at the Causeway hospital in Coleraine. He was originally born in Coleraine but lived at Ballymoney where he was well known for being a professional mariner having held positions as Master and Harbourmaster/Pilot at local ports.

He made local contributions to the Coleraine Historical Society, enjoying writing on the maritime side of

things as well as participating in the preservation of historical lifeboats. The professional mariner side of his life saw much courage whilst piloting a passenger vessel in the area in which he was unable to anchor in bad weather. He stood by onboard till the storm had passed and found a safe anchorage. He had a warm side to his nature and always a warm welcome to many a visiting ship's master.

Many acknowledgments about his warm generous personality have come from the local community and he will be sadly missed by his wife Elizabeth, son Neal and daughter Charlotte. He also had grand children: Henry, Ellie-Jean, Tommie and Arthur.

Norman McKinney

The Pilot Magazine would also like to record the sad passing of the following colleagues: Peter Widd, a former Port of London Authority Pilot who joined the pilotage service when it was run by Trinity House and Paul Fronteras, a former Plymouth Pilot and Younger Brother of Trinity House.



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Obituary: Tom Watson 1917-2017



Thomas Anthony Watson was born on 13th July 1917, and watching steamers on the Thames as a child from his home at Cheyne Walk, Chelsea, inspired his nautical interest. The oldest of three children he attended Rudolf Steiner School in Streatham before joining the training ship HMS *Worcester*. Early memories were of roller-skating along the Embankments, model boating on lakes in Kensington and Hyde Park, and summers in a cottage on the coast at Pett Level in Sussex.

On leaving *Worcester*, Tom joined Houlder Brothers sailing to South America. At the outbreak of WW2, although he had promised his mother that he would not sail in tankers, on 20th January 1940 he was serving in *Coroni River* when she was sunk by a mine off Falmouth. After obtaining his First Mate's certificate he moved to the Royal Mail line and later the Blue Star Line before obtaining his Master's certificate and sailing in the Baltic and West African trades as Master. During this time, at the request of the secret service, he took a camera to the Baltic to photograph 'matters of interest' in Soviet Poland.

He married Iris, and their son Stephen was born before Tom left the sea for Trinity House River Pilotage on the Thames. Tragically, Stephen was killed in an accident in 1955, but Martin Watson was born in 1951 on the day of Tom's first paid pilotage job.

Tom was proud of having been a pilot for 26 years before being invalided

out of the service in 1977 as a result of a broken arm. He took up boating in 1969 and he and Iris had many trips to, and great times in, France, Belgium and Holland until Iris died in 1981.

Shortly after that Tom met Ivy Palmer, who became his constant companion and partner on many trips to France, Belgium and Holland.

More recently, as age began to take its toll, Tom and Martin took turns to captain Tom's boat *Loose Lady*. Tom's last such trip was on 31st December 2016 when he was 99½ years old! On Wednesday 4th January Tom and Martin watched a programme on the *Titanic* together and the following day Tom was taken to hospital with pneumonia. After a ten day fight Tom crossed the bar on 15 January 2017.

He is greatly missed by Ivy, Tommy; Martin, Wendy, Eddy and Eleanor.

John Clandillion Baker

Commendation: Tristan Gurd, Falmouth Pilot

Mike Robarts

The Chairman in his report noted the brave efforts of Pilot Tristan Gurd in the rescue of the vessel M.V *Kuzma Minin* and her crew.

Whilst on duty Tristan was called in the early hours of the morning 18th December 2018 and informed that the M.V *Kuzma Minin* was having serious problems and had grounded on Gyllyngvase beach. He was dispatched on the pilot boat to make an assessment of the situation. Through his experience, on sighting the vessel it became clear to him that the vessel had grounded on a reef area between Gyllyngvase and Swanpool beaches. The weather had deteriorated and a storm force Nine

was now taking effect. Even in these hostile conditions the pilot boat crew attempted to get Tristan onboard, but unfortunately failed, though after numerous attempts. The situation was dangerous. The Falmouth harbourmaster when appraised of the situation arranged for a helicopter to take the pilot from a local rugby ground and winch him onboard the ship.

As the operation unfolded local tugs were called in and Tristan made a further assessment of the situation. With a forecast break in the weather and tide on the rise to high water, he decided to attempt to refloat the ship off the reef area. Assistance

was given him by several tugs, some from neighbouring ports. The refloat was successful after the crews attached towlines in what can only be described as atrocious conditions. This combined effort resulted in a successful team operation. The *Kuzma Minin* refloated was towed to a safer anchorage for inspection.

Also noted for their efforts in the rescue operation are Brendon Rowe of the tug *Diccon Rogers* and the crews of the A&P tugs.

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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!

Any queries?

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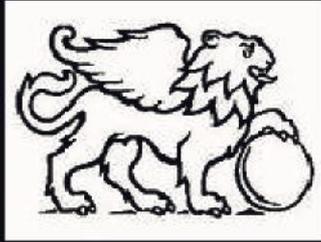
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3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Humber, Seaham, Tees Bay, Tyne
4	Scotland	Forth, Perth, Dundee, Montrose, Aberdeen, Peterhead, Inverness, Cromarty, Sullom Voe, Lerwick, Orkney, 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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