The PILOT

ISSUE 334
SUMMER 2023

UNITED KINGDOM MARITIME PILOTS' ASSOCIATION

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IN THIS ISSUE

UKMPA

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The PILOT

CONTENTS

Introducing: The Value of Pilots

The old adage "If you don't value yourself, no one else will" resonates strongly in this edition as we delve into the true worth of pilots. Join us as we explore the stresses and strains faced by maritime pilots, from justifying their existence through to defending their actions. Discover the critical role pilots play in risk mitigation and how an Arbitration ruling defied the trend of an unforgiving world that allows no room for mistakes. Even pilots, with their vast knowledge and experience, are not immune to errors. We examine a recent incident involving the Ever Forward and delve into the realm of modern negligence, urging a re-evaluation of actions and values. As we take a closer look at the demographics of the profession, it becomes evident that pilots often neglect that which keeps them safe, their own physical and mental well-being, and the demands their profession brings upon their families. We introduce the UKMPA's "Safe Haven" Campaign and commend James Musgrove & Robert Keir of UKMPA for their monumental efforts. Join us in understanding the importance of arriving on the bridge in optimal condition, drawing inspiration from the transfer of technology observed in the Americas Cup. While the noise of MASS continues, we shift the focus to emphasise the value of human input, a topic explored extensively in this edition. To wrap up this issue, we bring you the latest updates from the dedicated work of our volunteer executive team, providing insights into the ongoing activities of the UKMPA. Recently, I had the privilege of attending an Autonomous seminar, where I introduced myself before asking a question. To my surprise, the Chair responded with a nervous laugh, exclaiming, "You're one of those! We don't normally talk to people like you." While this comment was typically naive, it underscored the importance of self-value and the eminence of our profession. It highlighted the need for engagement and being present, while also stressing the merit of our knowledge, skills and professionalism. These aspects are often underestimated, misunderstood, misrepresented by those who fail to recognise the true worth of pilots. I sincerely hope that this edition brings immense value to you, because those who truly understand our profession also value the significant contribution pilots make to "UK PLC".

ALLEGE INCOMPETENCE AT YOUR PERIL

MODERN NEGLIGENCE

UNINTENDED CONSEQUENCES

EDITOR

Chris Hoyle

Yours Aye - Chris editor@ukmpa.org

IN THIS ISSUE

UKMPA website

The UKMPA website is a great resource for ALL circulars issued by your Section Committee. Once logged in, members have access to documents relating to:

- *Circulars (current & historic).*
- *Incident reporting - advice, procedure and report form.*
- *UKMPA group insurances information, including the product information insurance sheets and direct links to the bespoke UKMPA section on Circle Insurance Services website (for renewals).*
- *PNPF information documents.*
- *On the public section there are Pilot and Harbour Master vacancies.*
- *Upcoming AGM & Conference information for your future plans to attend these events.*

Any issues logging in or forgotten usernames, click the contact link and I will email back with help.

Web Captain / James Musgrove

CHAIRMAN'S REPORT

// *L to R : Alan Stroud, Simon Lockwood, Alan Jameson, Hywel Pugh, Jeremy Dale, Steve Clapperton.*

Greetings and welcome aboard Issue 334 of The Pilot!

Before we set sail into the depths of this captivating edition, I would like to express my heartfelt gratitude to our Vice Chair and Editor, Chris Hoyle. His unwavering dedication has transformed this publication into a beacon of maritime enlightenment over the past two years. It is a testament to his vision and meticulous efforts that The Pilot has evolved into a platform for engaging with the maritime community.

As we reflect on the eventful year thus far, with the memory of the European Maritime Pilots Congress held in April. This remarkable gathering witnessed the triumph of Peter Lightfoot, who was elected Vice President for a well-deserved four-year term. The conference not only exceeded our expectations but also garnered immense participation, leaving an indelible mark on our collective consciousness.
During the recent session of the IMO Maritime Safety Committee's NCSR10 Sub Committee, an extraordinary proposal took centre stage. The joint efforts of IMPA, China, Bahamas, Australia and New Zealand resulted in a comprehensive review of maritime safety incidents and the Annual Safety Campaign/Survey results. We are delighted to announce that the IMO Sub-Committee responsible for SOLAS regulations V/23 (NCSR) has unanimously agreed to enforce mandatory requirements for pilot transfer arrangements. This monumental decision paves the way for continued progress through the IMO, as IMPA embark on the next stage of refining Pilot Boarding Arrangements.

In the company of the UK delegation, Julian Lancaster, Tees Bay Pilot and our representative at IMO NCSR10. We extend our sincere gratitude to the Tees Bays Pilots for their support, enabling Julian to fulfil his role within the UKMPA on the international stage.

In March, members of our Executive Committee attended the UKHMA's conference in Edinburgh, that seamlessly led us to our subsequent meeting in Glasgow. Our commitment to attending various meetings and engaging with stakeholders remains unwavering, and as we champion the interests of the UKMPA, our teams attended to raise aware industry awareness at the Seawork Exhibition. Many thanks to Simon Lockwood and Barbara Charlton for enlightening college students about our remarkable profession.

We are reminded of the sobering reality that shadows our profession. It is with sorrow that we mourn the loss of fellow pilots on the Humber and in Japan, a poignant reminder of the risks we face. Closer to home, two courageous colleagues encountered perilous events while embarking, yet through sheer resilience, they were successfully recovered and have since resumed their vital duties. These incidents serve as stark reminders that noncompliant arrangements, such as the lack of stanchions and unsecured ladders, pose significant dangers that must be urgently addressed.

In the spirit of continuous improvement and safety, we eagerly anticipate the forthcoming article in the Marine Accident Investigation Branch's Safety Digests. This article will shed light on the invaluable data we have accumulated through the Pilot Ladder reporting app. As we celebrate the fifth anniversary of this indispensable tool, we have just received over a thousand reports, underscoring the imperative of reporting of non-compliant arrangements. On behalf of the UKMPA, I extend my heartfelt gratitude to Captain Mike Morris MBE, who has dedicated his years of service to our association as Chairman.

To you, Mike, we extend our warmest wishes for a fulfilling retirement. As we navigate the ever-changing tides of our industry, I implore each of you to stay safe and united.

I look forward seeing you at the AGM in London September the 13th. Fair winds and smooth seas / Hywel Pugh.

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Region 3 Executive &	Peter Lightfoot	region3@ukmpa.org
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Major incident	0800 6446 999	insurance@ukmpa.org
Incident Reports		insurance@ukmpa.org

IN YOUR OWN TIME

The volunteer executive for the UKMPA have selflessly dedicated their time to support the organisation's endeavors. Despite their own commitments, they have willingly given up their valuable hours to contribute their expertise and skills. Whether it's attending meetings, organizing events, or providing guidance, their efforts have made a significant impact on the association and its members. Their selflessness and commitment to the professional community are truly admirable and greatly appreciated.

New UKMPA Members

Ralph Greig	Aberdeen
Steven Grant	Forth
Peter Smith	Crouch
Jonathon Rundle	Fowey
David Roberts	Holyhead & Fishguard
Shane Wood	Cowes
Andrew Birley	Humber
Thomas Lynam	Humber
Steven MacLeod	Perth
Andy Read	Southampton
Troels Kaas Pedersen	Manchester
James Donnelly	Harwich
Samuel McDonald	Tees
Ross Macaulay	Clyde
Mohamad Ismail	Harwich
Ian Sales	Peterhead
Claire Spencer	Portland
Christopher Somerville	Glensanda
John Teale	Clyde
John May	Tees
Christopher Seaman	London
Richard Peake	London
Thomas Markram	London
Paul French	Port of Tyne

Retired Members

Stephen Woods	Medway
Graham Gonyou	Associate
Bruce Tucker	Cromarty
Mark Green	Tees
Nicholas Dunn	Dover
Glyn Wintle	Medway

WHAT IS YOUR "DUTY OF CARE"?

© Monty Halls

Some people will say that we owe a duty of care to all those around us, at all times, however, the duty of care applying to professionals is more stringent as your employer is entitled to rely on your skills and expertise and that your work be carried out to a certain standard.

Did you know there is a legal standard governing all professionals? If your work falls below that legal standard then you may find yourself exposed to a professional negligence claim. Such a claim can take many forms these include;

- Failing to adhere to professional codes of conduct
- Failure to carry out the work as instructed
- Carrying out work below a reasonable standard

For pilots a claim could be brought under a part of the standards set by the Port Marine Safety Code i.e. failing to plan or execute an adequate act of pilotage, embarking or disembarking or failing to work effectively with the bridge team during the passage. This is the point where every pilot is quoting the Pilotage Act 1987 and the limit of liability therein, however, there are hundreds, if not thousands of acts of pilotage that fall outside of a Competent Harbour Authority and these are the ones that are the cause for most concern.

Outside of purchasing the correct insurance, which extends the cover provided by the Master Pilot protection policy, there are a number of things you can do to ensure you're protecting your position.

1. Always ensure that the terms of the work you are undertaking on behalf of your employer are clear and not ambiguous – Ambiguous terms are likely to be construed by the courts in favour of the weaker negotiating party.

2. Work out what is not intended to be included as part of your work – where does the act of pilotage start and stop?

3. Assess any risks and consider your obligations to advise your employer and think about expressly excluding such risks from the scope of services being provided E.G. disembarking a vessel earlier than instructed

4. All limitations and exclusions should be set out in the letter of engagement in clear and not misleading terms and must be consistent – will the employer accept the Pilotage Act 1987?

5. Regularly revisit your letter of appointment, or contract, to ensure that over time your duties have not moved passed the original terms of engagement.

6. Most importantly, keep a record of all discussions around your scope of work and ensure these are communicated to your employer in writing, if it isn't written down, then it never happened in the courts eyes.

At circle we are always here to advise on these areas, however, if we don't know about these acts of pilotage then we can't offer the simple cost effective extension to our pilot protection policy. If in doubt, please contact us as soon as you finish reading The Pilot.

Ian Storm / Circle Insurance

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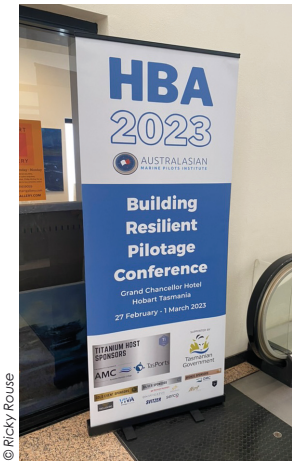

© Ricky Rouse

We were honoured to be invited to attend the "Building Resilient Pilotage" conference, hosted by the Australasian Marine Pilots Institute (AMPI), in the beautiful Tasmanian capital of Hobart.

The definition of resilience is the ability to withstand or recover quickly from difficult conditions. Adam Roberts, IMPA VP, Director AMPI, and Pilot in Newcastle NSW, gave an engaging presentation on "My worst day at work", where he discussed a sudden high stress event he experienced and recovered from. This highlighted the importance of recognising your own behaviours, and indicators of stress, and the importance of training with tug masters, to ensure maximum assistance and appreciation when things go wrong.

Port Safety Management Systems should include a consideration to remove Pilots from the working rota post incidents, to allow a 'decompression' phase and time to rest and recuperate.

This then led into other presentations from medical professionals, discussing the effects of stress on human cognition. A clear theme from this was the importance of contingency training and simulators, as repetitions of events in a simulated environment has been demonstrated to reduce stress in similar real-life experiences. This allows a Pilot to recognise and control their behaviour, and equips them with coping skills when operating at the boundaries. Simulations should be routine enough, so that emergency response becomes intuitive. Airline Pilots, for example, are required to undertake 2 days of simulator training every 6 months, to ensure both their normal and non-normal operation capabilities are up to standard.

Another thought-provoking presentation was on the subject of attaining 'Maximum Situational Awareness'. This centered around the concept that a passage plan is a risk assessment – a comprehensive analysis of the risks pertaining to the ship's specific passage. It should have defined and measurable elements which can show whether the vessel is complying with, or deviating from, the plan. These elements will allow a Pilot to quickly recognise when a vessel moves from its normal operating boundaries, into its 'safety reserve', when corrective action should be taken. It should also include the parameters when the safety reserve becomes unrecoverable. This led into a short discussions on Portable Pilot Unit's (PPUs), and how maximum situational awareness cannot be achieved without a high precision PPU, given the predictive ability it provides. An increasing number of regulators and accident investigators now take the view that a PPU is considered a piece of standard equipment to be utilised by Pilots to increase situational awareness, and non-use could lead to criticism in the event of an incident. Maximum situational awareness is now an expectation of Pilots. Day 2 continued with the conference theme with a presentation and panel discussion on 'Recovering Casualties from the Water'. Pilot transfer operations are a high risk activity – and so what are the operational limits set by the CHA to reduce the risk to as low as reasonably practicable (ALARP)?

Considerations for operational limitations should be based on data and include human factors, design of the Pilot boat, equipment available and levels of training. Is there wave monitoring at your Pilot stations and if not, how do you know the conditions for the limitations? What is the plan for recovery in adverse weather? If the recovery could be foreseen to be challenging, could the risk be reduced by increasing the boat crew number?

An interesting example of a risk based approach followed, with a Harbour Authority having reviewed their operations culminating in formulation of pilot vessel operating zones for different environmental conditions.

In conclusion, the operational limitations of a Pilot vessel should inherently be based upon the ability for a rescue to be performed – and not whether a Pilot could be boarded for commercial factors. Boat coxswains should be empowered to make a Go/No Go decision, unburdened by commercial pressure, and fully dependent on environmental conditions.

Following on from such a strong conference programme, with much food for thought, the Australians were fantastic hosts on the social side, with a river cruise, drinks reception, and gala dinner events, all well attended by state regulators and supported/sponsored by Ports organisations. Well done to Adam Roberts and Ricky Rouse at AMPI.

Captain Jason Wiltshire / UKMPA Treasurer / Insurance Portfolio

57TH EMPA GENERAL MEETING

ROME 2023

The European Maritime Pilots Association (EMPA) recently held its 57th General Meeting in Rome including members all European Union member countries and six neighbouring countries. The meeting aimed to foster information exchange and enhance the professional and technical proficiency of maritime pilots. Captain Peter Lightfoot, the UKMPA Secretary, was re-elected as a Vice Chairman of EMPA during the event.

Hosted by Fedepiloti, the Italian Federation of port pilots, the EMPA 2023 conference was a captivating event that focused on the value of human capital. With over 140 working pilots and more than 200 delegates in attendance, the conference featured distinguished speakers from around the world who shared unique perspectives on various aspects of the maritime industry.

During the opening ceremony, notable individuals such as EMPA President Capt. Erik Dalege, Capt. Roberto Bunicci, Vice Admiral Nicola Carlone, Ms. Maja Markovcié Kostelac, and Capt. Simon Pelletier delivered engaging speeches on a range of subjects.

The conference addressed several thought-provoking topics. Ms. Eva Szewczyk presented on Autonomous Shipping, emphasising the ongoing need for human oversight in the face of presumptions that technology will eliminate the role of humans. Ms. Sanna Sonninen discussed the journey from remote pilotage development to its implementation, highlighting the challenges that will necessitate further advancements before becoming feasible. Mr. Clay Diamond shared insights into pilot selection, training systems, and emerging human resource challenges in the United States.

Regulations and risks related to pilot transfer were addressed by Rear Admiral LH Massimo Seno and Capt. Arie Palmers, who discussed Italian implementation of EU Regulation 352/2017 and shared recent pilot ladder experiences, respectively. Capt. André Gaillard presented a comprehensive study on accident statistics and introduced a training video on 'accidentology'.

Rear Admiral UH Luigi Giardino emphasised the crucial role of pilots in vessel safety, while Capt. Pier Paolo Scala provided a unique perspective on the inter- connected nature of port operations and the importance of weather forecasting services. Capt. Kim Ossieur highlighted the challenges faced by women in the maritime industry and advocated for equal treatment and awareness from the start of training.

Capt. Broers called for collaborative efforts among maritime pilot organisations to achieve Net-Zero Emission operations by 2050. Lieutenant Commander Michele Landi discussed port resource management and effective collaboration in enhancing navigation safety. Capt. Sabine Zeller focused on educational routes for seafarers in Germany, and Capt. Henry Caubrière highlighted the success and importance of trauma support programs.

The closed session, exclusively for pilots, included experiences shared by Ukrainian colleagues who faced rapid changes in their pilotage world following the Russian invasion. New member applicants from Romania, Denmark, and Slovenia also presented their countries for inclusion into EMPA.

Participating in the EMPA General Meeting provides valuable opportunities for continuous professional development, knowledge sharing, and staying informed about best practices. Understanding the challenges faced by other associations and individual pilots contributes to maintaining the high standards pursued by the UKMPA.

Captain Alan Stroud / UKMPA Region 1

© EMPA, Fedepiloti

// **Above.** *Delegates gather in Rome for the 57th EMPA General Meeting*

SOCIAL BUTTERFLIES

MEMBER ENGAGEMENT

By Helen Ray

© Shutterstock

ALTHOUGH RELATIVELY NEW TO SOCIAL MEDIA UKMPA, HAVE SEEN A RISE IN MEMBERSHIP ENGAGEMENT

The rise of social media has led to a surge in visual content, with platforms like Linkedin, Instagram and YouTube seeing thousands of photos and videos uploaded and viewed every second. This shift towards visual media has had a profound impact on the world as we know it and the maritime industry, with many becoming visually acculturated as a result. In fact, studies have shown that 91% of consumers now prefer visual content over text-based media, and content with images generates significantly more user engagement than content without images. As we continue to consume information at an increasingly rapid pace, it's clear that visual media will continue to play a major role in shaping our online experiences.

What does this mean for organisations such UKMPA?

Despite being new to social media, UKMPA has experienced a significant increase in engagement. Members of UKMPA have been actively participating, as have other users within the maritime industry. This has resulted in a growing online community and increased interaction.

With a strong presence on social media, the UKMPA uses visual content to engage with its members and the wider public, showcasing the important work of maritime pilots and promoting safety and best practices in the industry. Through careful curation of visual content that is both informative and engaging, UKMPA has built a strong community of members and supporters who are passionate about the maritime industry and the vital role that pilots play in ensuring safe and efficient navigation of ships in UK waters.

IMPA, the International Maritime Pilots Association, utilised the power of social media to launch their Ladder Safety Campaign and encouraged other Maritime Pilot Associations around the world to do the same. The campaign aimed to encourage pilots to report any unsafe arrangements while boarding or leaving a ship. Through social media, IMPA was able to spread awareness and promote safety measures for those working in the maritime industry. UKMPA experienced a significant surge in engagement on Linkedin, thanks to their informative posts in relation to the Ladder Safety Campaign, that were shared every other day. These posts gained global attention and reached an impressive 30,000 impressions on Linkedin, which is remarkable considering that UKMPA's membership is only around 500.

Society is constantly evolving, and social media has played a significant role in shaping the way we interact with each other. With the power to connect people from all over the world, social media has given rise to online communities that share common interests and causes. Through the sharing of images, stories, and videos, social media has become a platform for raising awareness and facilitating discussions on important issues. It has empowered individuals to take action and make a difference in their communities.

We would be delighted to receive your social media content to publish on the UKMPA's social media channels. Please send articles to our dedicated WhatsApp number below.

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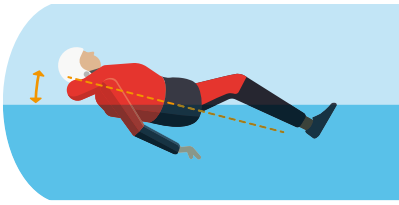

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VALUE OF PILOTS

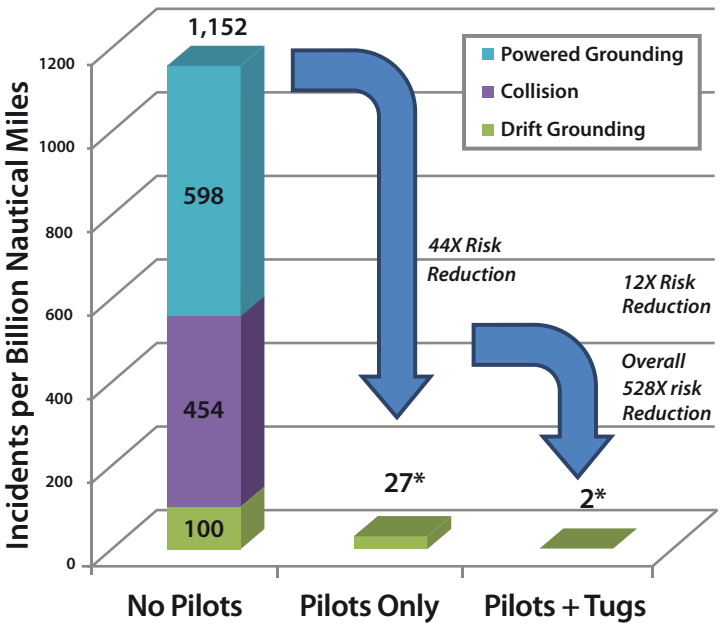
By Dr. A. Metcalf, Dr. E. Kraft and Dr. Y. He – TEMS Study Executive Summary for IP 53

During the IMPA Seminar at IMO in November 2022, we were able to invite Dr Edwin Kraft of the Transportation Economics & Management Systems, Inc. (TEMS) study team[1] to deliver an insightful presentation on work done to quantify the value of maritime pilotage.

Quantitative, comparative assessments of the value of maritime pilotage are challenging. This is because there are only a few bodies of water in the world where a direct comparison between ships using the services of a licensed pilot and ships without a pilot is possible. However, there are a few areas in the world where quantitative, comparative assessments are possible and these can be used to demonstrate that maritime pilotage offers statistically significant reductions in risk. TEMS' team IMPA presentation built on their earlier 2020 Cost Benefit analysis of maritime pilotage in Canadian waters[2]; this was based primarily on safety data from the Danish Straits and Puget Sound. The November 2022 presentation expanded on the earlier safety analysis by adding data from the Turkish Straits[3].

Danish Straits Analysis – An analysis of grounding data for the Great Belt utilized a sample of 1,810 deep draft ships, where due to the fact that the Great Belt channel is an ancient, winding riverbed, the IMO strongly recommends that deep draft ships take a pilot.

- Out of these 1,810 ships, 1,743 ships or 96.3% took a pilot. All of these successfully transit through the Great Belt, that is, without any grounding.
- However, 3.7% of 1,810 ships, or 67 ships did not take a pilot. Of these, an average of 6.3 ships per year experience grounding, a rate of nearly 10%.



The Clopper-Pearson statistical analysis was used to find out whether this difference in grounding probabilities was statistically significant. With a pilot at 95% confidence we can be sure that the grounding probability of a piloted ship does not exceed 0.211%.

By comparison for a non-piloted ship, the grounding probabilities fall in the range of 3.3% up to 18.5%. Note that these ranges don't overlap, so this difference is statistically significant. As such, on the basis of the Great Belt data, we can be confident that taking a pilot results in a material reduction in the likelihood of a maritime accident. The overall conclusion of the Danish Straits analysis is that adding a pilot alone reduces the risk of a maritime accident by an reduction factor of 44 times.

Puget Sound Analysis – Pilots often use tugboats as an essential tool to help them control large vessels in congested port areas. When tugboats are used they provide an additional safety mitigation particularly against drift grounding or certain kinds of vessel collision risks. Using the same methodology, an analysis of tanker groundings in Puget Sound, with or without escort tugs was also conducted and showed that adding tugs further reduced the risk by a factor of 12 times, bringing the overall risk reduction associated with the use of pilots and tugs together to 44 x 12 = 512 times.

In other words, we can estimate with a high degree of certainty, that taking a pilot has a significant impact on the frequency of groundings, collisions and other serious maritime accidents in spite of the complexity of the port and coastal areas within which pilots operate. The use of pilots alone reduces the maritime accident rate by 97.7% and if tugs are used along with pilots this risk reduction increases to 99.8%.

Turkish Straits Analysis – Not withstanding the very positive results of the earlier studies, when it became apparent that another source of data from the Turkish Straits might be available, IMPA wanted to have this data analyzed to see if it would corroborate the earlier analysis.

It's important to understand that the navigational challenges in the Turkish straits are different than those in the Danish straits. While the problem in the Danish straits is channel depth, this is not an issue in the Turkish straits. Rather, vessel maneuverability (particularly of longer vessels) has become the main problem because of the requirement for making a series of sharp turns in the midst of complex and often adverse currents, which are constantly changing and can flow in different directions at different depths of the waterway. As such, the pilotage recommendation for the Turkish straits is primarily based on the length of the vessel rather than its draft. While the IMO recommends that all ships take a pilot through the Turkish Straits and many smaller ships do, the Turkish authorities have strongly suggested that all ships greater than 150m length should take a pilot.

While open source data suggests that the total number of transits through the Turkish Straits are declining, the proportion of ships greater than 150m making such transits is increasing, i.e., the larger and larger ships are carrying a greater proportion of the cargo. However, these are the most problematical category of ships for the straits since it is often only possible for one ship of this size to pass through the straits at a time.

The first finding of the Turkish straits analysis was that the likelihood of a vessel taking a pilot is strongly correlated with its length. As a result of the increase in average vessel length, a 15% improvement in the number of ships taking a pilot has occurred. Of particular concern however, is ship size category 150 – 200m size, of whom only 83.1% of ships have been taking a pilot. (150m exceeds the threshold recommended by the Turkish authorities) Fortunately, ships greater than 200m have pilot uptake rates in excess of 99%, so the problem with pilotage utilization in the Turkish Straits really seems to focus on the category of 150 – 200m ships.

The data available for the Turkish Straits allowed analysis of collisions and groundings from a sample of 587,438 ships, taking into account vessel size. In this regard, the analysis was able to show that the risk of a maritime safety incident increases with ship size. However, it is ships with a length of 150 – 200m that have the highest probability of a collision or grounding in the Turkish Strait because of their lowered pilotage utilization rates. The ships exceeding 200m actually had less collision risk because the high utilization of the pilots more than offset the accident risk increase associated with the larger vessel.

The Turkish Straits study showed that the probability of a maritime safety incident is 59x less for ships that take a pilot. This result is of the same order of magnitude as the risk reduction from the Great Belt data, in absolute terms it is even greater than that found for the Great Belt (44x) by 34 percent. This is likely because the data for the Turkish Strait includes both collisions and grounding data; whereas the Great Belt data focused only on groundings.

Type of Accidents	Total Number of Accidents	PILOT	
		With Pilot	Without Pilot
Collision 1 "fixed object"	205	13	192
Collision 2 "with vessel"	50	3	47
Grounding	73	9	64
Fire	18	1	17
Sink	9	0	9
Total	355	26	329

Conclusions – The Turkish Strait results have not yet been formally integrated with the Great Belt analysis, but this work is planned to be accomplished in an upcoming update to the Canadian Marine Pilots Associations' Cost Benefit analysis study. A direct comparison showed however, that the maritime safety incident rate for ships using the services of a pilot in the Turkish Strait and the Great Belt are broadly comparable, 0.00599% and 0.00636% respectively, with the accident risk reduction in the Turkish Straits being somewhat greater than that found for the Danish Straits. Most likely this increased impact of pilotage is due to the inclusion of additional categories of risk that are not included in the Danish data.

An important additional finding of the Turkish Straits study is that vessel accident risk increases sharply as a function of vessel size. Of course, this was already evident in the 10% grounding rate of deep draft vessels in the Danish Straits but the Turkish data has enabled a direct comparison of the accident rates and vessel size that confirms the findings.

It should be noted that the TEMS 2020 Canadian Cost Benefit study report had already identified the fact that larger vessels tend to have more expensive accidents; coupling this with an increased risk of accidents for larger vessels implies an almost exponential increase in accident costs as vessel sizes continue to rise. This cost increase can only be mitigated by the use of pilots and tugs to restore the accident rates and costs to acceptable levels. This underscores the increasing importance of pilotage in the future, as average vessel sizes are projected to continue to rise.

The independent corroboration provided by the Turkish Straits data demonstrates that the findings of the analysis of the Great Belt are not unique to the Great Belt, but that the results of the Great Belt analysis could actually underestimate the social benefit of maritime pilotage. This means that the cost-benefit ratio of 30.57 found in the 2020 cost benefit analysis of maritime pilotage in Canadian waters is likely to be conservative. This is especially true as vessel sizes are projected to grow in the future, the need for experienced pilots and the contribution they make to maritime safety, will only continue to go up.

It is increasingly important that IMPA as well as national Pilotage groups are able to make the case for duly regulated maritime pilotage on the basis of comparative, quantitative analysis. This is the language of the policy and decision makers responsible for the systems of pilotage within which IMPA's membership operate. The presentation delivered by TEMS at the IMPA Seminar can be found on our website and in the Community Hub.

[1] TEMS team conducting the analysis of the effectiveness of Maritime Pilots and their contribution to the economy is Dr. Alexander Metcalf, Dr. Edwin Kraft and Dr. Yang He.

[2] 2020, TEMS, Marine Pilotage in Canada: A Cost Benefit Analysis by the Canadian Maritime Pilots' Association

[3] 2022, TEMS, Turkish Data Integration Project

THE POWER OF 'MORE'

INCIDENT REPORTING

CHIRP
Confidential Human Factors Incident Reporting Programme

In the realm of maritime safety, the valuable insights and contributions that pilots can offer have often been overlooked. Adam Parnell, Director of the CHIRP Maritime programme, sheds light on the untapped potential of pilots in improving safety measures within the industry.

Every vessel at some point enters or leaves port, often with a pilot embarked. These are frequently referred to as the port's 'eyes and ears' – and with good reason. Unlike those who visit the vessel once it is moored alongside, pilots get to observe how the vessel, machinery and crew dynamically integrate in both time-limited and geographically-constrained environments. This unique and powerful insight remains largely undocumented and unharnessed, however it could, collectively, contribute significantly to the improvement of maritime safety worldwide.

Pilots already report significant concerns to Port State Control authorities, and many pilot associations capture and share information about vessels' ability (or not) to rig safe and compliant access ladders. But this is only a fraction of what pilots observe while on board, and in any event only capture the evidence after something has gone awry. This suggests that many pre-emptive safety indicators are unheeded, and the potential to reduce future incidents is lost.

There are several powerful disincentives to reporting concerns over and above those required by the port authority or the Flag State including workload and time pressure. And many pilots could justifiably ask what difference extra reports will make given that many pilot ladders are still poorly rigged despite innumerable reports submitted over many decades.

While those are valid sentiments, observational evidence remains the only known antidote to industry inertia and thus arguably more (in both number and breadth), not less, reporting is needed. Moreover, most pilots will already be subconsciously noting many of the factors described below as part of their own dynamic risk assessment for the forthcoming pilotage act.

The span of observations goes far beyond recording how well (or not) a pilot ladder has been rigged. For instance, seeing rust or other indicators that the vessel is in poor material condition suggests either that the vessel's operational tempo is too high to permit meaningful maintenance, or insufficient engineering crew on board, or they have inadequate skills. Defects that are not declared during the master-pilot exchange but are then identified during transit can indicate that the crew is trying to 'make do'. Is this because of inappropriate commercial pressure from their owners or charterers?

Signs of fatigue among the crew can indicate insufficient rest hours, poor routines, or both. This again could be the result of commercial pressure from shore management. Poor welfare, labour conditions or other personnel shortcomings frequently result in poor morale or a toxic culture on board. Are crewmembers hesitant to speak up? That could be because of an overly hierarchical leadership culture.

How well you are integrated into the bridge team is also telling. Linguistic or cultural communication difficulties will significantly constrain their ability to work as a single, mutually supportive team, or worse, lead to critical misunderstandings. And a master that leaves you to run the bridge because they have 'important paperwork' can again suggest overworked crews.

Your opinion on the answers to these questions will necessarily be subjective, and or course many of these are encountered in isolation most of the time. But when they compound, they can suggest deeper issues. This isn't an issue if there are enough to warrant referral for a port state control inspection, but what about those in the 'danger zone' – the vessels that your 'sixth sense' tells you aren't right, but don't meet the PCS inspection threshold?

If you're thinking that, chances are that you've witnessed one or more 'near-misses'. These are the events that rarely get reported, yet paradoxically present the greatest opportunities to improve maritime safety and reduce future accidents – but only if you report them. And that is where CHIRP can assist.

For 20 years the CHIRP Maritime incident reporting programme has provided a channel to capture safety concerns as well as incidents and accidents, particularly where company or organisational reporting systems are either unsuitable (ie the incident falls outside of the reporting criteria) or inappropriate. And while reporters' identities are never revealed, CHIRP can (and often does) contacts the company to bring the safety concerns to their attention. Pleasingly, over 85 percent of these companies react positively, and improvements are made.

By Adam Parnell / CHIRP Director Maritime

CONCLUSION

As the maritime industry continues to evolve, the importance of incident reporting cannot be overstated. CHIRP Maritime remains at the forefront, leveraging its independent platform to encourage reporting, foster safety awareness, and drive continuous improvement. By embracing a culture of transparency and collaboration, the industry can ensure safer seas for all stakeholders.

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ALLEGE INCOMPETENCE AT YOUR PERIL

In the charterparty dispute London Arbitration 2/23, (2023) 1129 LMLN 2, the arbitral tribunal rejected the owner's claim for damages for breach of the safe port warranty in a time charterparty, after a laden bulk carrier grounded at the entrance to the port of Chaozhou, China, while under compulsory pilotage. It also held that the vessel was unseaworthy, in breach of Article III.1 of the Hague Rules, due to lack of proper charts, but found on the facts that this was not causative of the grounding.

In this case, the owner chartered its a panamax bulk carrier to the charterer for a time charter trip via safe ports from Indonesia to China with bulk coal. The charterer ordered the ship to load at Muara Satui and discharge at Chaozhou.

Ships entering the port of Chaozhou are required to proceed along a buoyed approach channel and then make a turn to starboard into the harbour basin. The port entry is not difficult and does not require tug assistance.

Because of the ship's laden draft, it had to remain within the dredged deepwater channel which runs along the centre of the buoyed channel. The channel buoys mark the fairway, which is wider than the dredged channel.

The vessel was required by SOLAS Chapter V Regulation 19 to navigate with paper charts. It also had an electronic chart system for situational awareness. During loading at Muara Satui, the Master arranged for a copy of the latest UKHO chart covering Chaozhou to be brought onboard. This chart was too small scale for navigation, lacked important details and was evidently out of date.

A large scale, up to date, Chinese chart was also available. This showed the limits of the dredged deepwater channel. It also made it clear that the channel buoys lay outside the edges of the deepwater channel and marked the fairway, not the deepwater channel itself.

The Master did not obtain the Chinese paper chart. Instead, during the voyage to Chaozhou, he downloaded a mid-scale electronic chart. That electronic chart was up to date but lacked important detail. In particular, it did not show the limits of the dredged deepwater channel or make it clear that the buoys marked the fairway rather than the deepwater channel.

Preparing a plan

On arrival at the discharge port, the vessel anchored, and the deck team prepared a rudimentary in-port-passage-plan from the pilot station to the berth using the materials available on board.

The vessel entered the port the following day with a compulsory pilot on board, and three tugs made fast in order to manoeuvre the ship onto the berth once inside the basin. Weather and visibility were good. The pilot was effectively conning the vessel himself: the Master and deck team took no active part in the navigation.

The vessel proceeded along the approach channel without difficulty, but failed to make the starboard turn successfully. It left the port edge of the buoyed channel and grounded on a charted rocky shoal patch. The pilot was aware that the vessel was not turning quickly enough and attempted to retrieve the manoeuvre using engine, rudder and tug orders, but without success. The Master and deck team said nothing: they did not know the limits of the navigable water for the Vessel and appeared to be unaware that it was standing into danger.

It was common ground that the grounding was caused by the pilot's negligent navigation of the vessel.

The owner contended that the port was unsafe, principally on the basis that the pilot was incompetent. They pointed to his failure to deploy the stern tug in "indirect" mode to bring the stern of the vessel around to port and its head around to starboard. They alleged that this failure demonstrated a disabling lack of skill or knowledge amounting to incompetence, according to the test in Papera Traders Co Ltd v. Hyundai Merchant Marine Co Ltd (The Eurasian Dream) [2002] 1 Lloyd's Rep 719.

The tribunal rejected that contention for two reasons. "Indirect" towage is a specialist technique which requires regular practice by the pilot and the tugs involved. It was not a technique that was needed at Chaozhou. There was no evidence that the pilot and tugs knew

CAUTION ADVISED BEFORE ATTACKING A PILOT'S CAPABILITY OR THE SAFETY STATUS OF A PORT

how to employ it, and no reason why they should be expected to know. If they did not know, that did not amount to a disabling lack of skill or knowledge on their part, as they had other techniques at their disposal to ensure that ships entered the port of Chaozhou in safety.

There was no other evidence that the pilot was incompetent. He had command experience with a well-known Chinese shipping company, had worked as a pilot at Chaozhou for five years before this incident, continued working as a pilot there for some five years afterwards, and had not been involved in any other incidents. He had demonstrated the ability to control the vessel and the tugs in other respects during this incident. He had simply failed to execute the manoeuvre correctly.

The tribunal concluded that this was a one-off mistake by an otherwise competent pilot, and not a defect in the set-up of the port: Kodros Shipping Corporation v. Empresa Cubana de Fletes (The Evia)(No 2) [1982] 1 Lloyd's Rep 334. Therefore, the owner's claim for breach of the safe port warranty failed (as did their supplementary claim under the implied indemnity).

Lessons learnt

This decision, produced by a specialist LMAA tribunal including two experienced master mariners, provides some useful guidance in unsafe port cases involving pilot error.

It is common in such cases for owners to allege that the pilot was incompetent and that the port was unsafe as a result. Owners will often seek to rely on the first part of Leggatt LJ's dictum in The Star Sea [1997] 1 Lloyd's Rep 360, that it may be possible to infer incompetence from a single incident.

The present decision, however, demonstrates the importance of the second part of Leggatt LJ's dictum, that anyone can make a mistake, and a single mistake or even more than one mistake does not necessarily render an individual incompetent. It may be appropriate to infer incompetence from a single incident where this is the first occasion on which the relevant aspect of the pilot's competence is tested. But where the pilot makes a mistake in a task which he habitually performs efficiently, the tribunal is likely to conclude that this is a one-off error.

The decision also demonstrates that tribunals rightly regard a charge of professional incompetence as a grave allegation, which requires convincing evidence before it will be upheld. Additionally, it highlights that, in an unsafe port case, the competence of a pilot is to be judged by reference to the specific port which is alleged to be unsafe: if a particular skill is not required at that port, the pilot will not be condemned as incompetent if they do not possess that skill, even if other pilots at other ports employ it routinely.

Perhaps, however, the most interesting part of this case concerns the charterer's allegation that the grounding was caused by the vessel's unseaworthiness. It was common ground that, if the port was unsafe and the vessel unseaworthy, and if these were both effective causes of the grounding, then the charterer would have a defence of circuity of action to the owner's claim for breach of the safe port warranty, on the basis that the owner's breach of Article III.1 caused the charterer to incur liability to the owner for the grounding.

This means that the charterer would not need to demonstrate that the vessel's unseaworthiness was a novus actus interveniens, (a new action happening in between), which severed the chain of causation between the unsafety of the port and the grounding, in order to avoid liability. It would be sufficient if the unseaworthiness was an effective cause of the grounding.

Ultimately, this issue was moot, as the tribunal held that the port was safe. However, the tribunal's conclusion that the unseaworthiness was not an effective cause of the grounding is somewhat puzzling, in light of its other findings.

**** Tom Macey-Dare KC is a commercial barrister specialising in shipping, shipbuilding, energy, international trade, insurance and international arbitration at Quadrant Chambers. Martin Dalby is a partner and Joshua Thomson an associate at Ince. The authors of this article acted for the charterer.***

// The tribunal held that the vessel was indeed unseaworthy, in breach of Article III.1, because it did not have the up-to-date Chinese paper chart on board showing the limits of the dredged deepwater channel

By Tom Macey-Dare KC, Martin Dalby and Joshua Thomson, Ince & Co

CAMPAIGN SAFE HAVEN

BREAKING THE STIGMA

'EMPOWERING MENTAL HEALTH SUPPORT'

By James Musgrove

- 1 in 4 people will experience a mental health problem of some kind each year in England.
- 1 in 6 people report experiencing a common mental health problem (like anxiety and depression) in any given week in England.
- The amount of people with common mental health problems went up by 20% between 1993 to 2014, in both men and women.
- The percentage of people reporting severe mental health symptoms in any given week rose from 7% in 1993, to over 9% in 2014.

I WOULD LIKE TO INTRODUCE YOU ALL TO OUR UPCOMING MENTAL HEALTH SUPPORT CAMPAIGN, SAFE HAVEN, A SUBJECT I FEEL VERY PASSIONATE ABOUT.

The aim is to help and support marine pilots who may be dealing with mental health issues related to work or in general circumstances. Recently, I completed my qualifications in Mental Health Awareness and Mental Health First Aid. Additionally, I have dedicated my free time to completing a Mental Health Ambassadors course, which allows me to promote mental health awareness and support others.

During my time working at sea, I have witnessed fellow colleagues struggling with their mental health but feeling unable to open up due to the stigma and negative attitudes surrounding the subject. I strongly believe those days are behind us, and we should feel free to openly discuss these issues and support one another through difficult times, with the hope of preventing their condition from worsening.

One thing is certain, piloting involves teamwork, and our strength lies in supporting each other to maintain our professional skills and ensure the safe movement of ship trade through our ports and waters.

As a pilot, I have learned that there can be immense work pressures and very challenging conditions to deal with. Over time, this can have a major impact on our mental well-being, and nobody should feel ashamed about feeling this way. The mental well-being of a pilot is essential for carrying out our duties and for the future of our career, this can become impaired when dealing with an incident or accident, depending on the severity of the case. Let us all be honest - none of us go to work to deliberately cause damage to the environment, ship, or infrastructure. Recent cases have shown that speaking to a fellow colleague or someone outside of your workforce can significantly help with the process and prevent the anxiety and possibly depression that may affect those involved after an incident or accident.

The bottom line is, nobody should suffer in silence. We need to break the stigma and encourage open dialogue. This is the only way we can eliminate the old mentality. We are all human, and we all cope with situations and feelings in very different ways. Let's talk.

I understand not all members may share the same thoughts in regard to mental health, and that is perfectly fine. But for those who do, I hope this may help in a time of need or simply just someone to talk to, we are here to listen and support you, as being a valued member.

Over the coming weeks, we aim to roll out our support network, the latest support information will be published on our website within the members area.

Campaign, Safe Haven aims to provide the following support:

- Web Contact Form is an email service that enables members to communicate through messaging instead of phone calls.
- Hotline, where you will be connected to a fellow pilot who is qualified in the field of mental health
- Our website links to professional support services.

When your mental health is well-supported, your ability to maintain situational awareness and react appropriately to changing conditions is enhanced. The following factors may be taken into consideration when prioritising your own mental health:

Stress management:

The nature of your work can expose you to various stressors, such as long working hours, unpredictable weather conditions, and the responsibility of handling vessels. Prioritising your mental health helps you develop effective stress management techniques, cope with high-pressure situations and prevent burnout. When you can effectively manage stress, you are more likely to perform your duties optimally and make better decisions.

Communication and teamwork:

Collaboration and effective communication are crucial components of your role as a marine pilot. When you prioritize your mental health, you can enhance your interpersonal skills, including active listening, clear articulation, and empathy. Good mental health enables you to communicate effectively with others, fostering a positive and efficient working environment.

Resilience and adaptability:

The marine industry is subject to constant changes, including new regulations, technological advancements, and operational challenges. Prioritizing your mental health helps build resilience, allowing you to adapt to these changes more effectively. By cultivating a strong mental well-being, you can bounce back from setbacks, embrace new challenges, and continue to grow professionally.

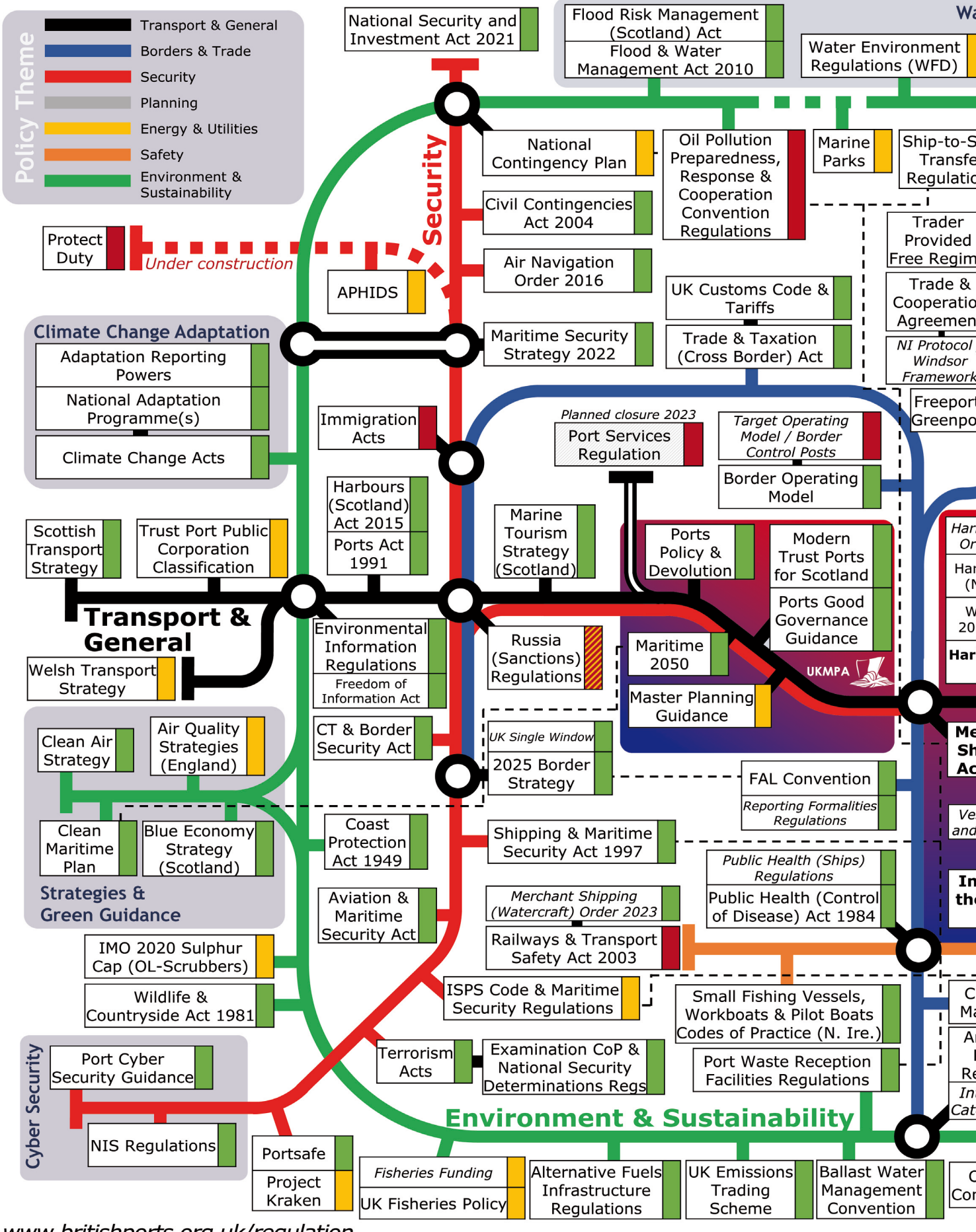
Safety and well-being:

Above all, mental health directly affects your personal safety and well-being, as well as that of the crew, passengers and vessels you conduct. When you prioritise mental health, you are more likely to recognize and address any signs of fatigue, stress, or emotional distress that could compromise your ability to perform your duties safely. This commitment to self-care contributes to a safer work environment for everyone involved.

Remember, taking care of your mental health is not only crucial for your career as a marine pilot but also for your overall well-being and quality of life. It's important to seek support when needed, practice self-care, maintain a healthy work-life balance, and access resources available to help you address any mental health challenges you may face.

BRITISH PORTS ASSOCIATION

Port Regulatory Healt



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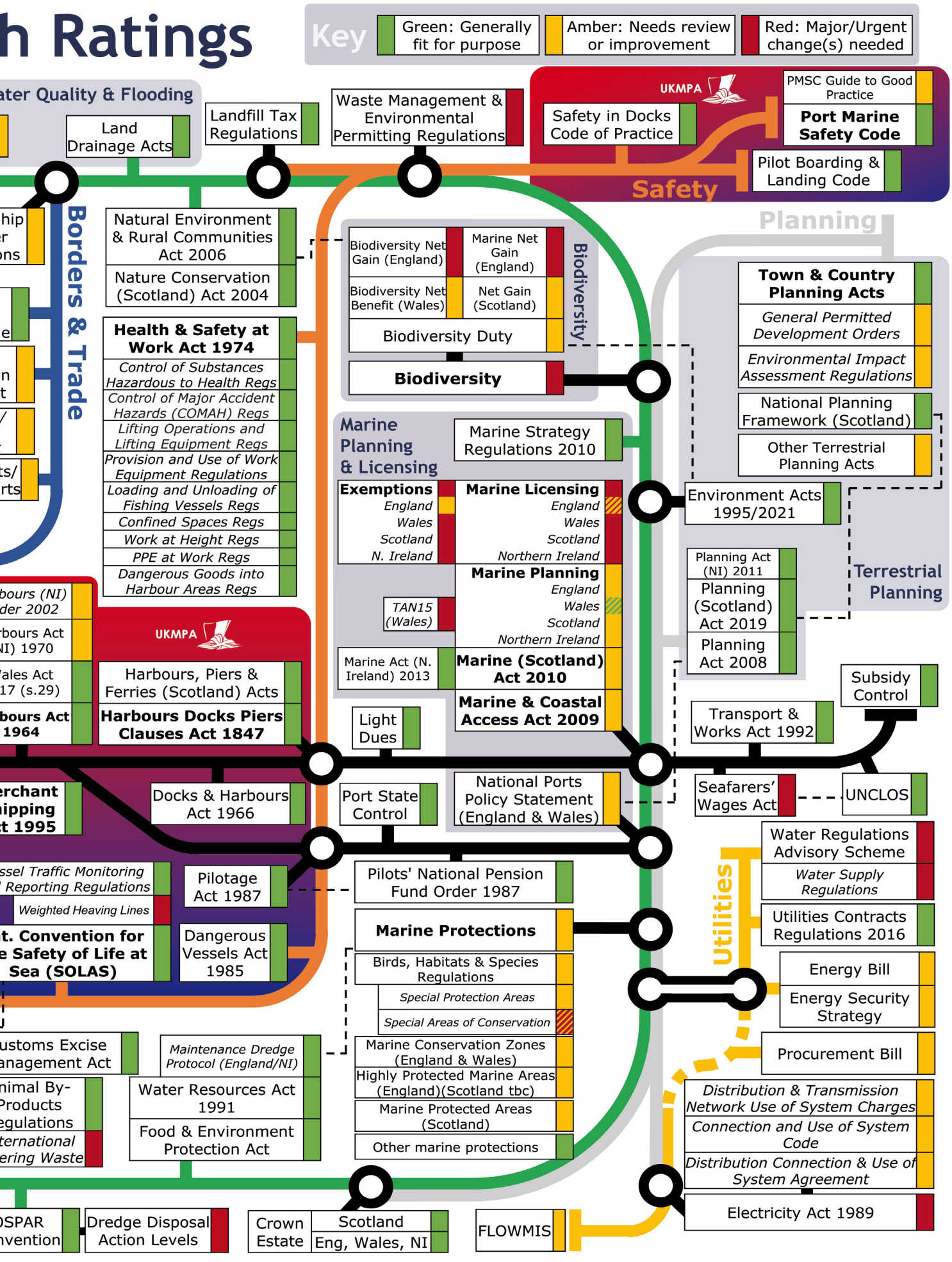
h Ratings
Key
Green: Generally fit for purpose
Amber: Needs review or improvement
Red: Major/Urgent change(s) needed
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Land Drainage Acts
Landfill Tax Regulations
Waste Management & Environmental Permitting Regulations
UKMPA
Safety in Docks Code of Practice
PMSC Guide to Good Practice
Port Marine Safety Code
Pilot Boarding & Landing Code
Safety
Borders & Trade
Natural Environment & Rural Communities Act 2006
Nature Conservation (Scotland) Act 2004
Biodiversity Net Gain (England)
Marine Net Gain (England)
Biodiversity Net Benefit (Wales)
Net Gain (Scotland)
Biodiversity Duty
Biodiversity
Biodiversity
Planning
Town & Country Planning Acts
General Permitted Development Orders
Environmental Impact Assessment Regulations
National Planning Framework (Scotland)
Other Terrestrial Planning Acts
Health & Safety at Work Act 1974
Control of Substances Hazardous to Health Regs
Control of Major Accident Hazards (COMAH) Regs
Lifting Operations and Lifting Equipment Regs
Provision and Use of Work Equipment Regulations
Loading and Unloading of Fishing Vessels Regs
Confined Spaces Regs
Work at Height Regs
PPE at Work Regs
Dangerous Goods into Harbour Areas Regs
Marine Planning & Licensing
Marine Strategy Regulations 2010
Exemptions
England
Wales
Scotland
N. Ireland
Marine Licensing
England
Wales
Scotland
Northern Ireland
Marine Planning
England
Wales
Scotland
Northern Ireland
TAN15 (Wales)
Marine Act (N. Ireland) 2013
Marine (Scotland) Act 2010
Marine & Coastal Access Act 2009
Environment Acts 1995/2021
Planning Act (NI) 2011
Planning (Scotland) Act 2019
Planning Act 2008
Terrestrial Planning
Subsidy Control
Transport & Works Act 1992
Light Dues
UKMPA
Harbours, Piers & Ferries (Scotland) Acts
Harbours Docks Piers Clauses Act 1847
Docks & Harbours Act 1966
Port State Control
National Ports Policy Statement (England & Wales)
Seafarers' Wages Act
UNCLOS
Pilotage Act 1987
Pilots' National Pension Fund Order 1987
Water Regulations Advisory Scheme
Water Supply Regulations
Utilities
Utilities Contracts Regulations 2016
Energy Bill
Energy Security Strategy
Procurement Bill
Marine Protections
Birds, Habitats & Species Regulations
Special Protection Areas
Special Areas of Conservation
Marine Conservation Zones (England & Wales)
Highly Protected Marine Areas (England)(Scotland tbc)
Marine Protected Areas (Scotland)
Other marine protections
Dangerous Vessels Act 1985
Maintenance Dredge Protocol (England/NI)
Water Resources Act 1991
Food & Environment Protection Act
Distribution & Transmission Network Use of System Charges
Connection and Use of System Code
Distribution Connection & Use of System Agreement
Electricity Act 1989
Dredge Disposal Action Levels
Crown Estate
Scotland
Eng, Wales, NI
FLOWMIS
March 2023 version 7.0

MODERN NEGLIGENCE

By Captain Jason Wiltshire - UKMPA Insurance Portfolio

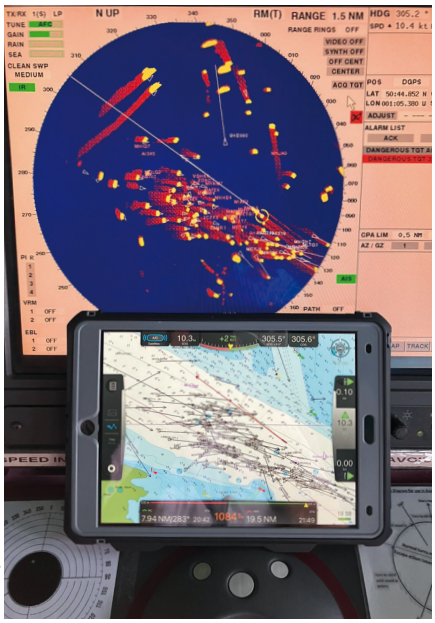
As the Section Committee member responsible for the UKMPA insurance portfolio, I must attest that my past vocation is neither in insurance nor law. Nevertheless, the role means that I have regular conversations with Pilots, Brokers, Underwriters, and Lawyers, on incidents and claims that impact us. As 'just a Pilot', the real-world knowledge of the job is invaluable when appraising insurance concerns with these respective specialists in their areas of expertise.

As Maritime Pilots, we are entrusted with conduct of vessels during some of the most perilous parts of their voyages. Our duty is to safeguard the vessel, port infrastructure, and environment from damage and pollution, while ensuring 95% (by volume) of the country's imports and exports move safely and efficiently. This is a task we undertake daily, to the best of our abilities, and often without recognition unless an unfortunate incident occurs.

The responsibility on pilots is onerous and Competent Harbour Authorities (CHAs) define areas where pilotage is compulsory, and are responsible for the authorisation of Pilots. Whilst on board, the Pilot becomes a servant of the vessel, whilst also being subject to the compulsory duties under the Pilotage Act, and the obligations resulting from the CHA authorisation. Combined, these factors therefore call for the highest possible standards to be exercised by both the CHA and the Pilot.

On March 13th 2022, the container vessel "Ever Forward", grounded in Chesapeake Bay, USA, where it remained stranded for over a month before being refloated.

The Pilot's lack of situational awareness was determined in the subsequent investigations to be the cause. He solely relied on the PPU and did not use any of the ship's equipment.



© Darcy White

He used his mobile telephone throughout the Act, making five calls totalling 61 minutes of the 126-minute voyage. Finally, he had dismissed interventions from the bridge team in the attempts to warn him when the vessel was standing into danger.

The UKMPA designated counsel presented this unfortunate incident to us through our regular discussions on the group insurance policies. Could a comparable incident occur in the UK, and what would be the consequences for a Pilot, or our profession?

The subject of over-reliance on technology, both internal and external, is a frequent topic of accident investigations, and not just in Pilotage.

In this particular case, the investigating authorities obtained the Pilot's PPU and mobile phone records, with the Pilot's authorising body later pursuing a civil action against him for the negligent operation of the vessel.

This case is a cautionary tale and does remind us to go back to basics and be guided by the traditional and long held tenets of navigation in which we cross check the accuracy of the electronic navigation aids by visual observations, whilst using the technology at hand to improve situational awareness.

The co-operation with the ship's crew and the importance of the MPEX, as a continuous process, cannot be over emphasised. Experience has shown that due to time constraints owing to the immediate focus on navigation required in constrained waters, the pressures on Pilots are intense.

Involvement of the ship's crew and agreement to a proposed passage plan which the Pilot intends to follow, will ensure that the bridge team is fully conversant with the intentions of the Pilot.

The use of electronic evidence is not new, and UK authorities now regularly demand the release of digital communications, with English courts subsequently issuing orders to that effect.

The Ever Forward incident and the associated United States Coastguard (USCG) finding, drive home the fact that Pilots and districts should consider the importance of having robust policies and procedures in place to guard against the potential for distraction and the over-reliance on mobile, and other smart devices.

Section 22 of the Pilotage Act, limits a Pilots' liability for any loss or damage, caused by any act or omission, to £1,000 and the amount of the pilotage charges associated with the voyage. It is a statutory limitation of liability that allows individuals to do their job while avoiding the burden of substantial claims stemming from their acts or omissions.

A case of negligence can be characterised by the failure to exercise the level of caution and/or care, that an average person in comparable circumstances would, resulting in loss, damage or injury. Section 21 of the Pilotage Act, reads that if a Pilot of a ship, does an act, or omits to do anything required to preserve a ship from loss or damage, or to preserve any person from injury, and the act or omission is either deliberate or amounts to a breach or neglect of duty, the Pilot shall be guilty of an offence, and liable to fine and/or imprisonment.

As a group of independent professionals, we should use the 'Ever Forward' incident as an opportunity to consider how our own actions relate to what is expected of us, both in our own districts and by the general public, given our role under statute.

To err is human and none of us are infallible, but as Pilots, we are held to a higher standard in the execution of our duty, due to the uniquely hazardous nature of our work.

CONCLUSION

In circumstances such as these, could what have may once have been deemed negligence, now be considered criminal negligence? The Ever Forward incident report has been uploaded to the members section of the website.

DOES 'AUTONOMOUS' EQUAL 'HUMAN-FREE'?

// *Yara Birkeland, 120 TEU autonomous container vessel, began a two-year trial period in 2022, with her crew gradually moving onshore.*

The word 'autonomy' derives from Greek 'auto' and 'nomos' which together can be translated as 'one who gives oneself own law'. The International Maritime Organization defines Maritime Autonomous Surface Ships (MASS) as vessels which can operate 'independently of human interaction', further reinforcing the notion of self-governance. Does autonomous really mean human-free? The reports of imminent demise of seafarers are greatly exaggerated as the operational concepts for larger MASS generally feature substantial human contribution.

MASS is an umbrella term, covering vessels of varying levels of 'independence'. Importantly, it does not equal 'no onboard presence' – whilst certain functions may well be undertaken in a crewless manner, others may still require physical presence of the seafarers. Levels of autonomy may also change throughout the journey depending on factors such as weather conditions, connectivity, phase of the voyage etc. Still, for larger MASS, onboard or onshore human input will be generally required for operation, monitoring and/or system assurance. Even the seemingly 'crewless' proposals feature substantial involvement from the shore control centres. This varies from remote operation to human 'in' or 'on-the-loop' approaches. A human operator 'in the loop' still has complete control over starting or stopping any action performed by an intelligent system after receiving a cue. Alternatively, an 'on the loop' operator has the oversight of an automated system, however there is no need for human pre-approval of any actions.

Admittedly, this is a prelude to a more futuristic, truly autonomous shipping, as human control is gradually pushed further from the centre of decision-making. However, there will be a lengthy period of coexistence with gradual increase in MASS numbers and areas of operation. This is simply because full autonomy on a larger scale is currently commercially unviable. Setting aside the technological and regulatory barriers, realising fully autonomous solutions would require substantial capital expenditure in fleet renewal and infrastructure. Can we expect such a major fleet overhaul in the imminent future? The average lifespan of a commercial vessel has recently increased to 28 years. Whilst the pursuit of the environmental agenda will no doubt fuel some global fleet modernisation, we will likely see shipowners looking to extend the lifetime of their vessels even further. This could happen through retrofitting them with innovative components or systems to ensure compliance with the regulations. At the same time, it will open the door for various smart and autonomous solutions being deployed on a piecemeal basis to enhance the cost-efficiency, safety and environmental performance of today's vessels. However, the legacy technologies will be slowly phased out and there will be no ghost merchant fleet roaming the oceans overnight.

There is no doubt that the MASS evolution will change the nature of seafaring. However, the human value added will remain substantial, whether onboard or onshore. Consequently, there is no reason to fear MASS and we should continue to emphasise the importance of human contribution in this autonomous journey.

Degree of automation		Manned	Definition	Information Acquisition	Information Analysis	Authority to make decisions	Action initiated by
A0	Human operated	Yes	Automated or manual operations are under human control. Human makes all decisions and controls all functions.	System Human	Human	Human	Human
A1	Human directed	Yes/No	Decision support: system suggests actions. Human makes decisions and actions.	System	System Human	Human	Human
A2	Human delegated	Yes/No	System invokes functions. Human must confirm decisions. Human can reject decisions.	System	System	Human	Human
A3	Human supervised	Yes/No	System invokes functions without waiting for human reaction. System is not expecting confirmation. Human is always informed of the decisions and actions.	System	System	System	System
A4	Full automation	Yes/No	System invokes functions without informing the human, except in case of emergency. System is not expecting confirmation. Human is informed only in case of emergency.	System	System	System	System

© BV's Degrees of Automation - Guidelines for Autonomous Shipping [red outlines added]

By Eva Szewczyk / PhD Researcher

HYDROGRAPHIC DATA

By Dr Phil Thompson, Director of Maritime Simulation at BMT & Mark Wilson, Operations Manager at BMT

The Pilot training route map is designed with a risk-based class system that spans several years. It emphasises continuous professional development, incorporating practical assessments, reviews, tripping, and examinations. Among these components, simulator training holds a crucial role. It complements the overall training process, providing pilots with valuable hands-on experience and enhancing their skills. By integrating simulator training, the route map ensures a comprehensive and effective training program for aspiring pilots.

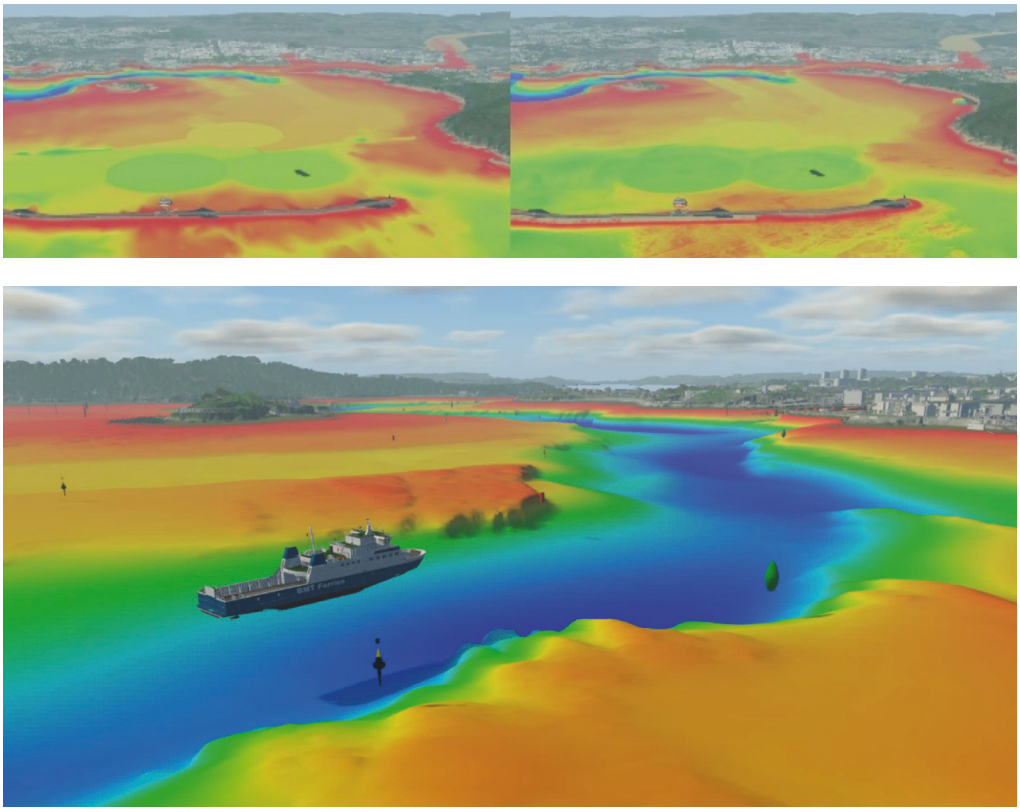
The industry is witnessing a digital data revolution on many fronts, many of which will impact future training and professional development in pilotage and are key enablers for much more effective simulator-based training. These include the phased introduction of next generation IHO-S-100 hydrographic data, previously introduced in an article in the Spring 2023 edition of the Pilot magazine. Coupled with new digital reconstruction tools for incident reconstruction/ replays and lessons learned that can broaden the scope of training and real crises-scenarios, the rich new data sets can be used to great effect in the latest immersive simulator platforms. These provide a step change in realism, situational awareness and precision e-navigation, enabling safer passage planning and more efficient transits.

THE ROLE OF S-100 HYDROGRAPHIC DATA IN PILOTAGE AND PILOT TRAINING

The S-100 World

The current S-57 IHO standard for digital hydrographic data has been in use since 1992 with the last revision being in 2000. In November 2022, the International Hydrographic Office published its Roadmap for the S-100 Implementation Decade (2020-2030), constituting a transition plan aiming for the regular and harmonized production and dissemination of S-100 based products. Whilst S-57 data as carriage compliant information is not expected to be replaced for some time, new IHO standards for ENC specifications will see S-57 eventually be replaced by S-101, with specific requirements for, and data conversion between, S-57 and S-101, which allows ECDIS manufacturers to build testbeds for trialling S-101 and overlays.

In terms of future standards, the International Hydrographic Office (IHO) Universal Hydrographic Data Model (UHDM S-100) is inherently more flexible and machine readable, offering provision for such things as richer, granular gridded data and imagery and time varying data (such as dynamic currents and water levels).



// ***Figure 1.*** *3D S-102 bathymetry displays in Plymouth (S-57 equivalent top left)*

The IHO released the product specifications for S-102 edition 2.0.0 in October 2019 – high resolution bathymetry, and the following first editions are to be used for system implementation:

- S-101 – Electronic Navigation Charting (Edition 1.0.0 December 2018);
- S-102 – Bathymetric Surfaces (Edition 2.0.0 October 2019);
- S-104 – Water level Information for surface navigation;
- S-111 – Surface Currents (Edition 1.0.0 December 2018);
- S-122 – Maritime Limits & Boundaries (Edition 1.0.0 October 2019);
- S -127– Marine Traffic Management (Edition 1.0.0 December 2018); and
- S -129– Under Keel Clearance Management (Edition 1.0.0 June 2019).

S-101 is the product specification for Electronic Navigational Charts (ENCs). S-101 ENC trial data sets have been produced to support ECDIS manufacturers and associated partners with the development and practical use of these navigational data sets.

S-102 is the product specification for bathymetric surfaces, containing high-resolution profiles of the seafloor in a regular grid structure. The S-102 bathymetric surface trial data set contains high resolution profiles of the seafloor that can be used to help reduce the risk and complexity for ships entering and exiting confined waterways and, when combined with other S-100 data sets, can support the mariner's operational decision-making process.

See page 25 Figure 1 for examples of UKHO S-57 ENC data granularity (top left) with equivalent S-102 data displays. A further contrast between S-57 and S-102 is shown in Figure 2, showing two simulations of a ship navigating a Southampton approach channel.

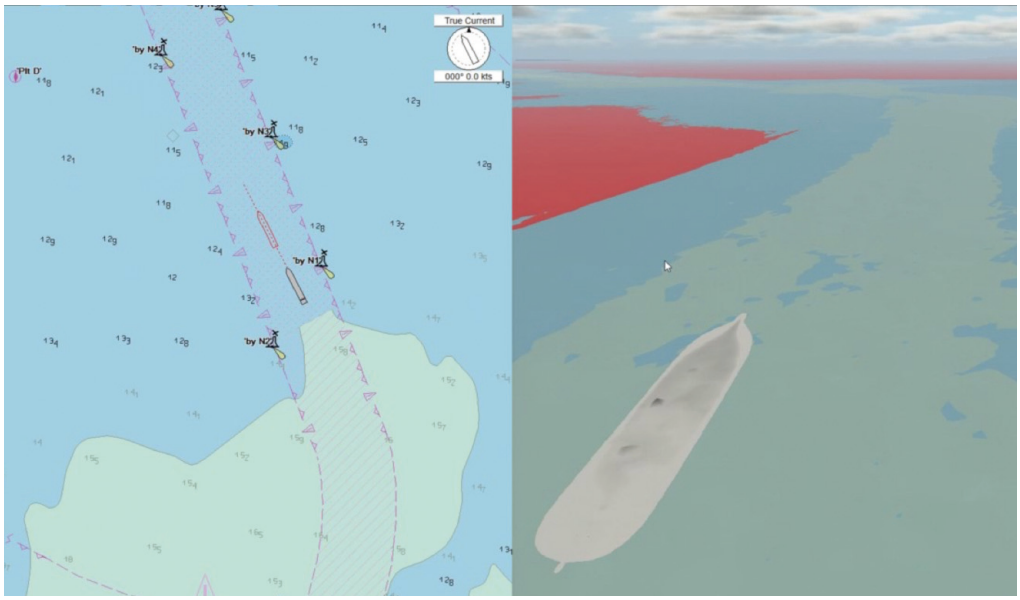
The left hand image shows a S-57 ENC display, while the right hand image shows the same vessel displayed with S-102 bathymetry data. The introduction of S-102 data facilitates more accurate passage planning by preserving a lot more of the survey data available in Southampton, as is the case here. With such fine resolution data available the relatively course band ranges and contours adopted on an S-57 ENC are removed, allowing particularly precise plans to be prepared and customised to a vessel's draught and the tidal height at the time of passage.

S-111 is the product specification for tidal surface currents for surface navigation. This provides the speed and direction of currents down to a depth of 25 metres. S-104 is the product specification for water level information for surface navigation. The S-104 trial data set contains gridded coverage of forecast water levels and astronomical tidal height prediction points, both of which are fundamental in route planning and entry to ports for navigation and other purposes.

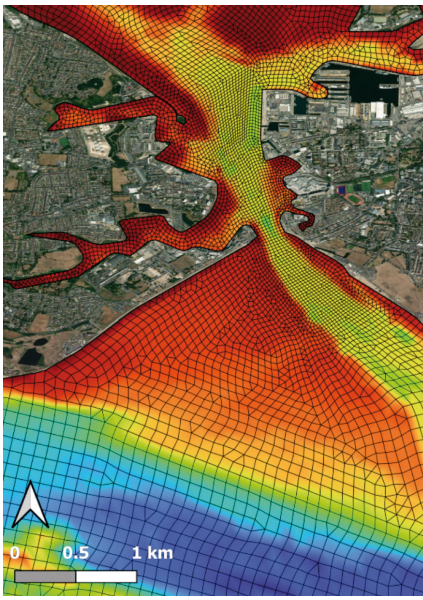
As an illustration of S-104 and S-111 data generation, Figure 3 below shows a fine gridded hydraulic model for Portsmouth harbour approach, where S-100 data for water levels and surface and /or 3 dimensional currents can be calculated and calibrated (for both phase and amplitude) using in-situ metering. Prescribed temporal and spatial resolution can be defined, appropriate to each individual port's tidal conditions and refined where richer data is needed, for example, in areas of challenging navigation or pilotage. In this example, gridded data equivalent to 15m and 15 mins were used and calculated water level and surface current data is also shown in Figure 4.

S-100 Platform Simulator Training Platforms

Recently, a number of new simulator training facilities have introduced new S-100 data-enabled platforms, which provide step changes in realism and enables the highest levels of situational



// **Figure 2.** *Southampton approach channel navigation simulation: S-57 and S-102 bathymetry displays*



// **Figure 3.** *Fine hydraulic model for Portsmouth and approaches*

awareness as part of pilot and tug master training. As an example, BMT's new five bridge federated training facilities were launched in early 2023, comprising a Full Mission bridge, two 360° tug simulators and two 270° tug simulators.

BMT has worked in collaboration with the UKHO for several years, developing S-100 ENC display platforms within BMT's REMBRANDT suite of navigation simulators. BMT's new pilot training facilities fuse an array of S-100 data sets covering bathymetry, dynamic water levels and 2D or 3D dynamic currents. The S-100 pilot training platform is currently being used by UK Admiralty Pilots on a multi-year pilot training programme.

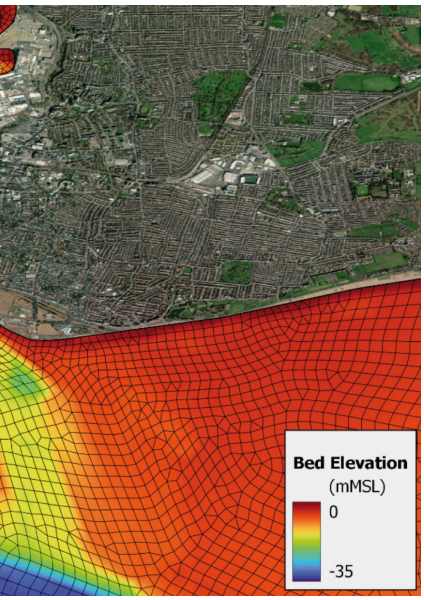
It is also supporting a range of commercial ports and tug and workboat operators, where S-100 data generates new levels of situational awareness and marine geospatial intelligence in training and improved understanding of port access windows.

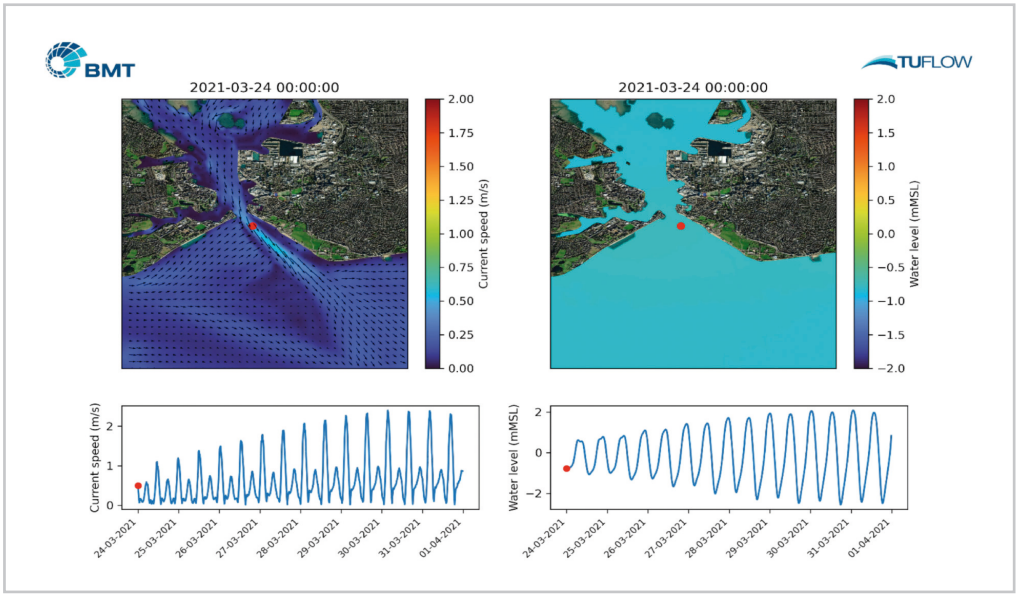
// ***Figure 5.*** *BMT's S-100 multi-bridge training platform*

Future Impacts of S-100 data for Pilotage & Training

A number of benefits have been outlined on how emerging new S-100 hydrographic data standards can positively impact e-navigation and simulator-based training. These include:

- ***Improved passage planning and customizing to a vessel's draught and tidal heights at the time of passage.***
- ***Exploiting opportunities beyond, for example, slack water periods for pilotage of larger ships and widening port access windows.***
- ***Improved realism and dynamic situational awareness in simulator-based training of pilots and tug masters***





// ***Figure 4.*** *S-104 and S-111 generated and calibrated data*

UNINTENDED CONSEQUENCES

By Kevin Vallance / Deep Sea Pilot

In December 2022 I received an email from the legal department of Nautilus International asking if I would be prepared to review documents relating to a personal accident claim being made by a pilot who had been involved in an incident involving a pilot transfer arrangement where career ending injuries were sustained.

After receiving and reading through the evidence, I was happy to receive instructions from the solicitor acting on behalf of the former pilot to provide an 'expert report', also possibly being required at a later date to attend and give evidence in the civil court where the case would be heard.

It may be of interest to note that when instructed to provide an expert report, the expert is acting on behalf of the court, not the individual making the claim. Both the claimant and the defendant are given the opportunity to employ the services of so called expert witnesses. The reports must be prepared and submitted taking into account all the facts of the case not just a one sided approach.

Both expert reports quickly and easily identified that the pilot transfer arrangement presented on the morning of the accident in December 2018, four years previously, was noncompliant and unsafe. In simple terms due to design and construction failures the vessel could not provide a compliant, safe means of access for a pilot transfer from a pilot boat.

The particular noncompliance's were the lack of securing points on deck for the pilot ladder, the lack of either stanchions or a bulwark ladder, the presence of a rubbing band fender around the hull of the vessel and the need to crouch down due to an overhead obstruction.

Within the expert reports it was noted that the presence of the above noncompliance's could and indeed should have been identified at different, earlier times in the vessels history. In the ship yard the vessel was built and signed off by a Classification Society surveyor before a Cargo Ship Safety Certificate could be issued. A company (and vessel) with a strong safety culture would have identified the noted failings during Safety Management Reviews.

Both experts also noted that after receiving the required incident reports the MCA carried out a PSC inspection on the following day. Despite the personal injury to a pilot triggering the inspection no deficiencies regarding pilot transfer arrangements were recorded in the report.

Having clearly been able to state that the vessel did not and indeed could not provide a safe means of access the next dilemma was to explain why the pilot attempted to board a vessel where he could clearly see that the pilot transfer arrangement was not compliant.
At this point the content of the two reports diverged.

For myself I commented on the fact that the pilot was not a senior pilot but someone who was following the lead of his colleagues, both locally nationally and internationally in boarding a vessel which had been trading worldwide for a number of years despite the obvious safety deficiencies with the pilot transfer arrangement. Taken to its extreme case the vessel should not have been boarded from a pilot boat and should only have been boarded by a helicopter, but in the real world which we live, pilots are

NON COMPLIANCE WITH THE CODE OF SAFE PRACTICE FOR THE EMBARKATION AND DISEMBARKATION OF PILOTS MAY COMPROMISE YOUR INSURANCE

'imbibed with a sense of can do', it is this attitude which often hampers efforts to improve pilot transfer safety.

The second expert report concentrated more on the 'contributory negligence' of the pilot who had not followed the guidance given within 'The Embarkation and Disembarkation of Pilots Code of Safe Practice'. Colloquially often referred to as the Boarding and Landing Code for Pilots this guidance document was originally written by London Pilot Peter Russell following a suggestion by a UK Marine Surveyor in the aftermath of an accident in the late 1980's. Two references to the code were made firstly that the pilot did not specifically ask (by VHF) if the pilot transfer arrangement of the vessel was compliant with SOLAS requirements, but the guidance given within the code is that this question should be posed by the pilot boat coxswain or VTS.

The second reference to the code is that it is ultimately 'the responsibility of the Pilot involved', to make the decision whether or not to board the ship.

Within his statement the injured pilot admitted that the pilot transfer arrangement was noncompliant but he attempted to board 'when an opportunity arose', this is a situation that many, if not all marine pilots will have faced at one time or another. Reasons for boarding a noncompliant arrangement can be complex, not least the presence of real or perceived pressure from employers or even our own peer group.

It needs to be acknowledged that any pilot knowingly using a noncompliant pilot transfer arrangement is potentially invalidating any expensively purchased insurance cover and also giving the errant ship owner a way of reducing their liability if a legal claim for injury compensation is lodged.

This particular case was settled out of court over, four years after the career ending incident took place. The settlement figure agreed was significantly reduced after deducting a percentage for admitted contributory negligence.

The UKMPA are one of the bodies who jointly produce the Code of Safe Practice for the Embarkation and Disembarkation of Pilots, which is designed to assist with the establishing of safe operating procedures for all boarding and landing operations. I wonder if the original author of the document, or indeed any of the persons involved with subsequent reviews ever considered that failure to comply with the content of the code would be used against a practicing pilot.

SAFE ACCESS STANCHIONS

PILOT LADDERS

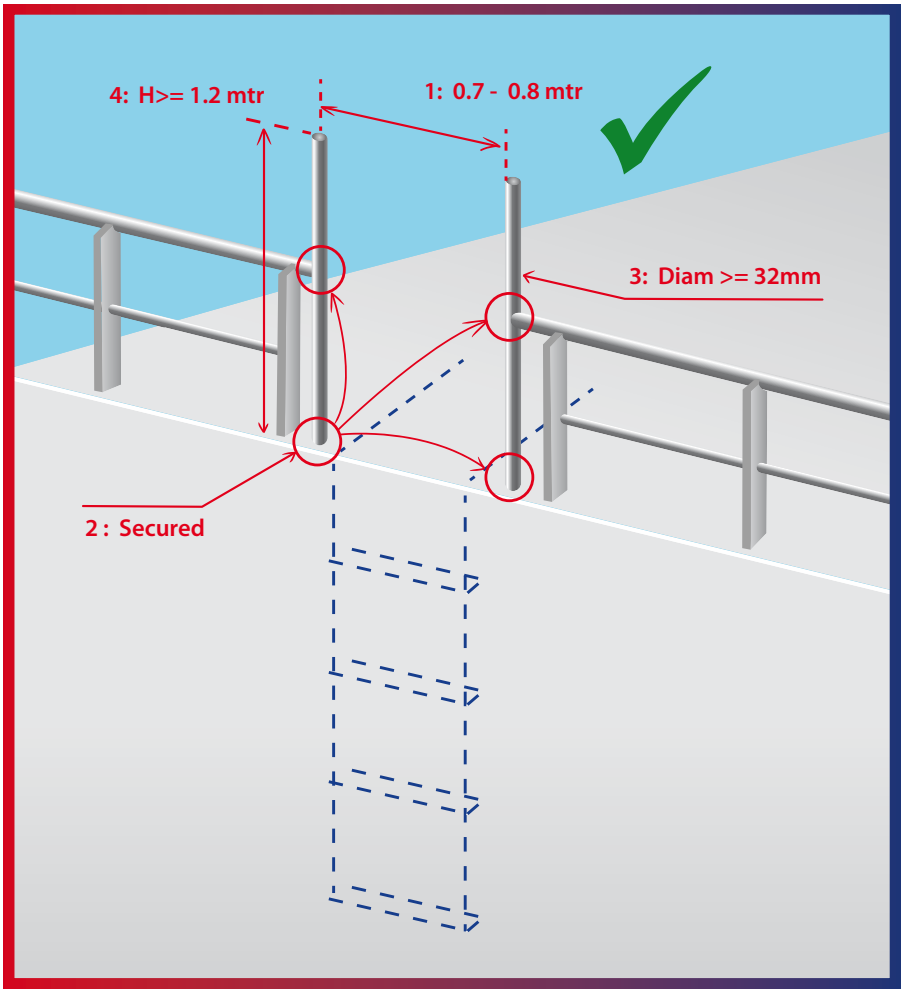
The UKMPA, along with other International Pilotage bodies, have noticed an increased number of Pilot boarding incidents connected with non-compliant provisions at deck level.

An area of significant risk has been identified during the transition stage of the climb / descent, where three points of contact are required to be maintained during the process of surface change, such as on reaching deck level or at the launch position.

Particular attention should be made to stanchion handhold provisions and spacing. Adequate stanchions should be in place to provide a secure handhold for the Pilot to secure themselves onto the vessel or to assist with disembarking the vessel.

SOLAS Chapter V Reg. 23 and IMO Resolution A.1045(27) states:

- Stanchions to be at least 1.2 metres above the deck/bulwark.
- To be a minimum of 70 cm and maximum of 80 cm apart.
- Stanchions are to have a minimum diameter of 32mm, in order to provide a firm grip. (ISO 799-3:2022 now also details a maximum diameter of 36mm though it is unlikely to be implemented by the IMO until 2028)
- Each stanchion to be rigidly secured at or near the base and at a higher point. (There shouldn't be a gap at the base of the stanchion to facilitate rigging for the spreaders)



It is imperative that the vessels provisions are identified as compliant before use. All current regulations are available on the UKMPA App which can be verified if there is any doubt with an arrangement, and a guidance diagram has been produced to clarify the requirements.

Ensure appropriate PPE, as identified in Annex 2 of the Code of Safe Practice for the Embarkation and Disembarkation of Pilots, is worn so you are best equipped for the climbing process.

REMEMBER EVERY VESSEL MUST PROVIDE YOU WITH A SAFE ACCESS – IF IT DOESN'T LOOK RIGHT – DON'T USE IT.

Statutory Duty to Report

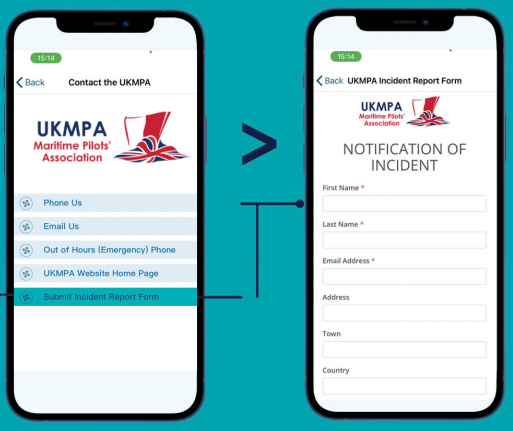
1. Critical Concerns – MCA/PSC notified for vessel inspection targeting * Personal Injury Occurred Yes/No
2. Significant Concerns – Has non-compliant arrangements for MCA/PSC investigation and follow up
3. Limited Concerns – Addressed on board – MCA/PSC recording and monitoring

DESTINATIONS	DATA USE
MAIB Database	Statistical Analysis Only
MCA Southampton	THETIS & Enforcement
Local MCA Office	Port State Control & Inspection
Your CHA HM	Local Investigation & Records
UKMPA	Statistical record of vessel ladder deficiencies available to members
You	Result of report submission
	Confirmation of submission

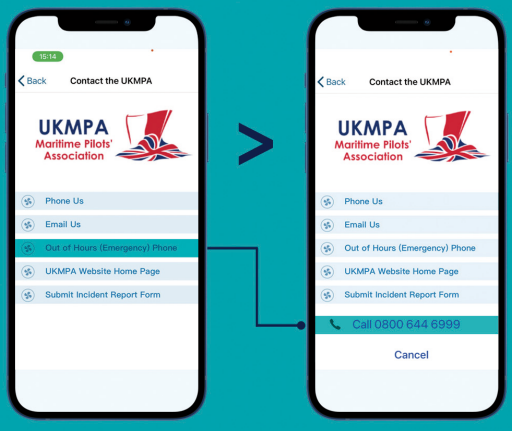
THETIS = MCA Inspection, Targeting and Information System
On average one non-compliant pilot boarding arrangement is reported every day.

Incident report procedure

Minor incidents



Major incidents



Protect yourself… Notify, Notify, Notify, even if you think it's insignificant.

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EXPANDING YOUR HORIZONS

WITH REAL-TIME WIND DATA

Maintaining the safety and efficiency of maritime operations year-round has never been more imperative. Whilst the oceans and coastal seas are being utilised in ever more ways, maritime operators now have to contend with increasingly extreme and unpredictable environmental conditions.

As vessel sizes and the quantity of marine traffic continues to increase, accurate real-time metocean (meteorological and oceanographic) data is vital to ensure efficient cargo loading and unloading, the safe berthing of commercial ships and subsequently maintaining project deadlines and the global transportation of goods throughout the World's ports, preventing backlogs and shortages.

The Value of Wind Data

When it comes to wind data, it's common practice for ports to deploy one or multiple meteorological sensors around the port area to observe and monitor real-time data. We can also view and disseminate historic data, but how about future data? What's happening elsewhere right now, and how can we use that data to predict what might happen in the near future and how will this impact operations?

Weather forecast data services are often used to gain a perspective of conditions in the coming hours/days, however these forecasts can often change, as do the weather systems they are predicting. When operating under fine timescales, having a good understanding of the speed and intensity of local weather fronts and how these may impact on operations is key.

Alongside this forecast data, if ports could see what real-time wind speed, direction and gusts were at other locations further up the coast, out at sea etc., would that help in guiding them on what might be coming and how might that help?

Pilots and other port users can use this data, alongside forecasts and real-time/historic data to build up an accurate picture of the wind climate and give foresight into conditions, expanding their horizons with real-time wind data. Imagine if you could get alerts from other wind sensors in your chosen locality to warn you of incoming strong gusts, or would observing a declining trend in a wind strength in a nearby area during a storm event give you confidence in improving conditions? The technology is already there so it comes down to encouraging data sharing, changing mindsets and expanding networks.

OCEANWISE PROVIDES APPLICATIONS, SERVICES AND TOOLS THAT ENABLE SAFER AND SMARTER MANAGEMENT OF MARINE OPERATIONS

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How Might it Help You?

Benefits would arise through data assimilation of a wider network of observed wind data, alongside forecasts and knowledge of how the wind interacts and behaves locally. This gives greater spatial awareness of conditions surrounding your port and how these might impact marine and landside operations at present and in the next few hours. Having a wider appreciation of the wind climate makes for improved, educated decision-making which brings safer, more efficient operations.

Being able to compare a wide network of observed wind data with forecast data provides a platform for critical evaluation and feedback into the models for improved forecasting under different conditions and for different forecast horizons.

With improved confidence in the forecasts and increased data availability, an 'Early Warning System' can be produced to flag concerning wind conditions based on operational and risk tolerances. The system could provide a 'countdown' of when significant gusts/prolonged high winds will arrive at your location, enabling you to plan operations accordingly. For example, deploy additional tugs for vessels or cease crane operations. Additionally, by expanding your horizon of wind data, this would also give a better idea of when a port can recommence operations following a storm event through enhanced wind tracking.

How Can We Make it Possible?

First step is to identify where additional wind data is needed or could add value. This requires the expertise of Pilots and Marine Operatives who have a wealth of local knowledge of the prevailing and dangerous environmental conditions, not just wind in isolation but also how different directions interact with local currents and tidal effects.

Surrounding most ports is a network of predominantly land based weather stations of differing accuracy and reliability. Where sensors exist in a desired location and are considered reliable enough for port operations, relationships for data sharing opportunities should be explored. If there's a gap in data coverage then the sensor network and infrastructure may need to be widened. In either circumstances OceanWise can help you, we can facilitate and promote data sharing – essentially collation of all the data in real-time , in one place which is easily viewed, shared and disseminated.

Gaps in data coverage are likely to be in remote locations either on land or offshore and these are often key to building the wider wind picture. Sensor deployment in these scenarios can be achieved through low power, smart telemetry systems (like the OceanWise ip.buffer) which provide connectivity to locations without any power or network infrastructure.

Where is it Happening Already?

Data sharing is not a new concept and many are already making their data available to others, which strengthens the ethos of 'collect once, use many times'.

The Channel Coastal Observatory for example have already deployed and successfully maintain a network of Wave Buoys along the South Coast which are in the vicinity of the Port of Southampton's Pilot Boarding Areas. Associated British Ports (ABP) Southampton use this publicly available data alongside their own sensor network to enhance their situational awareness of current wave conditions .

It's not just commercial activities which benefit from networks of sensors and data sharing. Real-time and historic data from sensors deployed around The Solent have been made available through SolentMet for use by commercial entities, as well as being used extensively by the vast array of leisure users. All stakeholders benefit from the same reliable, accurate environmental data but in many different ways.

By Becky Conway / Oceanwise

CONCLUSION

If you are interested in expanding your horizon or want to discuss how OceanWise can help improve the data you have available, please do get in touch.

katie.eades@oceanwise.eu
or visit www.oceanwise.eu

TRANSFERRING TECHNOLOGICAL VALUE

Words by - Daniel Henderson

Suspension seats, better known nowadays in the marine industry as "Shock Mitigation" seats, have been around for many years and used across a wide range of industries to reduce shock and whole body vibration (WBV), and to make the ride more comfortable.

Although suspension seats have been around for many years in the agricultural and transport industries, its only over the last 25-30 years that boat specific shock mitigation seats have been available.

Shock mitigation seats are used by different areas of the marine industry for reasons such as;

- To reduce employee's exposure to shock and WBV
- To reduce fatigue.
- Performance optimisation
- Safer workplace
- Increase operating speed

In recent years there have been big strides forward in the testing of shock mitigation seats and understanding the physical impact of being exposed to repeated shock (RS) and how it can affect physical and mental performance. A test carried out by Myers et al in 2012 took occupants out in high-speed ribs for 3 hours on both standard seats, and suspension seats. Occupants then carried out a running test and results showed a reduction in running distance of 26% of those who sat on standard seats whereas there was no reduction in running performance for those who used suspension seats. Peak impact magnitudes were also reduced by 57% on suspension seats, as apposed to those sat on fixed seats that saw an amplification of 28%.

Based on data gathered from tests like the one mentioned above, we now see professional sports teams from events such as the Americas cup using shock mitigation seats on all their team high speed ribs. Team staff and athletes spend 4-6 hours on the water a day, at speeds between 30 and 60 knots in harsh sea states. SHOCK WBV Ltd based in Warsash Southampton work closely with teams such as American Magic to provide multiple shock mitigation solutions such as our new long travel suspension seat, OMEGA shock mitigating seat inserts, and our new OMEGA shock mitigating decking. American Magic's goal was to be able to deliver technical staff and athletes to the Americas Cup challenging race boat in the best physical and mental state possible, so that once they started racing, they had the best chance of winning.

NEW TECHNOLOGIES LEAD TO INCREASED PERFORMANCE

// *Pascoe P Series*

// HCB P Series

What value is this to a Maritime Pilot?

There is no difference between the aims of a professional sports team like American Magic and a professional operator of pilot boats, work boats, wind farm vessels etc. We have a duty of care to all pilots to make sure that we keep our staff in the best physical and mental state as possible, so that once they arrive at the vessel they can board confidently and pilot that vessel to the best of their ability.

WBV
SHOCK MITIGATION SOLUTIONS

UKHMA CONFERENCE EDINBURGH

21/22 MARCH 2023

Ian Stroud, Peter Lightfoot, Robert Kier and Alan Jameson were pleased to represent the UKMPA at the United Kingdom Harbour Masters Association (UKHMA) 30th anniversary Spring Conference in Edinburgh.

The Conference was opened by Ashley Nicholson MBE & the UKHMA president followed by a keynote speech from Charles Hammond CEO of Forth Ports discussing their free port status and development plans in both Scotland and Tilbury. Following on from that there were fascinating presentations centred around diversification, expansion and sustainable development from Alex Thomson-McIntosh, Harbour Master of the Port of Aberdeen and Pamela Neri, Commercial Manager of Fraserburgh Harbour. Gary Wilson (International Harbour Masters Association, IHMA Vice President) gave a presentation on the process to become a Chartered Master in the hopes of encouraging take up of their Chartership Program run in conjunction with the Honourable Company of Master Mariners (details on their website).

After a break for lunch there was an enjoyable (and witty) address from the Patron of The Harbour Masters Association, Her Royal Highness, The Princess Royal. The afternoon Session had a larger focus on safety with presentations from Alan McPerson Chief Harbour Master of Forth Ports and Scott Baker, Svitzers Head of Marine Standards and Chairman of The British Tug Owners Association on tow line failures relating to larger vessel sizes and the Voluntary Towage endorsement scheme. Port Skills and Safety presented research and discussed future job types and the changing skills required for then. Bollardscan and Socotec (sediment analysis) also made a commercial presentation. This was an enjoyable, informative and professionally run event.

Captain Alan Stroud / Captain Robert Keir

// ***Presentation by Ashley Nicholson***

// ***L to R : Peter Lightoot, Alan Jameson, Ashley Nicholson, Robert Keir, Alan Stroud and Paul Brown.***

EMPA LIFETIME AWARD

KEVIN VALLANCE

We very are proud to report that Kevin Vallance has received a Life Time Achievement Award for his work on Pilot boarding arrangements for our partner organisation EMPA. Kevin is pictured above receiving his award courtesy of Nick Lee, retiring Chair of Technical and training Committee.

LIGHTS, CAMERA, ACTION

The UKMPA has engaged the services of Seadog TV and Film Productions, to further its awareness and engagement work.

A huge collaborative effort filming took place in Plymouth and Southampton. The film is now being edited with the premier to be broadcast at the UKMPA AGM in September.

The Executive Producer Monty Halls wrote "It seems rather appropriate that on this - #worldoceansday - our team at Seadog TV & Film Productions have been filming with the UKMPA (the UK Mariitime Pilots Association). The vast, vast majority of our goods come in by sea, and it's these 500 individuals who guide these behemoths of vessels safely into and out of our ports. They deal with all weather conditions, meet and work with every nationality, and are one of the oldest of all professions. The experience, knowledge and expertise is passed down over centuries. They are - it seems to me anyway - a genuine elite.

I've really enjoyed it, with some proper pearls of wisdom being passed on. "The art of being a good ship handler, is never having to show that you're a good ship handler" being one of the more notable. In summary in our day to day lives we rely on them way more than we realise.

And it's certainly provided a decent perspective on me bumping my 34ft ketch into the pontoon in Dartmouth every now and then. If these folks get it wrong, the results are a tad more architecturally significant.

TECHNICAL & TRAINING COMMITTEE

The UKMPA would like to extend our heartfelt thanks to Gareth Wilson, who has stepped down from his position in the Technical & Training Committee after 9 years in the role. Gareth joined T&T in April 2015, at a time when the T&T had a number of concerns regarding pilot boarding and landing operations. From the outset, he was able to bring his vast knowledge and experience from his timein the RNLI and apply it to the pilot transfer operations environment. He took a lead role in pilot safety, investigating and developing PPE solutions and was in instrumental in highlighting the need for Safety Helmets.

In conjunction with Paul Savage of Saviour Medical, (Paramedic and RNLI medical Background) and alongside Nick Lee, identified that First Aid

practices were lacking in the industry. Their collaboration developed the Immediate Emergency Care course,

This now nationally acclaimed course has dramatically improved the way initial casualty care should be handled. Ensuring that everyone is trained to the same standard. With an emphasis on patient management, care of crush injuries and use of defibrillators. Greatly enhancing the prospect of casualty survivability, given the remoteness of pilotage operations.

More recently Gareth has devoted a lot of time on pilot ladder issues and assisted in the last review of the boarding and landing code.

On a personal level, I would also like to thank Gareth for all his support, even in the darkest times (MV Sumni). He has always acted professionally, with integrity and due to his dedication remained in post until a suitably qualified candidate to fill his position was found.

He has not only been a valuable colleague, but more importantly a friend. We wish him the very best in his future endeavours and interests.

REMEMBERING EDMUND DREW

1926
2023

Retired former Liverpool Pilot Edmund Drew passed away peacefully at home in Woolton Liverpool aged 96. Born September 1926 in Mossley Hill Liverpool, he was the second son of Liverpool Pilot Harold Nelson Drew, the appropriated pilot for the Bibby Line and Chairman of The Pilotage Committee.

Transferring to HMS CONWAY from St Edward's College Liverpool he much preferred gig boat racing in the Menai Straits to academia. He won an engraved telescope for his signalling skills (semaphore/morse) and more importantly earned a penny per rat with his rattrap, religiously cleaning it after each successful kill. After HMS CONWAY he went to sea with the Bibby Line as a cadet in the Herefordshire sailing to India and back via Suez before joining the Liverpool Pilot Service as an apprentice. He married Margaret Owen in 1952 and they went on to have 7 children, 2 girls and 5 boys. At one stage, 3 of his sons were at sea at the same time, with Harrison Line, Blue Star Line and Ocean Fleets. During his long career he was the appropriated pilot for United States Lines and latterly a very professionally rewarding and enjoyable period with the Associated Container Transportation (ACT) company.

It was during his association with ACT that he piloted what were, at the time, the biggest container ships to visit the Port of Liverpool. These were the so called 'third generation' vessels, the ACT 7 and the 'Great Whites' of Safmarine, surprise callers at Liverpool's Seaforth Container Terminal due to a dock labour dispute in Southampton.

Retiring in 1988 he went on to enjoy many overseas holidays with his fellow Liverpool Pilot retirees and their wives in a group collectively called 'The Seagulls'. He kept a caravan on Anglesey and enjoyed taking his grandchildren mackerel fishing during school holidays in his Orkney Fisher dinghy. A lover of the outdoors, he enjoyed walking and bird watching whilst he was also an avid reader of military history, particularly naval encounters during WW2 that graced the shelves of his impressive library.

He enjoyed good health throughout his life, even walking to ASDA with a rucksack on his back in his eighties to get the stores in. Never one to miss a lunch, both he and his wife Margaret were keen attendees at the OLD CONWAY lunches held in the North West.

He also made sure he always attended the OLD CONWAY memorial service at Birkenhead Priory every Remembrance Sunday before heading back to Liverpool for the Merchant Navy cathedral service. It was only the final 3 years that were difficult as his health and mobility deteriorated yet made easier being comfortable at home and cared for by his loving wife Margaret and his youngest son Christian. He was a much loved grandfather to 15 grandchildren and 23 great grandchildren. His funeral was held at Bishop Eton church Woolton, coincidentally the very first church he attended as a child. The H flag was flown at half-mast over his home of 63 years Hillfoot Lodge.

EDMUND WENT ON TO HAVE 7 CHILDREN, 2 GIRLS AND 5 BOYS. 3 OF HIS SONS WERE AT SEA AT THE SAME TIME.

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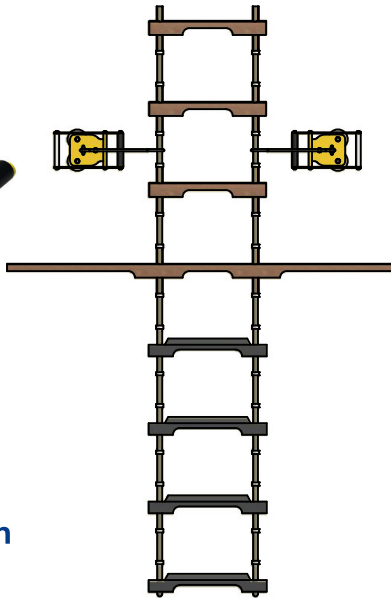

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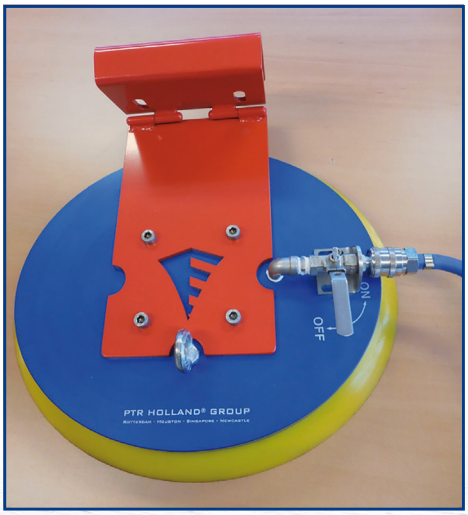

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