

# PILOT

The

ISSUE

335

2023/24  
WINTER

UNITED KINGDOM MARITIME PILOTS ASSOCIATION



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SUPPORTING PILOTS. PROTECTING TRADE.

## IN THIS ISSUE

London Shipping News / T&T Safety Standards /  
PPU Virtual Antenna / Pilots on Board / Conference



# MANTA

## MH4 Pilot Helmet

Supplied globally and to the majority of UK ports. Unlike other marine helmets, the MH4 offers 90 joules all round protection with 100 joules protection to the crown.

The Manta has been designed to protect the pilot in the following areas:

- **PORTS/QUAYS EN16473** Technical Rescue Helmet - this covers the pilot moving around the quay or the port. It has the same impact

and penetration test as the safety helmet plus it also has chemical, molten metal and electrical protection. It also has a ballistic impact test of 120 metres per second all around the helmet same as safety goggles.

- **CLIMBING/BOARDING SHIP EN12492** - this is the climbing standard which gives the Manta it's climbing approval. In EN16473,

there is also a field of vision test and a 10metre ladder climb test to make sure the helmet can be used while climbing a ladder and there is no restriction to view.

- **MARINE OPERATIONS/PILOT BOAT PAS028** Marine Safety Standard - this covers the Manta for all operations on water.



**NOT** all helmets are created equally

## MANTA<sup>4</sup> Specifications

### IMPACT



Crown - 100 joules  
Sides - 90 joules

### WEIGHT



### SIZE



|     |           |
|-----|-----------|
| Std | 54 - 62cm |
| XL  | 63 - 65cm |

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# PASSAGE PLANNING THE FUTURE

By Christopher Hoyle / Vice Chair UKMPA

**I am stepping aside from the role as Editor having produced four publications over two years. We are fortunate to have found another enthusiastic volunteer in Matt Finn.**

The earliest record of the "The Pilot" goes as far back as January 1939, 85 years later the publication has reached 335 editions. A remarkable feat given that in its various guises, the UKMPA has always been run by volunteers. 85 years is a lifetime.

In Simon Sinek's book "The Infinite Game" he manages to present a process of awareness that your time in any organisation or project is finite.

Sinek argues that many organisations approach their endeavours with a finite mindset, seeking short-term wins and comparing themselves to others. Instead, he advocates for adopting an infinite mindset, where organisations focus on long-term sustainability, continual adaptation, and a commitment to a just cause or purpose.



Sinek uses real-world examples to illustrate how adopting an infinite mindset can lead to greater innovation, collaboration, and resilience in the face of uncertainty. He emphasises the importance of building trusting relationships, fostering a culture of innovation, and understanding that success in the infinite game is not about being the best but about being better.

My time as a volunteer Editor is finite. By contrast "The Pilot" and even more so the UKMPA existence hopefully continues proves to be infinite.

When we appreciate that our time within any organisation is finite it creates open-mindedness to foster and develop other members. By encouraging enthusiastic volunteers within an organisation and providing them support to learn, we create a smooth plan of succession at an earlier stage- distinct from being reactive to news of volunteers moving on.

For the UKMPA to maintain its longevity, planning is fundamental to continued success. Refreshing "The Pilot" Magazine has been a unique experience for which I am thankful.

I would like to thank all those who contributed to the publication. Without your continued support and faith none of this would be possible. Most of all, Tony Fisher of Spectrum Creative, this literally could not happen without you.

**I am sure you will join me in welcoming our new Editor, Matt Finn. Matt: you have the conn.**

Yours Aye Chris

**I WOULD LIKE YOU TO WELCOME OUR NEW EDITOR MATT FINN, HE HAS APPETITE TO BE INVOLVED, TO LEARN AND DEVELOP A NEW SKILL.**

**The awareness and importance of our Pilots can never be underestimated.**

The UKMPA is always looking for content to highlight your local activities. Please send social media content to be published on the UKMPA's social media channels to our dedicated WhatsApp number below.

+44 (0)7719 140371



I would like to take this opportunity to briefly introduce myself. The Pilot magazine is nothing new to me, before I went to sea aged sixteen I knew about this magazine. My childhood ambition was to become a pilot, this was accelerated when becoming PEC holder in various UK ports whilst working on dredgers. It is with great pride when sitting down and putting pen to paper building this magazine, I often think back to the pilot stories my own Grandfather told me from his twenty years self employed Humber/Trent piloting.

The theme of this issue is 'Standards'. As pilots we are often comparing standards, mainly with the ship's crews & officers we work with. The marine industry is always changing and how we pilot changes with it, with one fact remaining, we must maintain a high standard.

**SAVE THE DATE**  
**THE UKMPA 136TH CONFERENCE**  
**19-21 NOVEMBER 2024**  
**HARROGATE, UK**  
**Sponsorship opportunities are available**  
**Find out more - visit**  
**[www.ukmpa.org/events](http://www.ukmpa.org/events)**

This edition reflects on standards in different sectors relating to pilotage which I believe you can gain an insight on. Articles from the MAIB & CHIRP to name just two high profile organisations outlining standards.

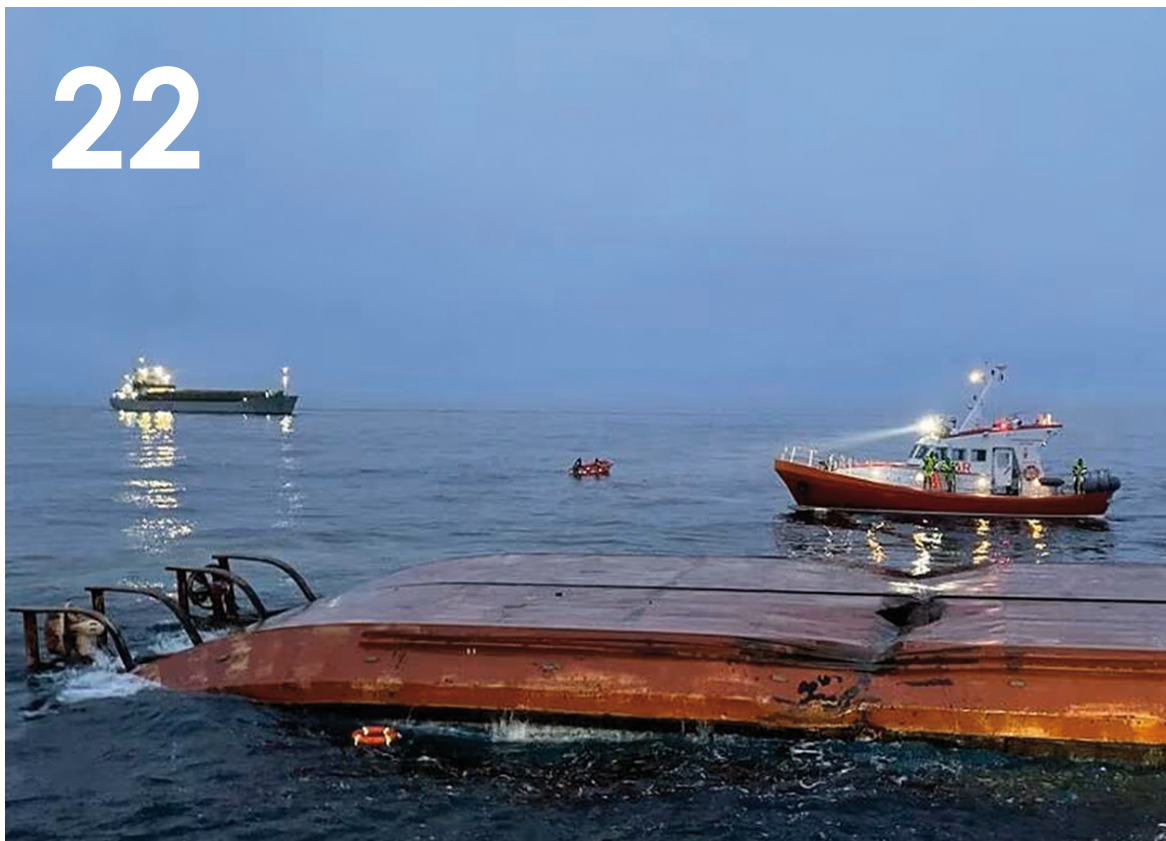
The UKMPA engagement continues to be strong and positive. Various members have spent considerable

time attending various events and engaging with organisations. This is reflected in the conference reports in this edition. This edition of the magazine includes the updates from various pilot districts with their annual port reports. Thank you to all who have contributed to this edition, your efforts are much appreciated.

My final thank you is to all the previous editors of this magazine. Many hours have been spent working on such a publication in and around working and family life. In particular I would like to thank Chris Hoyle for his continued support over the past six months, his guidance has been well received as I adjust to this new role.

**Yours Aye - Matthew finn**  
**[photos@ukmpa.org](mailto:photos@ukmpa.org)**

**I WOULD LIKE TO THANK THE UKMPA EXECUTIVE IN ALLOWING ME TO UNDERTAKE THE EDITING OF THIS MAGAZINE. I AM VERY GRATEFUL FOR THE SUPPORT RECEIVED SO FAR IN WHAT IS A COMPLETE NEW ROLE FOR ME.**



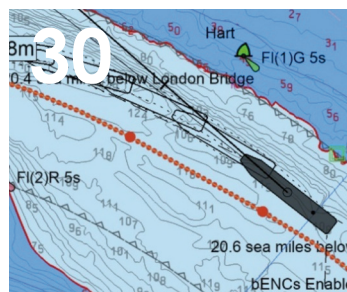
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**UKMPA website**

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).
- PNF 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



// Hywel Pugh

## Welcome aboard Issue 335 of The Pilot!

**W**e held our AGM in September at the prestigious new offices of HFW in London during London International Shipping week. This allowed several of us to attend the various presentations and functions during the week.

The T&T committee now have a new Chairman with John Slater stepping up to take on the role, John has been the Secretary and lead on the Pilot app so going forward we will be in safe hands. I would like to thank Nick Lee for his stewardship of the T&T committee and for all the hard work he has done ably assisted by his team.

We have been on the working group for the review of the Port Marine Safety Code and it should be published by the end of the year. We are currently working on the PMSC Guide to Good

Practice. Working with our stakeholders is a very important part of the Associations work and earlier in the year I attended the UKHMA gala dinner celebrating 30 years. We also attended Pilotage Conferences in Ireland and Australia. We work closely with the British Tug Owners Association and presented at the recent Safety Seminar in London. Working with Tugs safely is critical to our day job, and it is important that we have a clear and precise exchange with the Tug Master.

Our very own John Pearn was awarded the Merchant Navy Medal, a big congratulations to John on this award. For those that don't know John has recently retired from Piloting after a long career in the Port of Milford Haven, John was also a past Chairman of the UKMPA, VP of IMPA and EMPA and is still an advisor to IMPA.

The other recipient from the Pilot community is Capt. Ewan Rattray. Ewan retired from Piloting after a serious accident whilst boarding a ship, he then moved into Harbour Mastering at Aberdeen and now as Harbour Master at Peterhead. He also wrote "Snakes or Ladders" a publication on Pilot ladder safety.

The war in Ukraine continues and sadly a Ukrainian colleague was killed in a Russian attack on a ship he was piloting, our deepest condolences to his family and colleagues.

Hywel Pugh / UKMPA Chairman

# CONTACTS

## Elected UKMPA Executive Committee

|                       |                   |                           |
|-----------------------|-------------------|---------------------------|
| Chairman              | Hywel Pugh        | chairman@ukmpa.org        |
| Vice Chairman         | Christopher Hoyle | vice.chairman@ukmpa.org   |
| Region 1 Executive    | Alan Stroud       | region1@ukmpa.org         |
| Region 2 Executive    | Chris Grundy      | region2@ukmpa.org         |
| Region 3 Executive    | Peter Lightfoot   | region3@ukmpa.org         |
| & Secretary & EMPA VP | Peter Lightfoot   | secretary@ukmpa.org       |
| Region 4 Executive    | Robert Keir       | region4@ukmpa.org         |
| & Membership          | Robert Keir       | membership@ukmpa.org      |
| Region 5 Executive    | Paul Schoneveld   | region5@ukmpa.org         |
| & IMPA VP             | Paul Schoneveld   | paul.schoneveld@ukmpa.org |
| Region 6 Executive    | Jason Wiltshire   | region6@ukmpa.org         |
| & Treasurer           | Jason Wiltshire   | treasurer@ukmpa.org       |

## Co-Opted Executive

|                            |             |                     |
|----------------------------|-------------|---------------------|
| Technical & Training Chair | John Slater | technical@ukmpa.org |
|----------------------------|-------------|---------------------|

## Elected UKMPA Deputies

|                 |                  |                   |
|-----------------|------------------|-------------------|
| Region 1 Deputy | Simon Lockwood   | deputy1@ukmpa.org |
| Region 2 Deputy | Mike Robarts     | deputy2@ukmpa.org |
| Region 3 Deputy | Alan Jameson     | deputy3@ukmpa.org |
| Region 4 Deputy | Ross McCauley    | deputy4@ukmpa.org |
| Region 5 Deputy | Brent Bolton     | deputy5@ukmpa.org |
| Region 6 Deputy | Richard Eggleton | deputy6@ukmpa.org |

## Other Contact Details

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|-------------------|------------------|--|
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| Insurance Queries | Claire Johnstone | claire.johnstone@circleinsurance.co.uk             |
| Incident Reports  | Via UKMPA app    | insurance@ukmpa.org                                |
| UNITE             | Michelle Brider  | michelle.brider@unitetheunion.org                  |
| Web Captain       | James Musgrove   | webcaptain@ukmpa.org                               |
| Editor            | Matthew Finn     | photos@ukmpa.org                                   |

## Emergencies

|                  |               |                     |
|------------------|---------------|---------------------|
| Minor incident   | 0141 249 9914 | insurance@ukmpa.org |
| Major incident   | 0800 6446 999 | insurance@ukmpa.org |
| Incident Reports |               | insurance@ukmpa.org |

## Mental Health Support

|                    |               |  |
|--------------------|---------------|--|
| Safe Haven Hotline | 0800 433 2163 | Visit <a href="http://www.ukmpa.org">www.ukmpa.org</a> for further details |
|--------------------|---------------|--|

**THE PILOT MAGAZINE / DESIGN & PRODUCTION**  
 Tony Fisher – 01480 495848 / 07703 279214 – [tony@spectrumcreative.co.uk](mailto:tony@spectrumcreative.co.uk)

## New UKMPA Members

|                    |               |
|--------------------|---------------|
| Scott Henderson    | Dundee        |
| Charles Darwall    | Portsmouth    |
| Ross Campbell      | Clyde         |
| Alexander Morrison | Clyde         |
| Craig Coleman      | Clyde         |
| Andrew Finn        | Medway        |
| Paul Lanaghan      | DSP (GH)      |
| Danial Senior      | Milford Haven |
| Jack Savage        | Lowestoft     |
| Chris McGrory      | Manchester    |
| David Brooks       | South Wales   |
| Ben McInnes        | Portsmouth    |
| Tomos Thomas       | Humber        |
| Callum Ellis       | Humber        |
| James Chew         | Humber        |
| Ewan Rattray       | Peterhead     |
| Gaving Young       | Forth         |
| Stuart Griffin     | Forth         |
| Ed Walker          | Cowes         |
| Peter Holbrook     | Harwich       |
| Albert Pinto       | Tees          |
| Elizabeth Sloan    | Silly Isles   |
| Ryan Bird          | Humber        |
| Niall Egan         | London        |
| Cameron Ruxton     | London        |
| Mark Solomon       | London        |
| Timothy Courts     | London        |
| Mihovil Pedisic    | London        |
| Rhys Hetherington  | London        |
| William Walsh      | London        |
| William Bishop     | Bristol       |
| James Tait         | Southampton   |

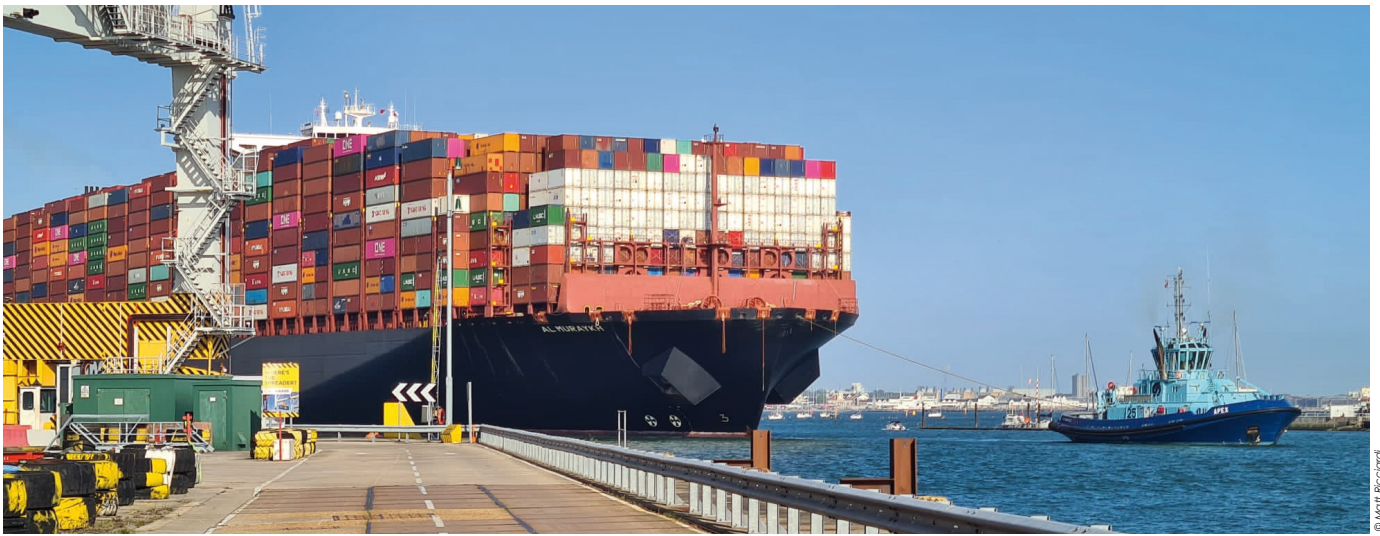
## Retired Members

|                |               |
|----------------|---------------|
| Richard Dixon  | Poole         |
| Neil Fuller    | Forth         |
| Charles Grant  | Workington    |
| John Pearn     | Milford Haven |
| Steve Osborne  | Bristol       |
| Dave Blackhall | Forth         |



# PILOT INSURANCE TIME TO RENEW

Ian Storm / Circle Insurance



© Mark Riccardi

**A**s we bring a close to another member renewal, we would like to talk to you about this year's renewal, the coming twelve months and everything we are working on.

Organising the renewal for in excess of 450 members takes a considerable amount of time and effort; we start negotiations in June, meeting with the committee and insurers to discuss ambitions for service, cover and pricing for the forthcoming year. When meeting with insurers our role is to paint pilots in the best possible light whilst ensuring we are collating and disclosing all material facts for the renewal. General Insurance (including Liability Cover) premiums in the United Kingdom have been hardening over the last few years and we feel we did well to get a reduction in last year's premium and an agreed rating structure moving forward. This has proven evident, as over the latest period of insurance we have seen the number of incidents rise, which has, of course, increased the volume of claims being answered.

We have now concluded this year's renewal and the website will close shortly, please remember to contact us with any changes to your details or if there is a change in your circumstances, however small.

Once finalised, we come to the months where we support you, the pilots in different ways. We will respond to all notifiable incidents throughout the year, 24 hours a day 7 days a week. These incidents can vary from what appears to be innocuous bumps to major incidents and we are always there to help wherever we can. We understand that many pilots will not need to call upon the support of their insurers, however, we remind all pilots that insurance is a "pool" where the premiums of the collective pay for the losses of the few.

We take this opportunity to remind you that it is extremely important that all pilots submit their incident report forms. These are an excellent source of information and also ensures you comply with your policy conditions. We aim to respond to all report forms within 24 hours but this is sometimes difficult when people are on holiday or ill.

Over the coming months we are looking to again support the committee in their endeavours to improve the professional standing of all pilots. We will be working with your committee and your insurers on guidance for authorisation/ deauthorisation of pilots to ensure that we are protecting the rights of all pilots in their working life. We will also be working with James Musgrove on his wonderful mental health campaign, looking to see where we can assist pilots outside of work. Lastly, we will be working with your committee on any other matters that arise throughout the year, this can cover training or issues affecting the sector.

**If you have any comments on the insurance arrangements or would like to know more about the insurance we provide then you can contact us at [insurance@ukmpa.org](mailto:insurance@ukmpa.org)**





# UKMPA 135TH AGM

*James Foster / Chairman Medway Pilots Association*

**T**he conference coincided with London International Shipping week. The attendance was positive with numbers from all over the UK, with not only pilots, but MAIB representatives, the vice chairman of IMPA, and Parliamentarian Lord Tony Berkeley.

## Secretary Report – Peter Lightfoot

In Region 3 nomination papers received from Peter Lightfoot and Alan Jameson, both were re-elected un-opposed.

In Region 4 Robert Keir agreed to stand for re-election. Following discussions between the members of region 4, Matt Hill who had originally agreed to stand for re-election as deputy decided to stand down. A nomination paper was received from Ross Macaulay for the role of Deputy, both were elected un-opposed.

We would like to thank Matt Hill for his many years of service in the role of Deputy for region 4.

**Treasurer report – 2023** came in within budget and everything was accounted for. Due to inflation this past year, everything has massively increased in cost for everyone, so an inevitable increase in the monthly subs is needed. Roughly £9 of our current £32 PM goes to EMPA and IMPA, who are the European and International Pilotage associations respectively.

It was proposed to increase the subs by £4 a month, from £32 to £36. There were no objections.

## Insurance Report – Ian Storm and Jason Wiltshire

To remind pilots why we need our own personal insurance “The Cavendish judgement” (1993) case study.

Ian storm of circle insurance reminded us of the benefits of our policy and how it covers matters outside of the workplace.

He advised, that he's happy to receive questions on the policy, if in doubt. He also kindly offered to set up a zoom/face to face meeting with different districts, if required, to explain the insurance and receive any questions.

The importance of notifying Circle insurance on any incidents was brought up by Ian. No Notification effectively means no insurance. Even if you think it was a trivial bump with a fender onboard a vessel, any incident cannot be underestimated. Notification of up to 36hrs later was suggested acceptable, but a few weeks later, and if the event escalates, our insurance will have difficulty defending us.

## Mental Health Initiative – James Musgrove – Campaign ‘Safe Haven’

Campaign ‘Safe Haven’ is a recently set up mental health support unit offering help, support and advice for any pilot suffering mentally. It has already been used by a number of members and the support has reported to be superb. What is unique about this service, is that it is operated by fellow pilots. To chat to someone anonymously who understands your unique circumstances without judgement which cannot be underestimated.

**The number for any support or help is:  
Call: 0800 433 2163**

## Technical and Training – Alan Stroud and John Slater

Nick Lee has stepped down as Chairman and John Slater taken over.

Alan detailed the important work and projects undertaken over recent years, including the emergency care course, pilot ladder app and the Boarding and Landing Code.

Upcoming projects include the review of COSWP, Boarding and Landing Code and inputting into the emerging MASS (Maritime Automated Surface Ships) regulations.

John Slater went on to describe the latest updates to the pilot ladder reporting app. A reminder that a defective ladder still needs to be reported on the UKMPA app for effective follow up.

## Capturing our worth

The premier of a new film, showing the role of the pilot was unveiled. It was a superb three minute video and can be found on the UKMPA LinkedIn page and Youtube.

## Marine Accident Investigation Branch (MAIB) – Presented Digital Forensics.

The recent publication of the Scot Carrier incident was discussed, and how the OOW using his personal Tablet on the bridge was possibly found to have contributed to the accident. This was seized by the MAIB who were able to determine exactly the tablets use during the period leading up to the accident.

It is worth noting that in the event of an MAIB enquiry, that MSA regs 2012, give powers to them to take electronic devices as evidence, which also includes your personal mobile phone, tablets and PPU's and its associated recordings.

**Peter McArthur** – Presented the hazards and dangers of Electric Vehicle fires onboard Car Carriers. It's getting a large and dangerous issue, mainly due to the power the batteries hold, and ineffective ability of drenchers, foam and CO2 in fighting these fires onboard vessels. A very interesting and thought provoking presentation by Peter.

## Lord Tony Berkeley – House of Lords Parliamentarian.

House of Lords Parliamentarian. Officially opened the afternoons speakers and said that not much has been happening in the marine world at the House of Lords, during the last 12 months. The seafarers wages act 2023 (P&O Bill) that was discussed last year has gone through, which was aimed at ensuring that seafarers operating in UK waters are paid the minimum living wage, but unfortunately, this was reported to not have the desired effect, due to lack of correct consultation. Lord Berkeley continues to do some much valued work for us all, and his time and patience was thanked for.

# LONDON INTERNATIONAL SHIPPING WEEK

By Captain Jason Wiltshire - UKMPA Treasurer

**L**ISW is one of the most important international shipping and maritime events in the world. Taking place bi-annually, it is a week-long cluster event, offering over 200 industry functions such as seminars, receptions, conferences and panel discussions, across all sectors of the international shipping industry.

One of the primary advantages of the UKMPA's active involvement in such industry events is the opportunity to forge strong relationships with stakeholders. Maritime Pilots play a crucial role in ensuring the safe and efficient

movement of vessels, and with it the facilitation of worldwide trade. By engaging with stakeholders, we were not only able to convey to them the importance of Pilots & Pilotage, but we were able to understand their challenges and concerns first hand. This knowledge is invaluable as it enables us to develop future strategies and initiatives that address the needs of both Pilotage and industry as a whole. Section Committee attended many events during the week including a HM Government reception where we had time with both the Transport Minister,

The Rt Hon Mark Harper MP, and the Shipping Minister, Baroness Vere of Norbiton. We also attended industry events hosted by the UK Hydrographic Office, Trinity House, DNV, Lloyds, as well as numerous others hosted by P&I Clubs, legal practices, and other professional services.

During the week, we also took the opportunity to hold our statutory AGM, in conjunction with HFW at their new state of the art offices @ 8 Bishopsgate. HFW are universally regarded as the world's leading maritime law firm, and we were pleased to be able to



// Jason Wiltshire / UKMPA Treasurer



// Alan Stroud



// Christopher Hoyle / Vice Chair UKMPA

partner with them for this event. Members enjoyed an engaging AGM, with a condensed open session of external speakers, followed by drinks and a light buffet at The Tokenhouse pub, in the Square Mile.

**Engaging with stakeholders and industry : A vital strategy**

With a focus on engagement, the UKMPA seized the initiative to hold our own industry event during the week. Maritime Pilots are an essential component at the heart of the shipping industry, yet they are rarely seen in the city... until now!

Our event entitled "Meet The Pilots", was an opportunity to directly engage with industry – many of which had limited

knowledge or insight of the work of Pilots. Jason Wiltshire (Treasurer), Chris Hoyle (Vice-Chair), and Claire Womersley (Partner @ HFW), jointly presented to over 75 industry professionals, showcasing our new promotional video, explaining the role of a Maritime Pilot, sharing their insights and experiences with a case study on a container ship casualty, and finishing with an analysis of the legal liability framework that Pilots operate within. Following the presentation, we took questions in the style of a panel discussion and continued the engagement into the evening.

The event was incredibly well received with invitations received to speak at other industry events going forward (and make a return for LISW 2025)!

Engagement at industry events offers great visibility for our association, propelling us onto the global stage. By actively participating in conferences and panel discussions, we can articulate the unique challenges faced by our Maritime Pilots and advocate for initiatives that enhance our profession. Our presence demonstrates our commitment to being a key player, dedicated to shaping the future of navigation safety and efficient shipping.

In addition to the direct benefits for our association and its members, the events allowed us to contribute to wider

industry discussions. By actively engaging with the broader shipping community, we gained insights into upcoming developments, regulatory changes, and emerging trends that may impact our profession. This knowledge can be crucial for shaping the association's long-term vision and equipping Maritime Pilots with the necessary skills, training, and resources.

**CONCLUSION**

*In conclusion, our association's participation in events such as 'London International Shipping Week' illustrates the importance of engagement with stakeholders and the broader industry for Maritime Pilots. The benefits are multifaceted, ranging from stronger relationships and collaboration to shared knowledge and increased visibility. By actively involving ourselves in these forums, we ensure that our voices are heard and our profession continues to thrive in an ever-evolving maritime landscape.*



// Hywel Pugh, Claire Womersley, Christopher Hoyle, Jason Wiltshire and Mike Roberts

# IMPRESSIVE VENUE

## FOR THE EUROPEAN MARITIME PILOTS ASSOCIATION 2024 AGM

I was delighted to be re-elected this year as Vice president of the European Maritime Pilots Association at our AGM in Rome. The EMPA board hold regular meetings every month via teams and quarterly we meet face to face at various venues around Europe.

At the last meeting of the EMPA board, we looked ahead to our AGM in 2024. Our EMPA board meeting was held in the impressive Port operations centre in Antwerp which will also be the venue of our 2024 conference.

In 2007, when the former offices of the Port of Antwerp had become too small, the port determined that relocation would enable its technical and administrative services to be housed together, providing new accommodation for about 500 staff. The port required a sustainable and future-proof workplace for its employees.

As the threshold between the city and its vast port, Mexico Island in Antwerp's Kattendijk dock on Quay 63 was selected as the site for the new head office. Following the construction

of a new fire station with facilities needed to service the expanding port, the old fire station on the Mexico Island site – a listed replica of a Hanseatic residence – became redundant and relied on a change of use to ensure its preservation. This disused fire station had to be integrated into the new project. The Flemish government's department of architecture, together with the City and Port authorities organized an architectural competition for the new headquarters.

Marc Van Peel, president of the Port of Antwerp, said: "There was only one rule laid down in the architectural competition, namely that the original building had to be preserved. There were no other requirements imposed for the positioning of the new building. The jury was therefore pleasantly surprised when the five shortlisted candidates all opted for a modern structure above the original building. They all combined the new with the old, but the design by Zaha Hadid Architects was the most brilliant."

The exterior of the "diamond" consists of transparent and opaque triangular facets. This allowed the architects to control the amount of sunlight entering the building. The placement of the facets mimics the nearby river Scheldt.

Project manager Joris Pauwels stated that concrete pillars and 900 tonnes of steel hold the glass workspace above the former fire station. A bridge level joins the two structures and gives employees a 360-degree view of the public square and the Scheldt below.

Our conference will be held in the new construction of the diamond where a conference theatre and entertainment space are located.

Buses will take us to and from the venue from our hotel (NH Collection Antwerp Centre) which is located right next to the Train station in the heart of the town and close to many popular bars and restaurants.



By Peter Lightfoot

FURTHER DETAILS OF THE CONFERENCE CAN BE FOUND HERE ON THE EMPA WEBSITE SO CHECK BACK IN THE NEW YEAR AND SAVE THE DATE.  
EMPA CONFERENCE ANTWERP 6TH-7TH OF MAY 2024.

[www.empa-pilots.eu/events](http://www.empa-pilots.eu/events)

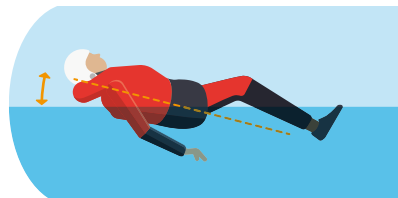


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- SOLAS Approved Lifejacket Light
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- Autoflap concealing the Lifejacket Firing Head and Co2 bottle
- Clear ID Holder
- Approved Deck Safety Harness with Lifting Loop, manufactured using Fire Retardant Webbing and Xylan coated stainless steel
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- Waist Belt
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- Ocean Signal M100 AIS/121.5Mhz Locating Beacon
- ACR Waterbug Water Activated Strobe Light
- Handwarmer Pockets, Fleece Lined with Zip Closure
- Webbing for attachment of important items
- Sprayhood connecting point
- Hard Wearing Reflective Tape
- Outside Cuff Closure
- Internal Neoprene Cuffs to reduce flushing
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# AMPI CONFERENCE

## REGULATION OF BEST PRACTICE

In early October the UKMPA attended the Association of Marine Pilots Ireland first conference in Galway, aptly titled "The Importance and Regulation of Best Practice." Here are some of the notable highlights from this insightful gathering.

Brian Sheridan, the Galway Harbourmaster, shared insights into the development of the port and the symbiotic relationship between pilots and the port authorities. His presentation shed light on how a harmonious collaboration can enhance safety and efficiency in port operations.

EMPA Secretary General Eileen van Raemdonck provided an informative overview of the diverse ways in which pilotage is organized in Europe and the pivotal role played by EMPA in this dynamic landscape.

Donal Keaney, a marine lawyer, delved into the what to expect from a legal point of view, when the unexpected happens highlighting the intricacies surrounding maritime accidents, with a focus on UK law. Later in his presentation, he covered the legal aspects of salvage operations, which sparked a flurry of questions from the audience.

Andy Natrass from Trelleborg took the audience into the future of navigation by discussing the current and upcoming uses of Portable Pilot Units (PPUs) and the challenges posed by positioning system errors, jamming, and spoofing. He shared enlightening case studies on how to overcome these challenges, painting a clear picture of "what's to come" in maritime navigation.

No introduction was needed for Arie Palmers, a respected figure in the world of pilot ladder safety who gave the audience the latest update in "ladderland"

The AMPI conference offered a platform for an exchange of knowledge and ideas, bridging the gap between shipowners, lawyers, harbour masters, and industry experts. The diverse perspectives shared during the event reaffirmed the significance of best practices in ensuring safe and efficient navigation in today's maritime world. As the industry evolves, such gatherings play an essential role in shaping its future.

By Alan Stroud



// Alan Stroud and Pdraig Condon



Pictured from L to R : Donal Kearney, Patrick Galvin, Pdraig Condon, Arie Palmers, Aileen Van Raemdonck, John Conlon, Brian Sheridan and Andy Natrass.

# EDINBURGH TO LONDON

## IMPA'S YEAR 2022 TO 2023

**S**ince the UKMPA conference in Edinburgh at the end of September 2022, IMPA's year can best be described as busy.

Following my election to the IMPA Board in Mexico in June 2022, I attended a first meeting as a newly elected member onboard HQS Wellington in London, which subsequently turned out to be the last at this venue, due to technical fire protection difficulties at that time resulting in IMPA relocating with its Secretariat to its new home 30 Millbank SW1 in London. This my first meeting and the IMPA Boards 88th was followed by a seminar on Pilotage delivered by IMPA at IMO (International Maritime Organisation) presented in the main Hall in the build up to MSC (Maritime safety Committee) 106.

It showed what IMPA is, an Association of Associations acting in a mutually beneficial way, sharing information, solutions, and ideas between pilots from different nations and working environments and promoting our profession to the outside world so the value pilots contribute to the safety of navigation is better understood. As Mr Kitack Lim the outgoing Secretary General of IMO said

**"Pilots are crucial in ensuring the Global Supply chain".**

A great example of the term "mutually beneficial", is demonstrated by the work of Dr Kraft, from Transport Economics & Management Systems Inc, delivered during the IMPA Seminar to IMO on pilotage discussing the Cost Benefits of Pilotage operating in environments where ships have the option to use pilots or not in areas such as Puget Sound, the Danish Straits and the Bosphorus, the contrast is compelling. Between the two studies conducted by Dr Kraft & his Colleague's, Piloted ships are 50 times less likely to have an accident than an unpiloted one and the benefit cost ratio in the Canadian study was 30:1, i.e., for every \$1 spent on pilotage \$30 are saved in not having to meet the costs of an accident.

This report was originally researched and published for the Canadian Maritime Pilots as the Government in Canada was reviewing the organisation of pilotage nationally. Dr Kraft's presentation can be viewed on the IMPA website and YouTube. It has also been reproduced in the International Pilot and in the UKMPA Pilot magazine (Issue 334).

This was then followed by the first physical meetings in IMO at MSC 106 following the COVID Pandemic. There was a palpable air of gratitude from the delegates in getting back to business in person. Out of MSC 106 came the proposed and sponsored (China) amendments on Pilot Transfer arrangements in SOLAS regulation V/23 and the Associated Guidance. China's success in sponsoring the PTA's (Pilot Transfer Arrangements) amendments in SOLAS was underpinned by the contribution from the results of the IMPA Safety Campaign without which there would have been no data to support China's proposal and what effect that may have had is anyone's guess.

In mid-May 2023 at NCSR (Navigation, Communication, Search & Rescue) 10 the Chairman of this IMO Sub Committee reported progress on the amendments to SOLAS and associated instruments to improve the safety of pilot transfer arrangements. Timelines 2024 amendments to PTA's completed with a goal for implementation in 2028.

Immediately following NCSR 10, the 89th Meeting of the IMPA Executive was held in London on the 22nd & 23rd May 2023, the approved minutes of which can be found in the members section of the IMPA website.

**By Paul Schoneveld / Vice President IMPA, NW UK Region 5 Regional Representative, Liverpool Pilot**

### POINTS OF NOTE:

- Paul Kirchner – is heading up the brief for IMPA as a Senior Adviser on MASS (Maritime Autonomous Surface Ship). He is a Maritime Attorney who spent 30 years working with the American Pilots Association and has an Intrinsic Knowledge of the workings and processes at IMO.
- IMPA's Diversity & Inclusion Policy is now published, accelerated post MSC 106 by Eliane Blanch IMPA's Relationship and operations manager.
- IMPA are now on LinkedIn, it is an Information portal only – IMPA have a policy of not responding to any comments made, primarily because of the workload it would generate. So please do not be offended.
- The International Pilot Journal has been revamped with the removal of Industry adverts to make it a source of technical reference on Pilotage matters.
- The NC2 report from Southampton University on Securing Pilot ladders at Intermediate heights was published. This report has also been sent to the NCSR subcommittee for technical input.
- A Study has also been commissioned by IMPA modelling the interaction of a pilot falling into the sea at intermediate heights above the water line, at The UK Ship Simulation Centre in Wallingford.



**Thank you to all that took part in this year's IMPA Safety 2023 campaign by reporting the condition of every PTA used, good or bad over the two-week period of the Campaign in October. The data will be used going forward at NCSR 11 in 2024 at IMO, and the results will be published by the IMPA Secretariat at the proper time. Finally, congratulations to John Pearn former Vice President at IMPA and past Chair of the UKMPA, for being awarded the Merchant Navy Medal for Meritorious Service, truly well deserved.**

# ISPO CONFERENCE

## AMSTERDAM – 2023



**T**he 2023 ISPO conference was held on 11th and 12th October at the beautiful Jakarta Hotel, Amsterdam - a green eco-friendly oasis in the center of the city. The Amsterdam pilots hosted a superb programme of top-class speakers. The theme of this year's conference was Emergency Preparedness as it relates to pilot services.

There were more than 100 attendees from all over the world: ISPO certificated pilot services, classification societies, port stakeholders and pilot organisations hoping to attain the ISPO standard. The ISPO is truly global and growing.

The conference was opened by the Harbour Master of Amsterdam, Mrs. Milembe Mateyo. ISPO International User Group chairman, and Liverpool

pilot, Captain Matt Easton then explained how the ISPO standard had developed over the years, and how ISPO is essential for pilot organisations wishing to continuously improve their standards, performance and transparency to all port related stakeholders.

On this first day, the focus was on the consequences of a serious incident for pilot organisations. Captain Tjitte de Groot, past Chairman of the Dutch pilots, covered the 2018 Bow Jubail pollution incident in Rotterdam, which resulted in extensive pollution due to a heavy landing.

Criminal lawyer Rick Janse outlined the legal consequences for pilots of a serious incident, comparing the differences between the pilot being a suspect or a witness.

Capt. Karolina Cirjak spoke about the legal status of pilots throughout the world, Tracey Milne of Integrated Human Factors (IHF) discussed ways of maintaining and improving situational awareness during an incident, and Dutch "disaster expert" Wouter Jong spoke about managing a crisis and the associated media communications.

On the second day, three more speakers gave their views on serious incidents from a pilotage perspective.

Capt. Adrian Scales of marine consultants Brookes Bell spoke about the recent "Fremantle Highway" car carrier fire incident, highlighting the exceptional challenges faced by the pilots who docked the burnt-out and highly toxic vessel in Eemshaven.

Maaik Rustenburg of the Dutch Safety Board (roughly equivalent to the UK's MAIB) presented on Learning Lessons from Incidents.

Captain John Pearn MNM, recently retired Milford Haven pilot, former IMPA Vice President and former UKMPA chairman, spoke authoritatively and from personal experience about the value of training and his own experiences from the "Sea Empress" incident. His presentation emphasised the message that "if you think training is expensive then try having an accident".

Moderator of the conference and chairman of the Dutch pilots Capt. Willem Bentinck explained and demonstrated how the presentations all related to and tied in with the ISPO Code.

The 12 chapters of the ISPO Code were briefly explained for the benefit of pilot organisations not yet ISPO accredited. If all requirements of the Code are met, an independent classification society will issue the ISPO certificate to the organization.

**The 2024 conference is in Melbourne – details will be available shortly on [www.ispo-standard.com](http://www.ispo-standard.com)**

**By Captain Keith McLean AFNI CMMar Forth Pilots**





# NAVIGATING THE WATERS OF SAFETY

**T**he UKMPA recently attended the Chamber of Shipping safety day in Bristol where crucial discussions on onboard safety, cultural diversity, and the evolving landscape of maritime operations took centre stage. The event saw representatives from prominent shipping companies and related industries delve into the ever-important subject of safety at sea. Below is a brief overview of the event.

## Psychological Safety Takes the Stage

One of the standout moments of the conference was a presentation by Phoebe Smith of the Health and Safety Executive (HSE). Smith's talk revolved around psychological safety and the importance of fostering an environment where crew members feel empowered to speak up. Her insights were so compelling that attendees eagerly sought copies of her presentation to share with their colleagues and peers, emphasising the value of this often overlooked facet of maritime safety.

## Cross-Cultural Communication by BP

BP's presentation looked at an often overlooked but critical challenge in the shipping industry—how to effectively communicate safety messages to a diverse crew of different nationalities and cultures. Their approach of avoiding the creation of new training materials for each nationality was a thought-provoking concept, aiming to streamline safety practices without losing cultural nuance.

## Heathrow's Safety Culture Insight Representatives from London

Heathrow Airport shared their experiences and statistics on safety culture within the aviation industry. The insights from a different transport sector highlighted the importance of a robust safety culture and how investing in the well-being and training of staff is a key to success.



## INSIGHTS FROM THE CHAMBER OF SHIPPING SAFETY DAY

### UKP&I Club on Crew-Related Claims

The UK P&I Club addressed repetitive crew-related claims. The club's presentation disclosed alarming figures, revealing over 300 crew-related claims in a single year, a lot of them similar at a staggering cost of \$12.5 million. This highlights how current practices are falling short of reacting to common hazards and the urgent need to re-evaluate existing practices.

### Harmonising Maritime Standards

V Ships' manager discussed current industry standards being higher than the minimum, especially regarding class and flag requirements, and suggested that a more standardised approach would enhance safety.

### Reviving the Safety Learning Cycle

Day two of the conference commenced with a talk on the safety learning cycle. The presentation underscored the industry's need to take a step back and reconsider safety from its very foundation, the importance of translating incidents into invaluable safety lessons and then into fundamental design changes.

### Dublin Safeport Initiative

Mike McKenna of Dublin Port shared the success story of the 'Dublin Safeport' initiative, a collaborative effort involving 14 terminal managers on the dock estate. The initiative's model was deemed noteworthy and potentially a valuable lesson for other maritime regions.

### Causal Reasoning: A Complex Yet Engaging Discussion

The conference concluded with a thought-provoking presentation from Shell on causal reasoning, exemplified through the examination of the 1977 Tenerife air disaster. While the topic proved intricate, it underscored the importance of rigorous investigation and analysis when addressing safety concerns in maritime operations.

By Alex Castle / Tyne Pilot

## SUMMARY

*In summary, the Chamber of Shipping safety day offered a wealth of insights, showcasing the maritime industry's commitment to safety, but also highlighting the challenges and opportunities on the horizon.*

# UKMPA PILOT LADDER APP CONCERN LEVELS

The UKMPA Pilot Ladder Reporting App continues to have growing interest and usage, now into its fifth year of operation and April 2023 seeing the 1000th report reached. The initial concept of the App was to simplify the means that Pilots are legally required to report and to have all the relevant Pilot Ladder references to hand on a smart device.

We continue to periodically welcome new ports into the App and whilst there is still an upward trend in reporting, we noticeably see a bigger spike in reports during the annual IMPA Ladder Survey. Without accurate data it is hard to present the statistics as a serious issue when compared to the total number of shipping movements around the UK each year!

It is understood that frequently Pilots will advise Masters of corrective action for non-compliant arrangements whilst on board. Unfortunately, this disguises

the fact that the arrangements were incorrect if not subsequently reported. The recent excellent video by the French Pilots' Association '20 Years of Accidentology' showed the accident pyramid with all the non-compliant arrangements propping up the accident and incident statistics below.

Of our historical 1000 plus reports we see a regular core of the same small number of pilots around the country reporting. We need everyone's data to present a realistic picture of the issues and tackle the scale of the accident pyramid. Your job is as safe as you want it to be and it is in your hands to influence the global improvement in Pilot transfer arrangements!

To assist improving the reporting culture we recently established new Concern Levels after liaising with the MCA's Head of Inspection Operations to detail the scope of addressing issues. The following criteria is now selectable for your Port.

- 1. Critical Concerns** – MCA/PSC notified for vessel inspection targeting \* Personal Injury Occurred Yes/No (Covers all immediate elements that pose immediate safety risk and certainly a replacement ladder as a minimum etc)
- 2. Significant Concerns** – Has non-compliant arrangements for MCA/PSC investigation and follow up (The previous status quo with the normal discretion of the MCA for action)
- 3. Limited Concerns** – Addressed on board – MCA/PSC recording and monitoring (Meeting the needs of MSN1832 and ensuring the 'ok we'll sort it out' tripping lines etc, are recorded in case of repeat)

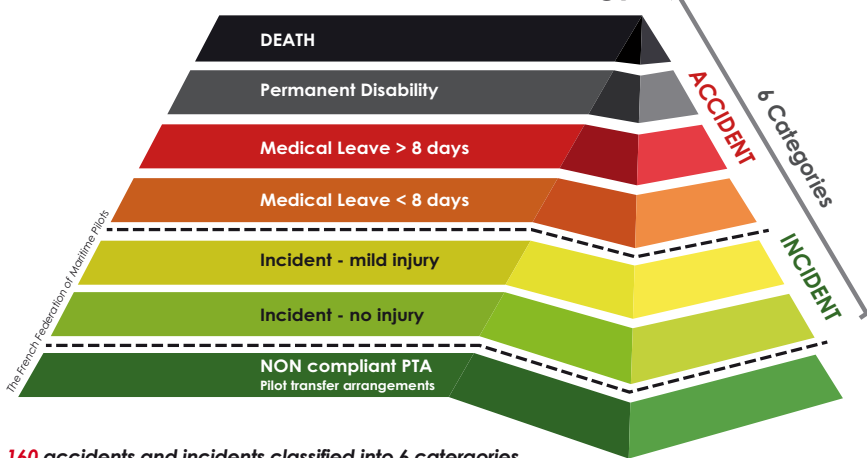
**\* Note – Within the Paris MOU structure the scope of the MCA to attend a non-UK flagged vessel for anything other than a statutory breach under SOLAS is limited – greater detail should be given in remarks and photos if safe to do so to enable an assessment to be made of statutory compliance and justify vessel inspection. (On UK flagged vessels inspections can cover a wider remit including covering guidelines via Safety Management Provisions)**

We still expect most reports to follow the significant concern entry and think the three categories now address the types of report we have historically received and expected processing. Having the significant & limited categories ensures that a standard report will still be acted upon and those already addressed on board are recorded for any future infringements.

Additionally, feedback from engagement with MAIB brought a request to have vessel type entries in the report and whether the transfer is embarking/disembarking (their records show most incidents on embarking).

It can be seen that we have good engagement with a number key bodies in MCA, MAIB, CHIRP etc all of which can only act on the data in your reports to keep highlighting the ongoing issues with pilot transfer arrangements and securing issues.

## 20 Years of Accidentology



160 accidents and incidents classified into 6 categories

- 01** deceased pilot in France (but 1.8 deaths / year on average for 8360 maritime pilots worldwide)
- 03** pilots on permanent medical leave
- 01** amputated leg
- 30** cases of pilots falling off ladders 10 men overboard accidents 20 falls onto the pilot boat deck
- 4500** total medical leave days 225 days/year

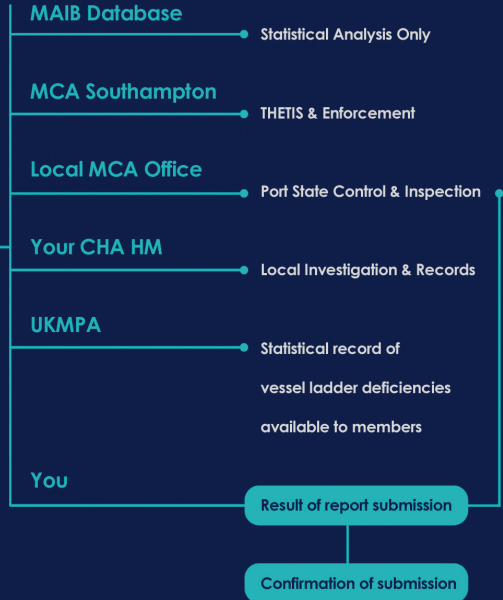
# Statutory Duty to Report



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

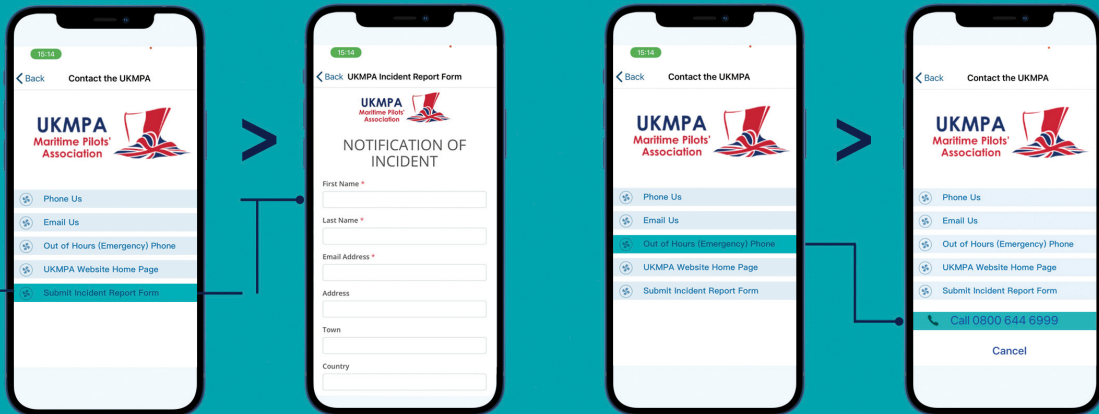


THETIS = MCA Inspection, Targeting and Information System  
On average one non-compliant pilot boarding arrangement is reported every day.

## Incident report procedure

### Minor incidents

### Major incidents



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





# PHYSICAL EMPLOYMENT STANDARDS

*By Professor Sam Blacker, Professor Stephen Myers, Dr Carla Rue, Dr Sarah Needham-Beck, University of Chichester*

**P**hysical Employment Standards (PES) are physical fitness tests or assessments used in physically demanding occupations that are derived from the job-role that an individual performs. As such, when the physical requirements of a job-role are the same for all employees or personnel within that organisation, then the PES related to these roles should be the same irrespective of a person's sex, race

or age. Adopting PES provides an organisation with a framework to evaluate employees role-related physical capability. The assessments or tests in a PES can be used to identify if individuals have the physical capability to perform job-tasks and inform strategies to improve the safety and performance such as training, equipment development or ergonomic interventions. These actions have the potential to optimise the job-person

fit to improve workplace health, safety and performance. Frameworks for developing PES have been described in the technical and scientific peer-reviewed literature and applied internationally across a range of different occupations. This research has resulted in the development of PES internationally for organisations including the military, fire and rescue services, police forces, ambulance services, oil and gas industry and maritime search and rescue.

AN EVIDENCED BASED APPROACH TO PHYSICAL FITNESS ASSESSMENT  
TO OPTIMISE JOB-PERSON FIT TO IMPROVE WORKPLACE HEALTH,  
SAFETY AND PERFORMANCE

**The scientific approach for PES development broadly involves the following steps:**

- 1. Establishing a Project Management Team** – Form a group consisting of representatives from a research team and employer to guide the PES development.
- 2. Job-Task Analysis** – Gather subjective and objective data to describe and quantify the physical demands of the job-role (e.g. workshops, surveys, measurement and observations of tasks)
- 3. Scenario Construction** – Use the information from the job-task analysis to create simulations of the physically demanding job tasks conducted by a team or individual to measure the physical demands and performance.
- 4. Test Development** – Use the information from the job-task analysis and scenario constructions to inform the development of the PES tests.
- 5. Setting Standards** – Gather normative data on the tests and use these data alongside those gathered during job-task analysis and scenario constructions to inform evidenced-based standards for the tests.
- 6. Validation and Reliability** – Validate the tests in a representative sample of the workforce and establish the reliability to understand any variation and/or learning effects in performance.

This scientific approach described above can be adapted depending upon the organisation, the resources available and how the PES will be applied. However, the general principle of PES development is that the physical demands of the job-tasks are identified and used to inform the development of tests and standards. All physically demanding job-roles typically require contributions from all five components of fitness in varying degrees depending on the job-role and as such where possible should be assessed in the PES tests.

**These components of fitness describe the capacity for the human body to perform different actions and consist of:**

- **Aerobic Endurance** – Ability to sustain sub-maximal intensity activity for a sustained period of time (minutes to hours), typically involving dynamic whole-body activities.
- **Anaerobic Endurance** – Ability to sustain intermittent or continuous near maximal or maximal efforts for a short period of time (seconds to minutes), typically involving dynamic whole-body activities.
- **Muscle Strength** – Ability of a muscle group to exert maximal force in a single voluntary contraction (< 5 seconds).
- **Muscle Endurance** – Ability of a muscle group to repeatedly generate an intermittent or continuous moderate-to-high absolute force for a prolonged period of time (seconds to minutes).
- **Mobility** – The ability to move effectively incorporating flexibility, balance and coordination/agility.

**The types of tests developed for a PES depend upon factors such as the group to which they will be applied (e.g. applicants, trainees, incumbents), facilities, equipment availability, expertise of staff administering the tests and financial resources available for management and administration. As such, PES can be composed of:**

- 1. Predictive Tests** – Typically conducted in a gym or outside area wearing sports clothing involving activities such as walking or running over a set distance, throwing a medicine ball, or exerting force on a strain gauge.
- 2. Job-task Simulation Tests** – Typically conducted wearing specialist clothing and equipment like that used in a job-role and performing exercises that simulate the job-tasks such as lifting and carrying objects, dragging a casualty, or climbing a ladder.
- 3. Hybrid** – A combination of predictive and job-task simulation tests. For example, wearing sports clothing (rather than specialist work clothing and equipment) while dragging a heavy object (to simulate a casualty).

The development of a PES and selection of which tests to include involves balancing feasibility and fidelity. Fidelity to the job refers to the similarity between the test and job-tasks; whereas feasibility highlights the functionality, operability, and reproducibility of results across test location and facilitator. Naturally, these two concepts anchor opposite ends along a continuum, as tests with high fidelity typically lack feasibility and vice versa. While high fidelity job simulations are reflective of physical demands with obvious overlap to job-tasks, they are costly to administer, difficult to replicate, and not generalisable across multiple jobs. The simulative nature of high-fidelity tests offers several benefits such as face validity (the perception of fairness by participants) and legal defensibility (with the appropriate supporting job-task analyses).

The use of PES to assess applicants or incumbents are subject to legislative requirements related to equal opportunities in employment set down in the UK in the Equality Act 2010, which covers nine key protected characteristics, including age, sex and gender. The legislation requires that there is no unlawful discrimination because of a protected characteristic. A PES has the potential to discriminate unlawfully both directly and indirectly. Direct discrimination occurs if someone is treated less favourably because of a protected characteristic (e.g., a different pass standard for males and females) and is not defensible by law. Indirect discrimination occurs if a provision, criterion or practice (such as a PES) puts someone from a protected group at a disadvantage, and which is unable to be justified as being a proportionate means of achieving a legitimate aim. Hence, to comply with the Equality Act 2010, any PES must reflect the essential critical physical tasks required to perform the specified job-role.

***In summary, developing a PES provides a framework to support workers to develop and maintain the physical capability to perform the tasks required for their job-roles. As such, the implementation of a PES is likely to improve the job-person fit to improve workplace health, safety and performance.***

# MAIB DIGITAL FORENSICS

## AND THE QUEST FOR DATA

*By Inspector John McCorquodale*

**E**vidence gathering to support a safety investigation looks to all available sources to confirm what caused an accident. The process has its challenges, and initially it's like having a jigsaw puzzle without knowing how many pieces there are, and without a picture for reference. The MAIB's inspectors follow a general protocol

while on-site to determine the evidence required and the methods of collection.

The initial steps of the investigation build a rudimentary timeline, positional data, and a casualty analysis diagram. This is achieved primarily from easily sourced data such as logbooks, dataloggers, ECDIS, and witness interviews. While the VDR, VTS playback,

and CCTV seem obvious sources, this type of data can take a lot of time to process and validate. Additionally, accessing it too early in the investigation may introduce biases into the investigator's thoughts, and thereby influence the initial interviews.

Once the timeline and positions have been established, the evidence



// The capsized vessel Karin Høj where all bridge equipment was destroyed.



// A recovered chartplotter from a fishing vessel.

MAIB

is re-examined to validate the accident circumstances. Invariably there are contradictions or inaccuracies, and further evidence may be required to confirm the facts. It is at this point where the valuable information from the VDR and other sources are examined, and the timeline is properly identified. The investigator can then clarify the actions of the persons involved in the accident, often through further interviews.

Sometimes data is only available from submerged equipment which has to be recovered and forensically examined. This is often a painstaking process producing variable results but if it's the only source of the evidence, then all efforts are used. Similarly, establishing events and likely vessel positions can often only be determined by analysing mobile phone traffic. The MAIB follows a formal legal process for extracting that data through mobile service providers.

If it has been determined that a mobile phone has to be seized to confirm someone's activity or to validate information, then an inspector has the power to do so. However, the inspector must be clear what information is required and why, a mobile phone is not taken just to see what it contains, it cannot be a fishing expedition. Technical experts will advise how possible it is to achieve what is required. Access to

personal information through email, banking, or messaging apps is not used. Digital forensics must be focused due to the amount of time and resource it takes up.

But what of the person who has had their phone taken away? We all have our lives tied up in mobile devices and to have them suddenly taken away can be a major inconvenience. MAIB will make every effort to return personal devices as soon as possible, by cloning the device or doing a rapid data extract.

Gradually, the investigator's mental picture is improved, but there may still be gaps in the narrative of events that prevent an understanding of why the accident happened. In one particular collision investigation, it was not determined why the bridge teams actions contributed to the accident, even after hours of painstaking examination of the VDR data. It wasn't until the VDR data was played through a bridge simulator giving a first-person, or ego-centric view, with the audio overlaid in real time, that the full understanding was realised. By simulating what the bridge team might have seen, and engaging some expert analysis, it was established that the pilot was subjected to cognitive dissonance due to his position on a poorly designed bridge.

Similarly, a recently published report on a collision determined at an early stage in the investigation that the bridge watchkeeper had been distracted by using a portable device. It was later found that they were using a tablet computer and a Bluetooth headset. The device was seized into evidence to determine what was being done, when, and for how long. It is not enough to know what happened; the investigator has to have to have the evidence to support it.

## CONCLUSION

*We are in an age of rapid pace expanding technology which creates new opportunities and challenges. While the ability to collect more and more data is enticing it can be overwhelming to examine it all, and the investigator must be judicious in what is collected. However, there will always be that nagging doubt that something may have been missed.*

# MASSIVE PROGRESS IN THE REALM OF MARITIME AUTONOMY?

**T**he pace of development of various Maritime Autonomous Surface Ship (MASS) projects continues to surprise. Notably, the deployment of Artificial Intelligence technologies is on the rise, and continues to attract participants from diverse sectors.

Maritime transport in particular is witnessing a growing number of autonomy applications, such as the recently announced plans for two of Samskip's hydrogen-powered feeders, the SeaShuttles, and SHI and Kongsberg's LNG carrier. However, autonomous solutions seem to also thrive in the so-called 4D niche – in dull, deep, dangerous and dirty tasks. Thus, two Remotely Operated Vessels received some limelight during the challenging search and rescue mission for OceanGate's Titan submersible earlier this year. Over the last few months, we have also seen several concepts of autonomous dredgers (such as Mission Master), survey vessels (like Hugin USV supporting offshore wind operations), and mine-detection applications (e.g. Atlas Elektronik's uncrewed mine countermeasures).

Interestingly, autonomous vessels are starting to engage more with the wider public. The world's first commercial autonomous passenger ferry, MF Estelle, has been successfully operating in Stockholm since June. Built with sustainability in mind, it features fully electric self-driving capabilities and utilises Internet of Things applications and 5G for



// Different levels of remote pilotage by Finnpilot



// Finnpilot remote pilot station



// MF Estelle - an electric, uncrewed, 12-meter-long passenger ferry, moored by Norr Mälärstrand in Stockholm, Sweden.

instant control and feedback if a remote captain needs to take over. The Paris Olympics in the summer of 2024 are also expected to showcase several Roboats, 3D-printed autonomous ferries,

transporting athletes and visitors between the venues to alleviate traffic congestion.

To keep up with industry developments, Finnpilot is making strides in digitalising pilotage through ongoing

trials of the smart fairways project. Importantly, the concept is introduced incrementally, with the remote solutions being developed by the Finnish pilots themselves. The service is currently undertaken only on selected fairways, and vessels must meet specific conditions. Suitability depends on factors such as the vessel's type, onboard technology, and the competence of the crew. The levels of support also vary, ranging from some auxiliary onshore assistance for the onboard pilot to exclusively remote guidance. Given that remote pilotage is one of Finnpilot's strategic goals, complete digitalisation of the service may only be a matter of time.

As maritime autonomy and remote operations continue to make waves, the need for standardisation and regulatory catch-up is evident. Alongside the industry's self-regulation through the MASS UK Industry Code and efforts from several class societies, the International Maritime Organization is developing a separate, MASS-specific instrument. Following an extensive scoping exercise, the voluntary goal-based MASS Code is set to be implemented in 2025, laying the groundwork for a mandatory version scheduled to take effect in 2028. This is expected to further propel the MASSive progress witnessed to date.

**By Eva Szweczyk /  
PhD Researcher**



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# PILOTAGE STANDARDS

## CREATING AND MAINTAINING THEM

By CHIRP's Dave Watkins

PILOTS WITH LOCAL EXPERTISE AND SPECIALISED TRAINING HAVE PLAYED AN INTEGRAL ROLE IN MARITIME OPERATIONS FOR CENTURIES, ENSURING THE SAFE PASSAGE OF VESSELS, PARTICULARLY IN AREAS WHERE NAVIGATION IS CHALLENGING FOR SHIPMASTERS UNFAMILIAR WITH THE REGION.

**T**he decision to bring a pilot boat alongside a ship falls under the purview of the pilot boat coxswain. However, the ultimate authority to board the ship rests with the pilot. When making this decision, the pilot must carefully evaluate several critical factors, including but not limited to a comprehensive assessment of weather, sea state, and other environmental elements that may impact the safety of the boarding operation. Suitability of boarding arrangements, an evaluation of the conditions and arrangements for boarding, including the condition and integrity of the pilot ladder and other related equipment, conduct and condition of the vessel, and an assessment of the ship's overall state based on historic reports encompassing aspects such as stability, manoeuvrability, and the presence of essential safety features.

For a successful boarding operation, the ship's master and the bridge team play a pivotal role by supporting and engaging with the pilot. In essence, the Master is inviting a person who may be very new to the ship to join and participate in a real bridge team navigation manoeuvre; it's not a simulation; it's real and requires commitment on all sides to deliver a safe outcome. The master must assess the risks associated with the boarding and take measures to ensure the ship is positioned to facilitate a safe and efficient boarding experience for the pilot. Getting this right sets the scene for a good working relationship with the bridge team and the pilot(s).

The instructions for boarding a vessel by a pilot from a pilot boat are very clearly imaged in accordance with IMO resolution A.1057(27) and SOLAS chapter V Regulation 23. The poster is usually displayed on the ship's bridge and by the pilot boarding location. It is, however, surprisingly common for these instructions not to be followed to the letter. Why? Often, the crew are hampered in meeting compliance by poor design of the pilot boarding arrangement on deck, so it becomes an ad-hoc arrangement, or the company has supplied inadequate standard ladders and ropes, the crew is not sufficiently trained, there is insufficient leadership, or they are just too tired/fatigued to rig the boarding arrangement to the correct standard. Crews are set up to fail to meet compliance - this must be corrected!

Ship designers must look at the boarding arrangements and work with

pilot authorities to create the right design arrangement for safe access and securing the ladder that meets the regulations.

With the pilot embarked on the bridge, introductions to the bridge team can begin, and the navigation work continues. Standards in introducing the pilot to the bridge team and vice versa vary in quality throughout the industry. The actual bridge team pilot exchange (MPX) is often carried out without any reference to the ECDIS or chartlets provided by the pilots or reference to the ship's passage plans.

At this stage, the communications evaluation takes place; it's a two-way process: Bridge team to the pilot and pilot to the bridge team. To speak technically about the vessel's navigation to or from the berth is often difficult, depending on your assertiveness and confidence levels. There could be language difficulties and fatigue issues, which create a barrier to effective communication.

Clear communication is vital for good situational awareness (SA). The bridge team needs to know what is going on around them. It provides you with a base for decision-making. Good decisions on the bridge while navigating a vessel under the guidance of a pilot are best achieved when the bridge team is working as a cohesive unit with the pilot and vice versa. Both are fully aware of their situation, environment, position, traffic, automation, instrumentation, and speed and are actively looking for the "What-ifs" or unexpected events!

The bridge team and the pilot must cope with their mental cues affecting their team state and how they feel: inattentive, bored, concerned, alarmed, or somewhere in between. To alleviate this requires sound management at the organisational level – good rostering and adherence to proper fatigue management plans.

Situational awareness (SA) can be easily lost by poor quality of work and the technical status of the ship. Still, critically poor communications, improper procedure, time pressure, high workload and distractions significantly reduce SA. This loss of SA leads to failure to collect information (I did not see it), failure to interpret cues, and failure to project future events.

Creating high standards for bridge team interaction with the pilot is achievable but challenging. A vessel on a regular run with frequent calls to a port gets to understand the operation of the port infrastructure, creates better situational awareness during the pilotage,

and can strike up a good working relationship with the pilot. Negatively, overconfidence can also affect the working relationship with the pilot. Vessels with a high crew turnover and infrequent visits to a port can need help to create a standard that meets minimum standards for bridge navigation. This is separate from a competency issue. Several internal and external factors affect how well a ship is navigated to and from a berth or anchorage, particularly high workload, fatigue, and poor organisational safety culture.

#### To try to identify some key elements that will create high operational standards for pilotage operations, consider the following:

1. *Elevate the status of pilotage at an organisational level and ensure that technical and operational resources are allocated to ensure that this operation has the highest priority. Change your mindset and look at accountability for safely welcoming a pilot to your vessel.*
2. *Review your SMS concerning pilotage, significant crew workload and fatigue management. (Is work on deck suspended in good time to ensure that crew are appropriately rested before pilotage operations commence?)*
3. *Pilot boarding access arrangements are thoroughly reviewed and adjusted to meet full compliance with the SOLAS regulations. Compliance must be 100%; no exceptions are granted. (Consider a permit-to-board checklist, which the master signs off before the pilot boards.)*
4. *Design at the new building stage for pilot access arrangement is given the highest priority and signed off by the Recognised Organisation (RO) as meeting the standards.*
5. *Training in pilot boarding arrangements requires a certificate to show competency has been achieved. Include as part of STCW.*
6. *Training the bridge team and pilots to focus on active listening by both parties to ensure that the passage plans to and from the berth are understood and challenged when there are doubts. Create a separate pilot-to-berth passage plan for the ship, in which the pilot reviews on boarding or emails to the pilot station before arrival.*

# EXAMINATION ASSESSMENT AND AUTHORISATION OF MARINE PILOTS IN THE UK

By Keith McLean – Marine Advisor, Integrated Human Factors Limited

**T**he financial and reputational damage to pilot organisations and port authorities as a result of incorrectly carried out examinations and assessments for Marine Pilots and Pilotage Exemption Certificates candidates can, and has been, considerable.

In the past four years alone three UK CHAs and pilot organisations of which I am aware have incurred legal costs and paid salaries to pilots on suspension well into six figures – purely because examinations and assessments were not carried out professionally, or the results correctly recorded. If a pilot deauthorisation case goes to Judicial Review expect legal costs running into tens of thousands of pounds.

The examination and assessment of Marine Pilots in the UK can be a sensitive subject. Marine Pilots are often assertive and independent individuals and resistance to the types of ongoing examination and external assessment which aviation pilots have long accepted as the norm still persists in some quarters. Much progress has been achieved, but there is still some way to go.

The reasons for resistance, particularly to meaningful external oversight of examination and assessment are multiple, and not only from pilots. Until recently the vast majority of pilots in UK were Master Mariners with command experience. The “Master next to God” attitude was commonplace – simply nobody was good enough to be passing judgement on their piloting skills. The local knowledge aspect of pilotage can lead to a mindset that nobody from outside a particular pilotage district can assess pilots within that district.

Examination, assessment, training and meaningful Continuous Professional Development all cost money and the buy in by many Competent Harbour Authorities (CHAs) and pilot organisations is, for financial reasons, often less than absolute. However, if having a robust examination and assessment regime is expensive then the potential costs of poorly carried out examinations and assessments can be a considerably more.

## Lessons from the Past

The 1987 Pilotage Act transferred control of pilotage to CHAs, which are commercial entities. The Act does not define the qualifications of pilots in the UK or how pilots should be assessed. It simply states that “the authority may determine the qualifications in respect of physical fitness, time of service, local knowledge, skill, character and otherwise...”

When I was first Authorised as a pilot in 1993 I underwent a searching three hour oral examination with three pilots and the harbour master. Similar arrangements existed at most UK ports. No formal practical assessment of my piloting ability was ever carried out before Authorisation, just tripping with pilots. Some would let you handle the ship, some wouldn't. If things had not changed, my piloting skills would probably never have been assessed or examined ever again. But things did change. As with many things in the marine industry change was driven by incidents. The “Sea Empress” grounding at Milford Haven in 1996 led to the introduction of the Port Marine Safety Code (PMSC) and its associated Guide to Good Practice in 2000. The Code is not legally enforceable, but most UK ports try to comply with it to some degree. The Code says “CHAs are encouraged to implement the international

recommendations on the training and certification and operational procedures for pilots”. Compare and contrast with aviation, where international regulation is strong, and standards are high.

National Occupational Standards for Marine Pilots (NOS) were developed after the “Sea Empress” incident. These give a good framework outlining everything a pilot should be able to do, and what they should know and understand.

The “Sea Empress” incident gave us pilot assessments, but little guidance on how these were to be carried out. The 2013 tanker “Apollo” allision with a container terminal in the Thames whilst a junior pilot was under assessment, causing considerable damage, led to an MAIB report and changes to the PMSC and guidance on how practical assessments should be conducted.

## Practical Pilot Assessments and Examinations

The PMSC introduced revalidation assessments for Pilotage Authorisations at intervals of not more than five years and says that assessors should have received “an appropriate level of training” – but rather unhelpfully does not define what an “appropriate level” of training is. Some ports have used generic vocational assessor training, the same as other port operatives – crane drivers etc - would receive. Although of some value, they do not address critical pilot specific issues such as who has conduct of the ship and the relationship with the Master.

In the past few years Pilot Apprentice schemes have been introduced, or more accurately reintroduced, in UK. As these schemes receive government funding there is a requirement for independent oversight. An independent End Point Assessment

Organisation (EPAO) oversees the assessment of apprentices before government funding can be released. The qualification of assessors is clearly defined: a minimum of five years pilotage experience, assessor Level 3 qualification and no relationship with the training provider or employer. Assessors must document relevant CPD each year to demonstrate that their knowledge is current and up to date.

For Pilot Apprentices, the conduct of oral, practical, and written examinations is clearly defined and all examinations auditable. Assessors themselves are assessed and audited on at least ten percent of assessments. A similar approach by CHAs and pilot organisations to all pilot assessments would go some way to raising standards.

Whether to use ship simulators or live pilotage for pilot assessments is open to discussion, what suits one port may not suit another. Each have advantages and disadvantages. An assessment system that combines both may be the best option for many ports. Costs cannot be ignored, and simulators are beyond the budget of many smaller ports.

### When it all goes legal

Pilot assessments are actually rather easy – when they go well. The real test of whether an examination, training or assessment procedure is working is when an assessment or examination does not go well. Recording that an assessment took place and how it actually went is essential. As one marine lawyer told me - if there

is no paper trail it never happened.

A trainee pilot, qualified pilot or pilot apprentice pilot may fight dismissal, suspension, deauthorisation or downgrading after failed assessments or exams. Pilot organisations should expect to have every aspect of their recruitment, examination and practical assessment put under the microscope by the lawyers. Was the process impartial? Be prepared to prove it. Is there any appeals process? Was there any external oversight? Did the examiner or assessor have any meaningful training for that role? What were the qualifications of the assessors? Can you provide evidence that previous candidates have failed assessments? Who assesses the assessors?

Pilot assessors should be able to defend all decisions made. Simply deciding that a particular method of piloting a ship was not to your liking will not be defensible in court. "Evidence Based Practice" is a concept and approach used in the medical profession, and it is equally applicable to the assessment and examination of Marine Pilots. All pilotage areas are different and quite rightly all ports and pilot organisations take different approaches to what is involved in assessments – some have simple pass / fail outcomes. Other have sliding scales grading performance of different aspects. Whichever approach is taken, have the evidence recorded.

Ports and pilot organisations should ensure that their training, authorisation, and assessment processes are up to scratch – transparently fair, professional, and auditable.

### Marine Pilot Assessor Training

Most pilot assessments, or check rides, for trainees, authorisation upgrades, revalidations and PEC applicants / revalidations are carried out within the pilot organisation, for understandable reasons. However, there are issues and challenges to any system that does not have any external oversight or transparency. Unlike airline pilots, Marine Pilots are generally small groups of pilots working closely together. It is easy to be open to charges of nepotism and unconscious bias. Fear of retribution if things do not go well, not wanting to make waves and normalised behaviour / "tick box" attitudes can influence assessors. In the absence of any national oversight in the UK, some degree of independent verification goes a long way to alleviating such charges and ensuring the highest standards of professionalism.

After a legal case a few years ago which involved a pilot contesting his deauthorisation, it became apparent that there is a requirement for job specific Marine Pilot Assessor Training. In that case it was clear that the conduct and recording of assessments could be greatly improved.

Building on their background in aviation, IHF Ltd have developed a Marine Pilot Assessor course which addresses the conduct and recording of examinations and assessments, as well as addressing the soft skills required by an assessor. The one day course covers such topics as the legal side to assessments, the PMSC, soft skills for giving feedback and case studies.



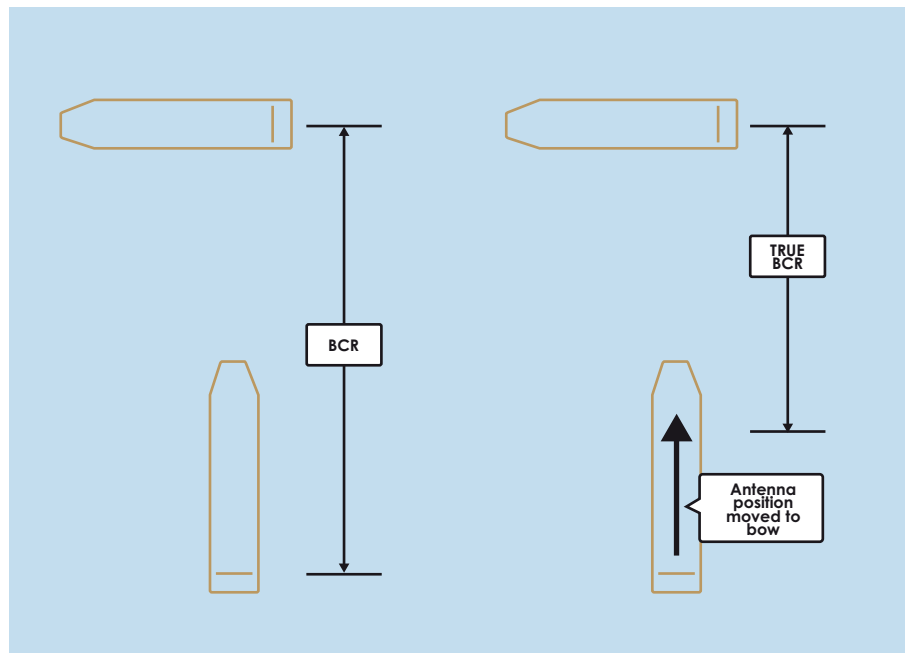
## THE AUTHOR

Captain Keith McLean is a Chartered Master Mariner. He previously sailed as Master on Suezmax tankers. He has more than 30 years pilotage experience, both in UK and overseas. He is Marine Advisor to IHF Limited ([www.ihf.co.uk](http://www.ihf.co.uk)) and was previously Vice Chairman of the International Standard for Pilotage Organisations.

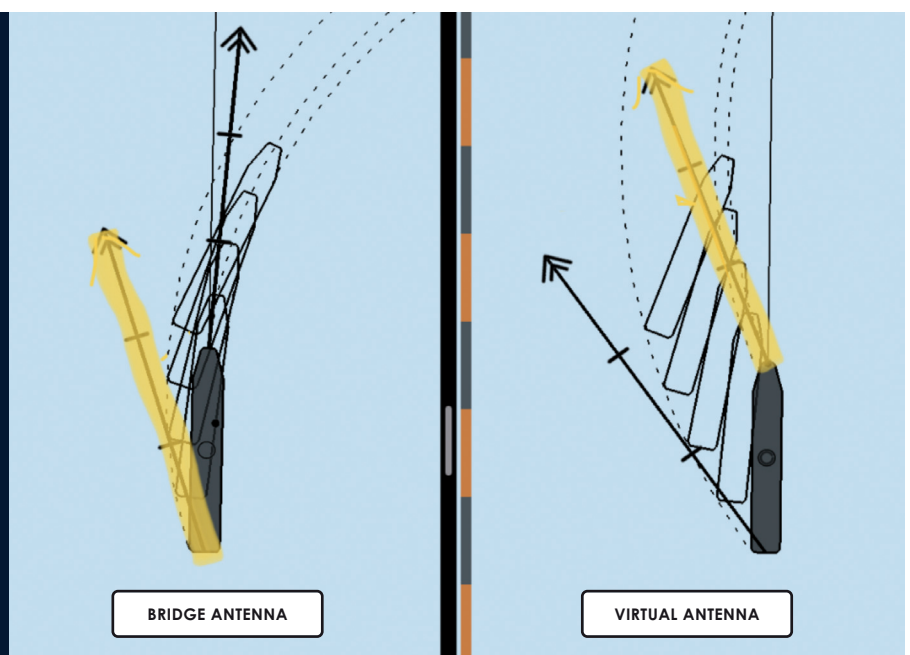
# BEWARE

By Peter Flanagan / London Pilot

**T**hese days pilots all over the world routinely plug into the AIS pilot plug. Pilot plug data is generally uncontrolled and lacks quality assurance. We see errors every day and we'll cover some in the forthcoming issues. Additionally, a small number of ships have a virtual AIS antenna. The position of the actual AIS position antenna is continuously moved to a position at or near the bow and offsets appropriate for this amended position are programmed into the AIS. We can surmise that the reason this is done is to give a true Bow Cross Range (BCR) for anti-collision purposes.



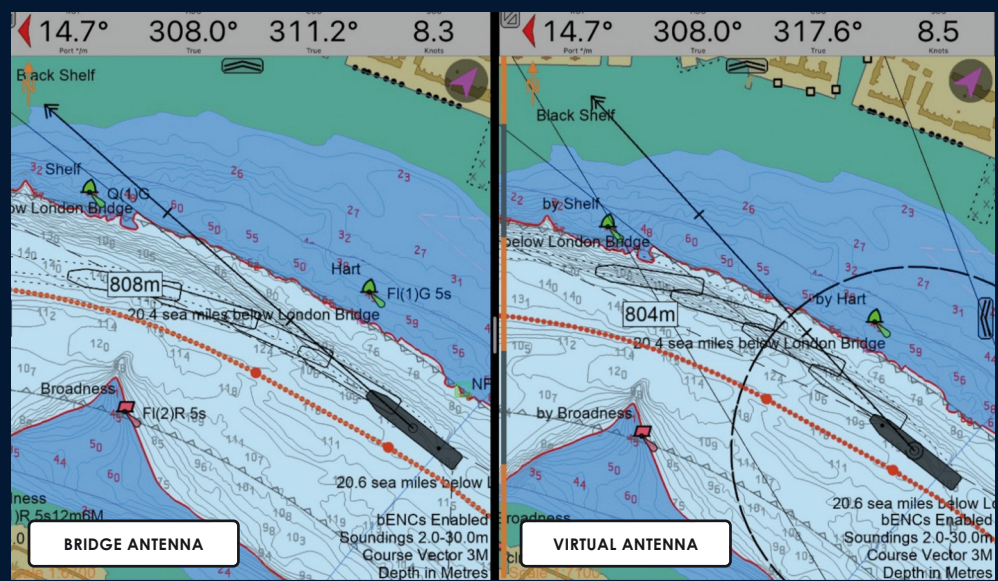
*// For the purposes of BCR this a reasonable idea. However what happens in practice is that the antenna dynamics aren't transposed for its new position. The PPU software is in effect being told that the bow is moving at a SOG and COG that the bridge is actually moving at. On the left shot the Aft bridge is moving as per the yellow vector. On the right for the virtual antenna the software is being told that the bow is moving as per that yellow vector so it computes what the stern is doing according to that. The result is incorrect dynamics and a very misleading prediction.*



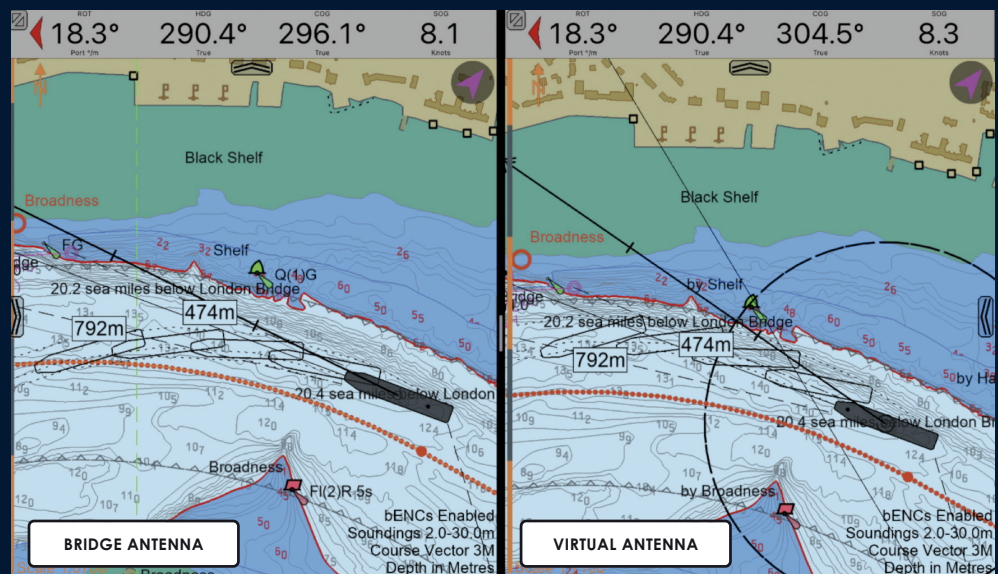
# THE PILOT

# PLUG

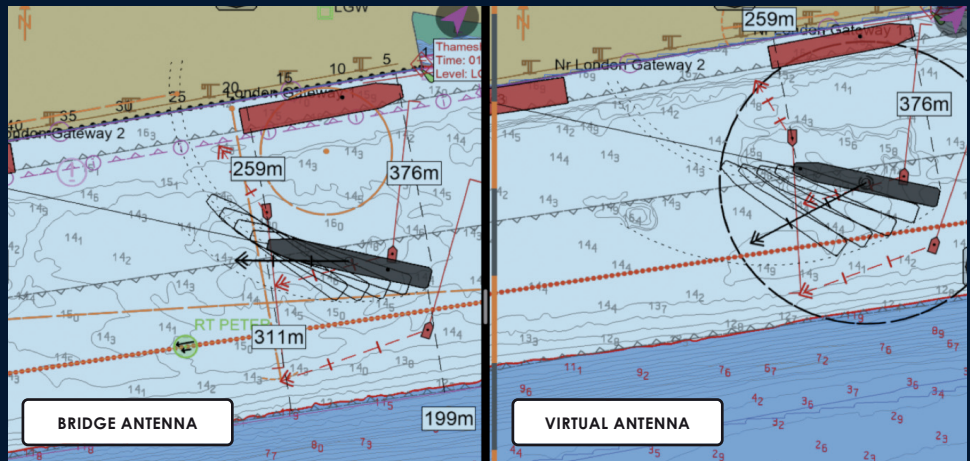
// Here we can see how misleading the prediction is when rounding a bend. The left hand shot is with the antenna set as per usual on the bridge which is aft. The right hand shot is with a virtual antenna forward. The virtual antenna forward will always give an exaggerated radius of turn.



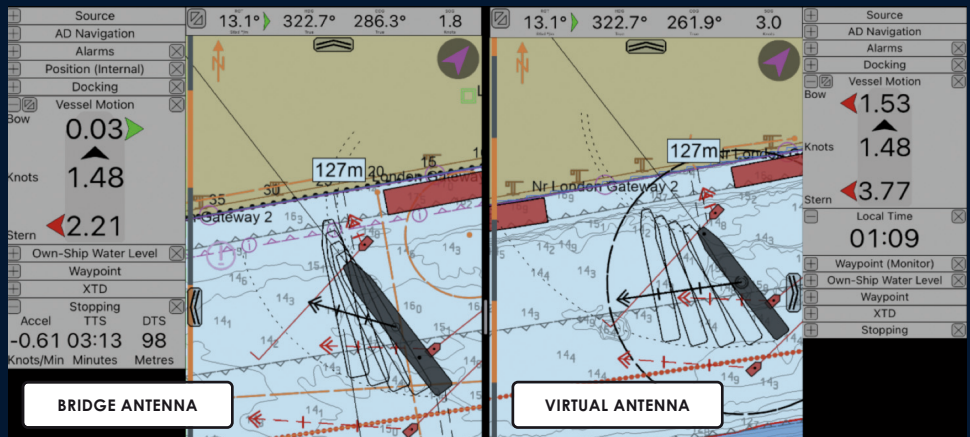
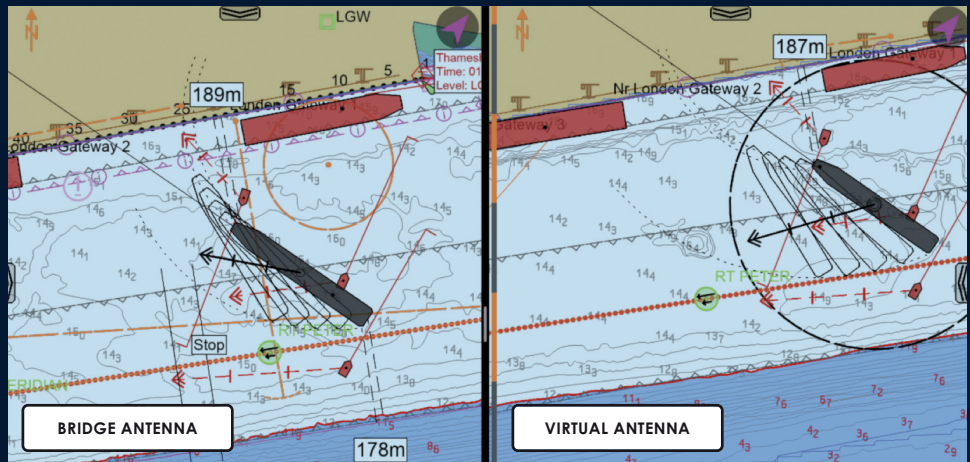
// If the ROT is increased the stern moves quicker. This increases the radius of turn further with the virtual antenna. Heading and ROT remain consistent for both. COG and SOG will vary depending on the reference position for that data. Here they originate from midships.



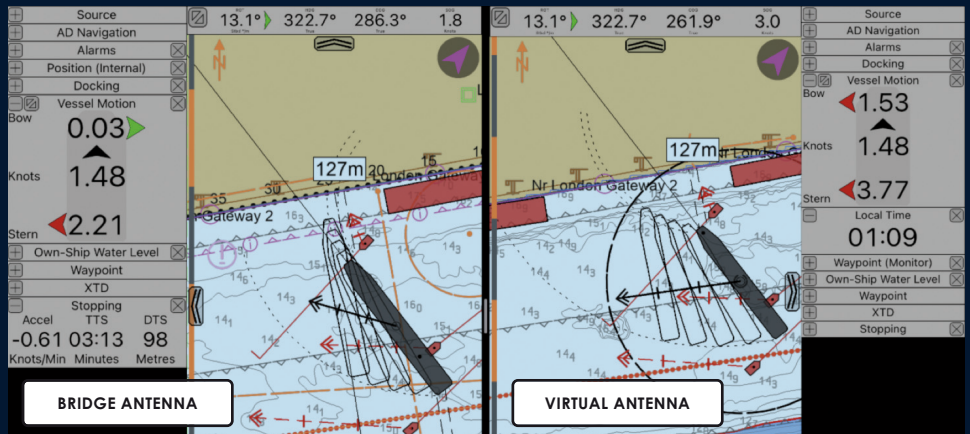
*// Predictions in general can be very misleading. Combined with a virtual antenna they can be even more dangerous.*



*// Vessel motion can show a massive difference between bridge and virtual antennae.*



*// Some ports inhibit the use of certain features in software when using AIS data. Other ports have strict guidelines. The fundamentals of good navigational practice always apply. General and specific training is essential.*





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# CLOSING THE GAP

## BETWEEN SHIPS AND THE SEABED

**E**ven the most conventional bridge officers, who often prefer the old methods of paper hydrography charts, would acknowledge the numerous advantages of electronic hydrographic data. Among these benefits, many would agree that the improvement in bathymetric data for safer navigation is one of the most significant advancements. In the 1990s, the International Hydrographic Organization (IHO) developed the S-57 standard for ENC data encoding, which has become the international standard for electronic charting and signalled the start of a phased transition that has seen electronic charting replace traditional paper charts as the primary means of navigation.

However, the S-57 standard did not provide detailed guidance on the portrayal of bathymetric data – the critical data that enables vessel operators to see ocean floor depth – leading to inconsistencies in how

bathymetry is portrayed on charts. In response, the IHO began work on a new ubiquitous standard - S-102 -specifically for bathymetric data as part of the S-100 standard framework.

The S-102 standard was developed in the early 2000s through collaboration between the IHO and national hydrographic offices worldwide, with the goal to create a standard that would provide detailed guidance on the content, structure, and symbology of bathymetric data in ENCs, and ensure that the portrayal of bathymetry was accurate, consistent, and easy to understand.

S-102 charts provide mariners with real time, accurate and reliable information about water depths; offering a critical data set that enables ships to avoid hazards, especially when in coastal waters, off port, or low depth regions, such as the Great Barrier Reef.

Moreover, unlike the S-57 standard, the S-102 standard also ensures that the portrayal of bathymetry in charts is

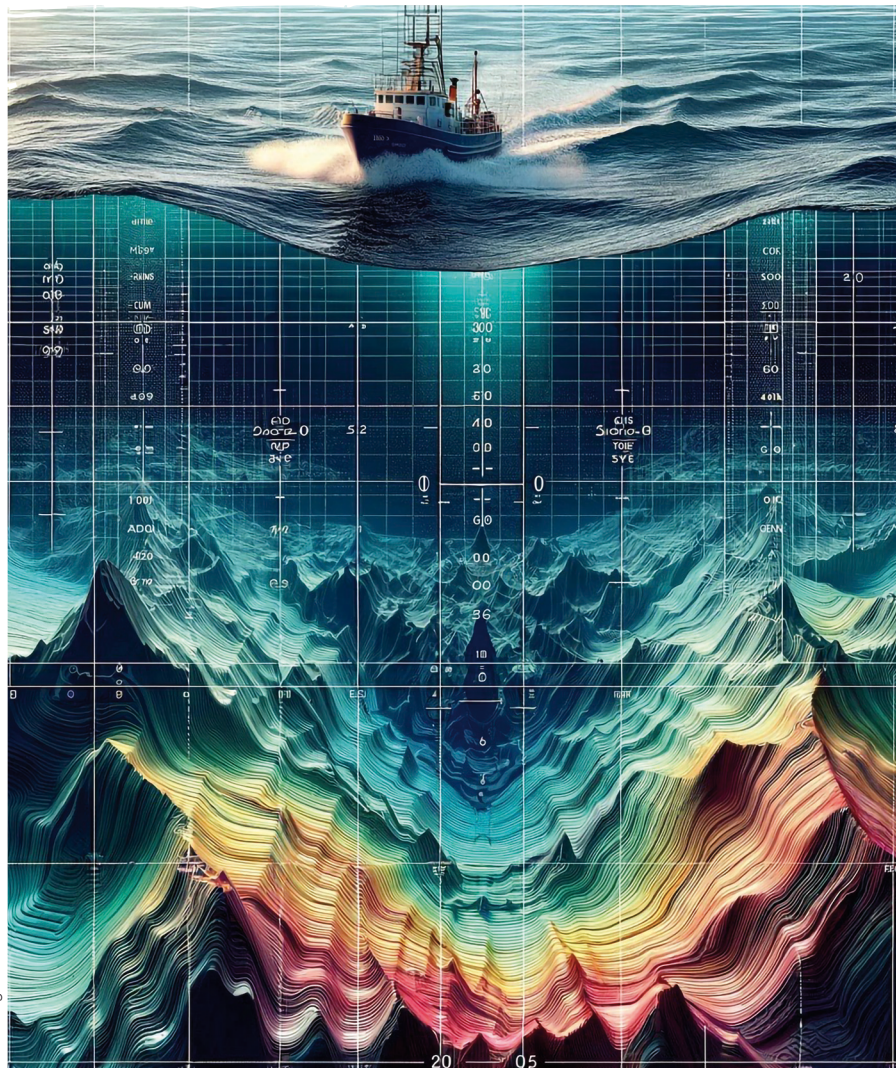
consistent and accurate globally, instilling confidence that pilots can navigate with confidence wherever their location. The standard includes guidelines for the accuracy and precision of bathymetric data, as well as for the encoding of uncertainty and other metadata.

One of the benefits of using the S-102 standard with a portable piloting unit (PPU) is the availability of high-density, high-resolution depth data, which can provide important navigational information to the pilot. In a world where ships continue to grow in size and canals and waterways remain the same, navigational data is becoming more and more important. This is especially true when taking into account factors like the growing gap between the ship and the sea bed. With a PPU, the absolute vertical location of the ship, along with its roll and pitch angles, can be determined, allowing for a highly accurate calculation of the shortest distances between the ship's hull and the seabed.

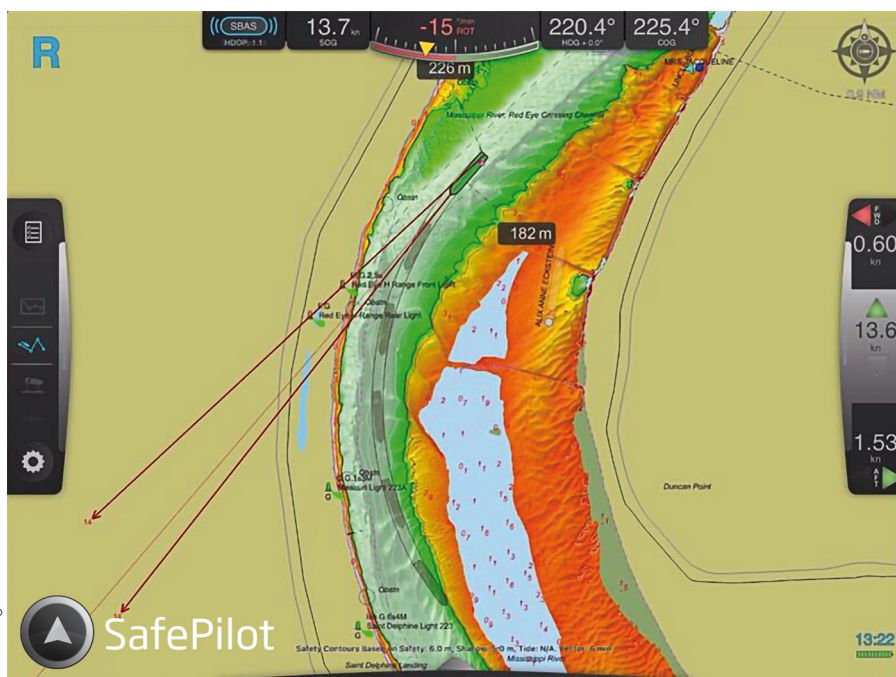
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TOMMY MIKKELSEN, MANAGING DIRECTOR FOR TRELLEBORG MARINE AND INFRASTRUCTURE'S NAVIGATION AND PILOTING OPERATIONS BASED AT THE DENMARK OFFICE, SHARES HIS INSIGHTS INTO THE THE BENEFITS ELECTRONIC CHARTING BRINGS TO BATHYMETRIC DATA AND SAFER NAVIGATION

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The standard also provides a set of symbology rules that govern the portrayal of bathymetry, including color schemes and contour intervals, making it much easier for the pilot to interpret the information presented in the chart. The charts can be displayed in various ways, including hill shading, heat map view, or the more traditional ENC view. Additionally, since the charts consist of a high-density grid of accurate soundings, contour lines can be generated with a high resolution, giving the pilot a very accurate safety contour line to navigate after. All a far cry from the days of paper charts.

Safety contours are generated based on the depth and accuracy of the soundings in the chart. Higher-density contours indicate a greater degree of accuracy, while lower-density contours indicate a lesser degree of accuracy. Safety contours can be used to ensure that vessels remain in safe waters while navigating, especially in areas where there may be underwater hazards such as rocks, reefs, or other obstructions.

In conclusion, the S-102 standard represents a giant leap for bathymetric data, and safer navigation. The standard's guidelines for accuracy, precision, and symbology ensure that bathymetry is portrayed consistently and accurately on charts. Combined with a portable piloting unit, the S-102 standard can provide even more valuable information to the pilot, including the shortest distances between the ship's hull and the seabed. Safety contours generated using the S-102 standard can help ensure that vessels remain in safe waters while navigating, especially in areas with underwater hazards. A number of portable piloting solutions software, including the SafePilot from Trelleborg, will benefit from enhanced functionality and an enhanced user interface with the overlay of S-102 Bathymetric Sea Chart. With the ability to offer heightened precision, enhanced situational awareness, and improved safety, even in the most demanding conditions like shallow waters or near underwater obstructions, this technology has the potential to revolutionize navigation.

**By Tommy Mikkelsen  
Trelleborg Marine  
and Infrastructure**



# ENHANCING MARITIME SAFETY

## A PILOT'S PERSPECTIVE ON THE PROACTIVE USE OF VOYAGE DATA RECORDERS

**W**hen first introduced, voyage data recorders were a reactive tool – a means of replaying an incident for investigation. Today, however, the proactive use of VDRs is widespread. Whilst the majority of Pilots have probably not had the opportunity to review a VDR recording of themselves at work, it is likely that many have unknowingly featured in playbacks, known as remote navigation audits. So what insights might such an observer offer if asked?

By Ian Lawrence / Southampton Pilot and non-executive director of SURENAV LTD

### Maximise the Master Pilot Exchange (MPX)

The MPX is an opportunity to share your passage plan – be specific! The bridge team are there to monitor your actions and that requires them to have a clear understanding of what you intend to do. Not just the tracks you will follow but also considerations such as speed, environmental influences, and traffic factors. Adaptations can, of course, still be made as the act progresses, but a clear, shared objective at the commencement should prompt the bridge team to ask you for clarification if you don't offer it.

The MPX is also your chance to build an understanding of the vessel so ensure you receive all the information you need.

### Dialogue: Maintain Effective Communication

It's easy to allow the act to evolve into prolonged periods of silence, but the bridge team are far more likely to engage you if they consider you open to dialogue - and you never know when that innocuous query may be the trigger that breaks a previously unnoticed error chain. As you execute the passage, regularly reiterate the information already given and update on details as they change regardless of apparent reception.

### Mitigate Distractions

Appearing to be engrossed with the device in your hand or deep in conversation with the colleague standing next to you can impede effective

communication with the bridge. Make an active effort to ensure the bridge team understand the role of each Pilot and tailor your body language to encourage engagement.

### Changing behaviours

One likely outcome of the evolution of the VDR from passive recorder to proactive tool that would be most evident to Pilots is an increase in the bridge team's expectation for ongoing dialogue and engagement during pilotage. The opportunity, therefore, for a Pilot to review a routine act of their own, should it arise, could be an invaluable professional development.



© Ian Lawrence / Matthew Finn



// The Princess Royal, Princess Ann &amp; Capt John Pearn

## MERCHANT NAVY MEDAL

**C**aptain John Pearn and Captain Ewan Rattray received their Merchant Navy Medals from the Princess Royal in November the investiture was held at Trinity House. Captain Chris Hoyle Vice Chair attended on behalf of the association.

Captain John Pearn has dedicated nearly two

decades to Pilot safety and promotion of the service by his active role in the various National and International Organisations. Nationally John was a member and past Chairman of the Association's Executive committee, and it was through this he represented the United Kingdom as a Vice President of firstly the

European Marine Pilots and latterly as Vice president of the International Marine Pilots association. He Chaired the IMPA Safety committee during his tenure and is still an advisor to the Board of IMPA on Safety matters. He is passionate about safety and improving future safety of the Pilots safe embarkation and disembarkation and he is currently involved with studies being undertaken at Southampton University and HR Wallingford, and on the working group for the updating of the poster "Required Boarding Arrangements for Pilot" displayed on the bridge of every ship.

John was instrumental while on the Executive of the UKMPA to introduce a national reporting application for Pilot Ladder defects, this has received over 1000's reports in the last 5 years and has been adopted by UK Ports as the standard.

Captain Ewan Rattray was honoured for

advocating safety following a life-changing injury in 2019, which brought his career as a pilot to an abrupt halt. While boarding a ship via the pilot ladder, his leg was crushed – forcing him to navigate a complex journey of surgeries and healthcare while also adapting to a new desk role within the maritime sector, he is currently the Harbour Master at the Port of Peterhead.

The title of Ewan's thesis for his Msc was "Snakes or Ladders", A mixed methodology review into the boarding and landing of Maritime Pilots.



// The Princess Royal, Princess Ann &amp; Capt Ewan Rattray

# 136TH UKMPA CONFERENCE

19-21 NOVEMBER 2024, HARROGATE, UK

## CALL FOR PAPERS

The UKMPA is excited to announce the themes of our 136th conference focusing on "The Pilot-Tug relationship" and "Pilots: The Value of the Human Element"

### Examples of "The Pilot-Tug relationship" can include

- Development of effective relationships and teamwork
- The strength of training and working as a team and how to share mental models
- Enhancing safety with the pilot as a key team player
- The Future, what will change, and how can we maximise the safety gain

### Examples of "Pilots: The Value of the Human Element" can include

- The pilots enhancement of the bridge team and overall situational awareness
- Where human interaction greatly enhances safety and a successful outcome
- Where and why human factors exceed machine learning
- Pilots as Risk Managers. Protecting assets, infrastructure and trade

### Abstract submissions of proposed presentations are now being requested. Submissions should include:

- The broad theme of your paper together with the reason why this topic would be engaging for the conference and how it addresses the theme.
- A short note about the author's background and affiliations
- Be written in English

**Please submit abstracts to [events@ukmpa.org](mailto:events@ukmpa.org) by 30th April 2024**

Abstracts will be reviewed by the Executive Committee and authors will be notified of the outcome of that review in due course. If accepted, you will be sent guidelines for the paper format, presentation and timeline for the remainder of the process.

**Final papers will be required by 30th August 2024**

Conference sponsorship opportunities are available - all enquiries to [events@ukmpa.org](mailto:events@ukmpa.org)

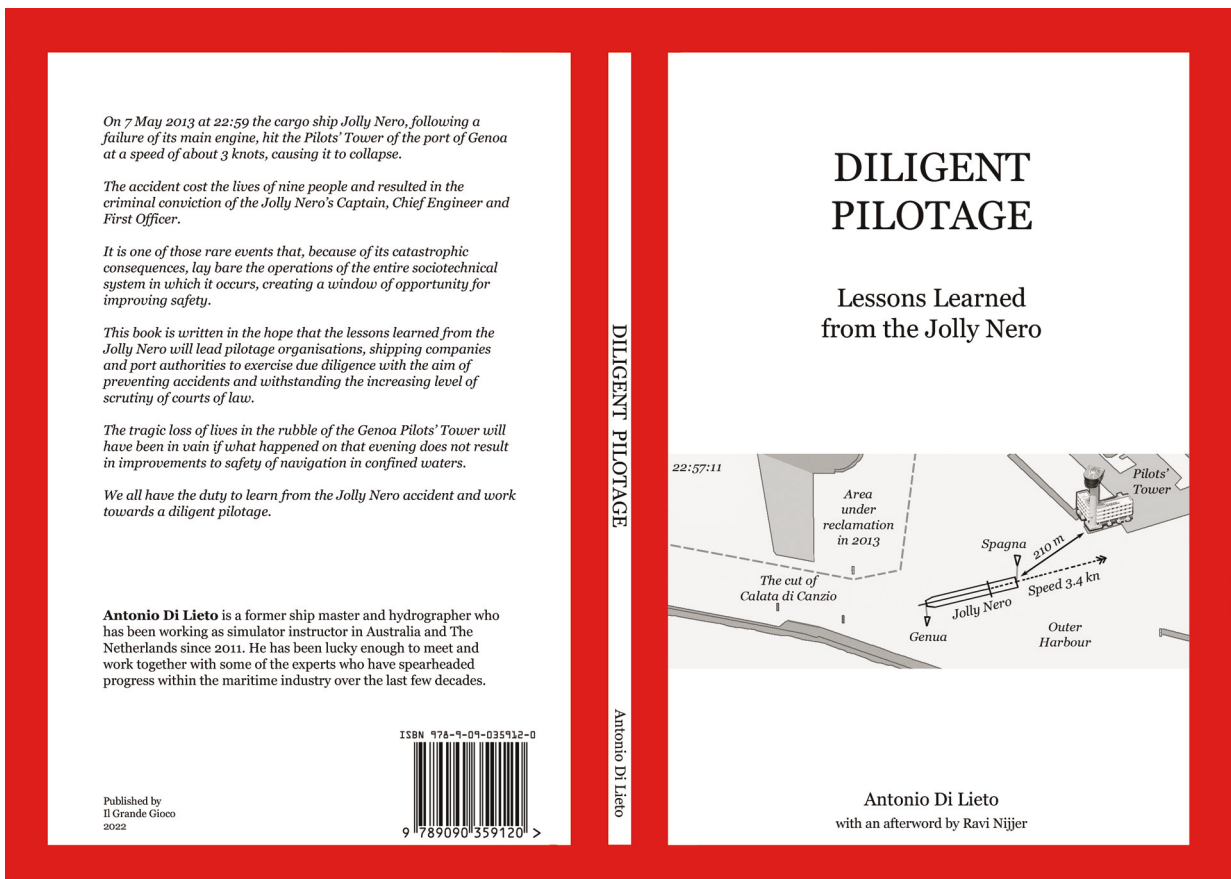
# DILIGENT PILOTAGE

## LESSONS FROM THE JOLLY NERO ACCIDENT AND A PARADIGM SHIFT IN MARITIME RISK MANAGEMENT

By Antonio Di Lieto

**I**n the maritime pilotage realm, where the delicate balance between ever decreasing safety margins and intricate port manoeuvres unfolds, the tragic accident of the Jolly Nero casts a long shadow. On the 7th of May 2013, the ship, grappling with the starting failure of its main engine, collided with the Pilots tower in the port of Genoa. The tower crumbled, claiming nine lives, and

triggering legal proceedings that have the potential to reshape perspectives on risk management in maritime operations. The aftermath of the incident saw the criminal conviction of the Jolly Nero's Captain, First Officer, and Chief Engineer. The Pilot, initially sentenced, was later acquitted on appeal, sparking a reflection on the methods used to evaluate and manage risks in the maritime industry.



### Quantitative Risk Analysis are not defensible in Italian Courts

The court case revealed a clash between traditional quantitative risk analysis and a call for a precautionary approach. During the trial, the defence argued that engine start failure cases represented 0.0044% of total starts during port manoeuvres of the Jolly Nero and its sister ship. However, the judge dismissed this argument, emphasising that even rare occurrences demand the highest level of precaution in inherently risky scenarios like maritime pilotage.

The Jolly Nero judgement is a demonstration of how quantitative risk analyses are not defensible in Italian courts, and calls for a different approach to risk management. An approach that requires the adoption of all precautions that are reasonably practicable, regardless of the level of risk.

### Precautionary Risk Management: Beyond Numbers

"If, after an accident, it turns out that this could have been avoided by taking a 50-cent precaution, then you are in trouble" says Richard Robinson, one of Australia's most influential voices on safety due diligence.

The goal of a precautionary risk management is to identify all precautions that are technically feasible for each of the credible hazardous conditions. Once all possible precautions have been identified, the time comes to decide which of these should be implemented by evaluating their reasonableness. A reasonable precaution is a precaution that can be achieved through efforts and/or costs that are sustainable and proportionate to the potential consequences of an accident.

This is an epochal paradigm shift for risk management in the field of industrial safety and transport where, traditionally, the risk to human life, the environment and property is calculated on the basis of the probability of an unwanted event and the severity of its potential consequences.

### UK's Health and Safety Executive Stands Behind Precaution

Across the seas, the UK's Health and Safety Executive (HSE) seems to be in favour of the precautionary approach. It stresses the significance of operational practices and technical solutions to avert accidents, even in seemingly unlikely events. The HSE acknowledges that, especially in complex and high-risk contexts, relying solely on good practice might fall short of legal compliance.

Specifically, HSE advises that once the type of good practice relevant to a specific situation has been identified, it is always necessary to question if there are other precautions that could be effective to further reduce the risk, and that these additional precautions need to be evaluated before their implementation to determine whether they are reasonable.

### In Conclusion: From Compliance to Diligence

To withstand an increasing level of scrutiny of courts and public opinion towards large scale accidents, a shift from compliance to due diligence is imperative. The Jolly Nero accident serves as a reminder that the inherently high risks of maritime pilotage demand unwavering commitment to adopting all reasonable precautions. This extends beyond mere procedural adherence and quantitative risk analyses, to a dynamic process of consultation and proactive hazard identification.

The Jolly Nero accident must be viewed as a tragedy not only for the victims and their families, but also for the Captain, Pilot and officers who were on board. They found themselves living through the uncertainty of a decade long trial and facing the consequences of a criminal conviction for the rest of their lives. The tragedy will be compounded if what happened on the evening of 7th May 2013 does not result in improvements to safety.

While there is no guarantee that a precautionary risk management will prevent other accidents with loss of life, it may go a long way towards demonstrating due diligence acceptable to courts and preventing seafarers, pilots and managers being sentenced to jail. No great expense is involved; however, it requires a radical change in mindset and safety leadership at all levels of the industry.



*Antonio Di Lieto is a former ship master and hydrographer who has been working with maritime simulations since 2011. He matured such experience in Australia, where he facilitated port studies and pilots training. At present, he manages simulations studies carried out at CSMART, Carnival Corporation training centre in The Netherlands. He has been lucky enough to work together with some of the experts who have spearheaded progress within the maritime industry over the last few decades. Their stories are now an essential part of Antonio's recent book: "Diligent Pilotage - Lessons Learned from the Jolly Nero".*

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// Nick Lee with his retirement gift presented by incoming Chairman of the T&TC John Slater

# NICK LEE

## RETIREMENT

**T**he UKMPA would like to extend our heartfelt thanks to Nick Lee who, as of one of our longest serving members, stepped down from his role as Chair of the Technical & Training Committee at the AGM in September. It's through his dedication and expertise over the years that has helped place the Committee and its projects at the top of the worldwide pilotage community, with the Boarding and Landing code widely regarded as industry best practice.

Nick joined the committee in 2008 and has been Chairman since April 2013 which has hugely benefited the Committee from having such continuity; enabling quick, clear views on professional matters. This is probably attributed somewhat due to his other role outside of Piloting, being a Magistrate for the HMCS since 2004! As many of his team will tell you, he's always had a full timetable but readily available to chat things over when needed.

Notably during his time at the helm Nick was key to the origins and introduction of the much heralded Immediate Emergency Care course, alongside Gareth Wilson and Paul Savage. As detailed in the previous issue of this magazine, the course has dramatically improved the way initial casualty care should be handled, whilst it continues now under the new tutelage of Grant Walkey.

Nick was also instrumental in defining the scope and criteria for the UKMPA Pilot ladder reporting app which continues to grow in reputation and has always championed the improvement in Pilot Transfer arrangements.

Nick has been a regular speaker at many conferences and events over the years, representing the UKMPA on broad subject matters and as a keen delegate, always occupied a seat in the second row with interest! He will definitely be a hard act to follow.

We wish Nick and Carole a long a happy retirement, should your travels take you on the inland waterways of Britain, keep your eyes peeled for a newly christened narrow boat – the crew deserve a slower pace of life and we're sure you'll find the boarding arrangements in top order!

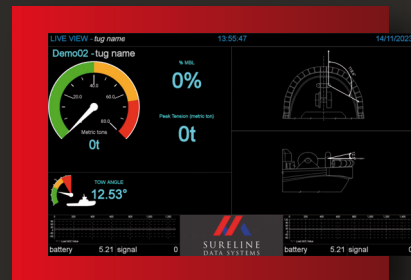




## PROTECTING LIVES AND ROPES

2024 brings new hope and action to increase maritime safety around the world

- **SOLAS regulations** (II-1/3-8) for towage and mooring come into force 1st January 2024
- **sureline** – a new in-rope sensor launches in 2024 and is set to transform marine rope safety for towing and mooring



- **sureline** is quick and easy to install
- provides accurate real-time data to a dashboard on a tablet or mobile
- measures rope tension, rope angle, slew angle, peak loads and more
- better operational decisions with data storage for easy reporting

# PILOTING BIGGER AND DEEPER

## THE WORLD'S LARGEST SHIPS

**M**ost UK major ports and terminals are being asked to accommodate larger ships. The latest generation of the world's largest ships are ultra large deep draft container ships, now a common sight in a number of UK ports and terminals. This development puts UK Pilots under greater pressure to maintain the highest levels of skill.

Harwich Haven Authority pilots have experience with the newest and largest generation of container ship. We welcomed two megamax-class ships recently, each beating the other one as the 'world's largest ship'. These vast container ships are 400 metres long and carry in excess of 26,000 containers.

Harwich Haven Authority also announced the completion of the deepening of the deep water channel to allow ships to navigate with 17 metre drafts.

I had the pleasure of being the pilot for MSC Loreto on her maiden call to the Haven Ports as a 'world's largest container ship'. I am often asked, 'What is involved in the planning for the arrival of one of these ships?' The straightforward answer is that each port and pilotage service will have assessed its own needs and strategy of risk management.

For the MSC Loreto I had the opportunity to join her in Antwerp, which was particularly enjoyable as I had the opportunity to meet the River Scheldt pilots. More importantly, it allowed me time to go round the ship and inspect the mooring configuration and bridge

navigation equipment, look at where tugs might attach, and note how she handled during the undocking manoeuvre. Joining abroad or out of district in the UK, coupled with over-carrying to ports, is part of the Haven's business assessment. This assessment is especially important during heavy weather when the act of pilotage is much more complicated as risk increases at the outer navigation channels near the pilot boarding areas. Boarding out of district ensures the pilot is there at all times during the pilotage.

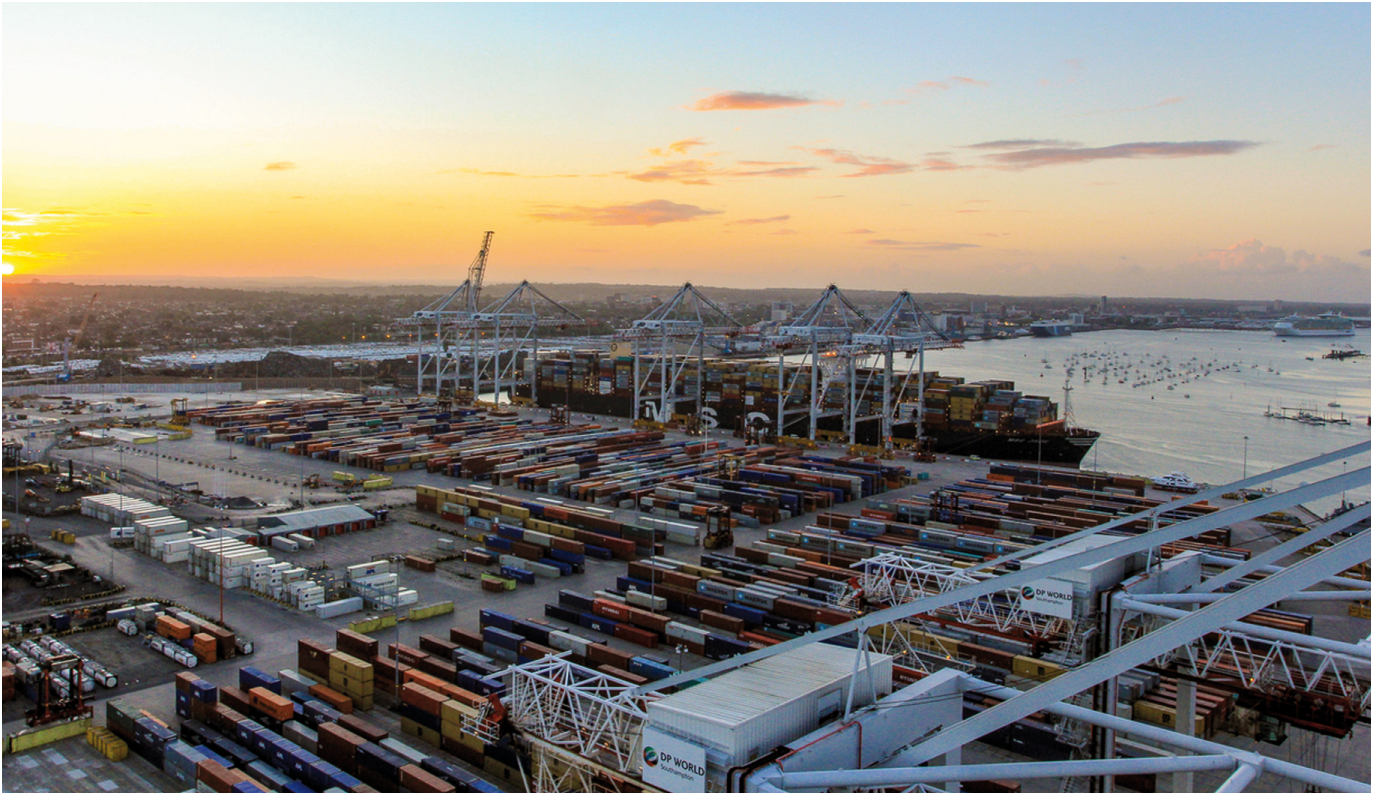
During the sea passage I had an opportunity to talk with the ship's master and observed the pressures arising from the crew's work routine. You can clearly understand why, for their rotation, some ships choose to take a deep sea pilot whilst operating in European waters.



// View of MSC Loreto navigation bridge



// Master of MSC Loreto & Pilot Mike Robarts



The Antwerp river passage took about six hours, after which the ship had to cross the traffic separation scheme. Then within five hours she was at our pilot station. All of this occurred in unsocial hours.

Once nearing my pilotage area we had the time to try out some manoeuvres, such as moving at slow speed and assessing tide set or heading into the wind and seeing how the speed would decrease. With a ready berth, having reported into Sunk VTS, we proceeded inwards to the deep water channel, where we need to negotiate various steep turns. To aid other pilots I made note of the ship's handling with course settings, speed increase and decreases with the affects of wind and tide. The sheer size of these ships becomes all too apparent when they are in the full influence of tide and wind and speed decreases due to environmental conditions.

With these large ships pilot stations are getting congested, so we now ask ULCVs to wait seaward of the pilot diamond to be called in to the area.

This allows time for a pilot to board and engage in an effective Master-Pilot Exchange of Information and also assess collision avoidance. We did a time run with a launch to find it can take eight minutes from the boat being alongside and the pilot arrives on the bridge. This delay means that whilst the ship is slow steaming it can drift out of position or cover sea area where it is nearing a point of no return and is committed inwards. We pilots have had to adjust our operating procedures in the marine safety management system to account for this and it is a regular point of discussion at our navigation committee meetings and VTS liaison.

As the ship entered the confined waters of the deep water channel I noted how she behaved with position transfer and drift angles. Giving estimates for tug rendezvous points and passing other traffic we made our approach to the escort tugs' positions for the Beach End turn at the Haven. The ships handled well, the escort tug was in powered indirect mode and another tug assisted on the port

quarter for the turn to starboard, ensuring we achieved the required rate of turn.

With slow speed control in strong winds we made our way through the harbour to swing the ship in the turning area to proceed stern first a number of ship lengths to our berth. To avoid damage berthing has to be parallel and at a restricted speed because of the ship's displacement and its resultant force. What is most evident is the sheer height of the ships, even when laden, the bridge sitting above the gantry crane. When on the bridge you look directly at the enormous nuts and bolts of the gantry cranes. Once mooring operations were completed the Master thanked me for a competent act of pilotage. For the next day the master had visits from the local shipping office and tours of the ship and dealt with media attention. The ship made the BBC news and attracted media attention as far away as America.

*By Captain Mike Roberts*

THE LATEST GENERATION OF THE WORLD'S LARGEST SHIPS ARE  
ULTRA LARGE DEEP DRAFT CONTAINER SHIPS, NOW A COMMON SIGHT  
IN A NUMBER OF UK PORTS AND TERMINALS



// Nick Gill, Chair Fowey Harbour Commissioners, Jon Rundle, Will Mitchell, Paul Thomas



## FOWEY

For the first time in 20 years, Fowey has taken on a new Trainee Pilot, Jon Rundle, who brings with him a host of skills from his former role as Master of the Gry Maritha, supply ship to the Isles Scilly. Jon joined the Fowey Pilots in January 2023 and has been honing his skills. He will take over from Senior Pilot, Will Mitchell who aims to retire at the end of 2023 after 30 years of exemplary service in Fowey and neighboring ports.

Jon is also a part of the Fowey Harbour team along with the Paul Thomas Harbour Master/Pilot and this varied role has also included public engagement at the Harbour Open Day and Pilots being on hand during cruise calls to interact with the passengers and broaden their experience of calling into Fowey.

Fowey's main trade of Clay export has disappointingly been down on previous years which has led to increased focus on attracting cruise visits. This year Fowey welcomed its largest vessel ever into the Harbour, the cruise ship Spirit of Adventure.

This ship was just over the size of the previous Port limits, so the Pilots extensively trialed the manoeuvre in a simulator, with excellent cooperation from the Cruise provider, to ensure the evolution happened safely and seamlessly. Fowey has also been able to provide a last-minute port of call for a few cruise ships that have been affected by the poor summer weather in other ports. Although Clay exports have been down due to global slowdowns and energy prices, signs are for increased volumes in the near future, along with other potential products being shipped, which will be gladly welcomed by the Harbour.

The Fowey Pilots have recently modernised their services with the rollout of the eMPX Master Pilot Exchange System, this has been well received by all users and gives the Ship's Master a much better understanding of what the manoeuvre will entail, even before the Pilots climb aboard.

Both of Fowey's Pilot Cutters, Gallant and Gribbin, have had major overhauls this year and are in service, ready for work in port, and further afield when required.

### All the best from / Fowey Pilots

## TEIGNMOUTH

Teignmouth has seen a steady year's trade to date with approx. 230,000 tonnes of cargo handled so far, ranging from bulk clay exports to imports of various feeds, cements slag and salts.

Overall, as with many other ports of a similar nature, trade has been slightly down on the previous two years owing both to volatility post-pandemic and with unstable European markets.

ABP continue to invest for the future with the addition of two new weigh bridges, a new vehicle wash-down system along with the appointment of a number of staff into the team. Recently around 2,000 tonnes of quay storage have become available, considered for a range of bulk materials. Teignmouth Harbour Authority is also looking to the future with the introduction of the EMPX master pilot exchange system, now successfully



used for all pilotage acts. There has also been the appointment of two trainee pilots who are well into their pilotage diploma for

authorisation sometime in the new year.

### Teignmouth Pilots

## FORTH

**T**wo pilots retired during 2023. At the time of writing, we have 22 pilots, including two who are now part-time (0.75 FTE and 0.5 FTE) and two junior pilots who commenced training this year. Two further trainee pilots have been recruited and commence training shortly. Pilot numbers, age profile and shipping numbers are kept under continual review.

Shipping Patterns – The Forth continues to enjoy a good mixture of trades with hydrocarbons continuing to play a large part but renewables becoming increasingly important with the construction of offshore windfarms off the east coast of Scotland. Crude oil exports from Hound Point Terminal have remained steady but changed character due to the conflict in Ukraine with fewer VLCCs bound for the Far East and more Aframax tonnage bound for Europe.

Containers, dry bulk, petroleum products and project work all contributed to trade holding up well over the

year in the 10 ports in the Forth pilotage area.

The summer of 2023 saw record cruise ship traffic at Leith, Rosyth, Newhaven and South Queensferry. This presented a logistical and pilot scheduling challenge at times. Pre-assignment of pilots who standby onboard the cruise vessels tendering passengers from the anchorages at Newhaven and South Queensferry helped to deal with these welcome seasonal visitors.

Project work of note included the emergency docking and undocking of the aircraft carrier “Prince of Wales” at Rosyth and the arrival of two Morecambe Bay gas rigs at Methil for onshore decommissioning (photos).

Commercial shipbuilding returned to the Forth for the first time in decades with the construction of several Thames waste barges in Methil – the first “shipbuilding” there since the 1850s.

MoD shipbuilding continues and further to the two aircraft carriers recently built at Babcock Rosyth, the new Type 31 Frigate building programme is now well

underway. This initially involved building a large fabrication shed where there are currently two frigates under construction inside. Once complete, these will be transported by self propelled modular transporters (SPMT's) from the fabrication shed onto a submersible barge and subsequently floated off.

A £50m project in Leith on a 175-acre site will give us Scotland's largest renewables hub. Construction is well underway and will give us a new riverside, lock free, marine berth at that port. Completion is scheduled for summer 2024.

The Forth was one of two port areas granted “Green Freeport” status earlier this year. From a Pilotage perspective, we wouldn't expect to see any benefit from this for a number of years.

Technology and Training – We currently share 12 Trelleborg PPUs, with an aspiration to move towards each pilot having a dedicated PPU for individual use. Additionally, there is one Cat PRO available, which has proved particularly useful

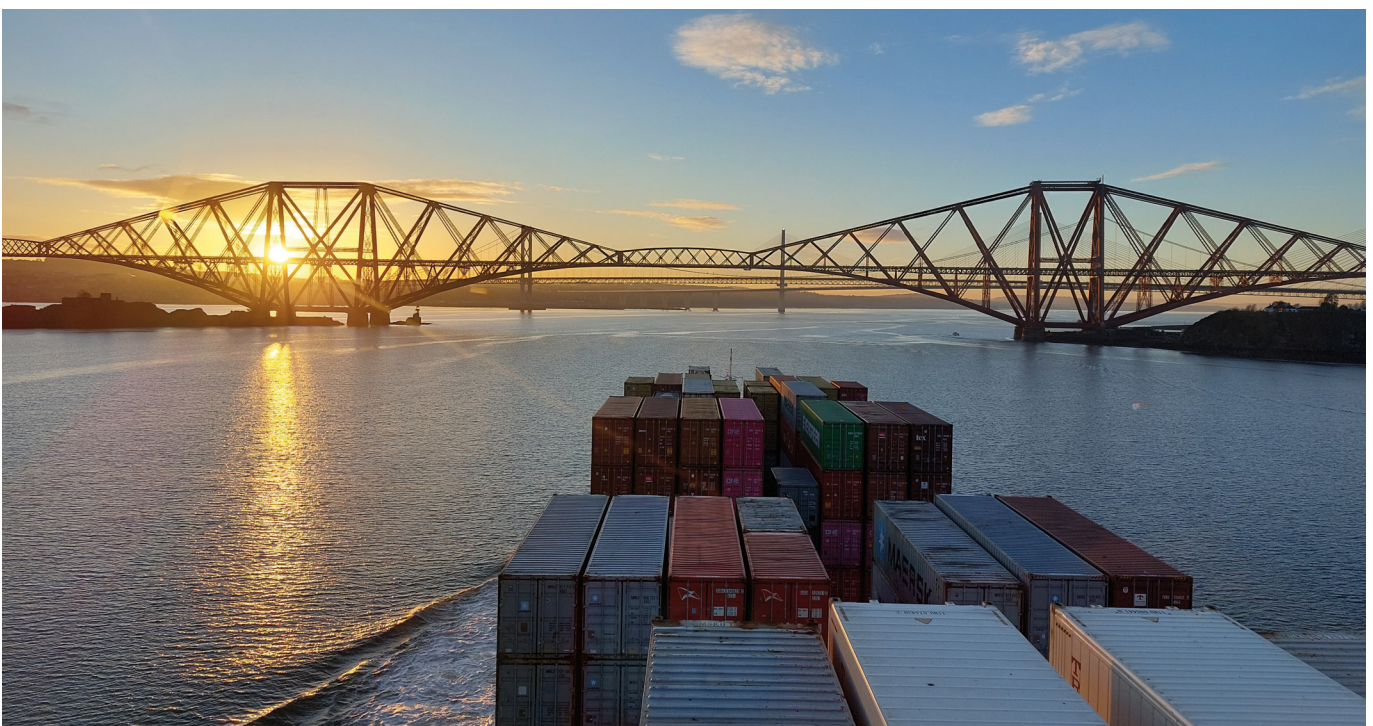
for barge and project work.

We continue to use South Tyneside College for simulation for trainees, ongoing pilot refresher training, and project simulation. Junior pilots attend the manned model course at Timsbury Lake.

Several courses have been delivered in house for Pilot Assessors and Internal Auditors, in order to meet our commitments to the Port Marine Safety Code and International Standard for Pilotage Organisations (ISPO). One pilot received Mental Health Awareness training.

Other activities – Bob Keir continues to represent the Scottish Region on the UKMPA Executive and representatives from the Forth attended the UKMPA Conferences in Edinburgh and London. Tim Wingate replaced Keith McLean on the ISPO Board. Keith and Tim attended the ISPO board meetings and conferences in Cork and Amsterdam.

### **Forth Pilots**



# LIVERPOOL

**W**e started 2023 with 54 Pilots with one retiree this year and none recruited. Liverpool has had a strange year. Towards the end of last year the Port was interrupted by the Stevedores Strike, this has meant that shipping numbers dropped in the last quarter. This was resolved just as the global downturn in shipping hit which meant that redundancies happened throughout the stevedoring sector. Whilst ship numbers dropped from 7676 to 7476 in 2021-22 respectively, and are expected to drop further this year, the average tonnage is up and so are the Appropriated (Choice) percentages from 38% in 22, to 42% in 2023. Junior Pilots are working less and the Senior Pilots more, as the ships are out of reach for many of the Juniors. We are fortunate to have our own Simulator, so we can keep the Junior Pilots trained up as they go through their stages.

5082 YTD with a projection 6800 acts this year. This is down in numbers, some – but not all – due to the aforementioned strike action effectively shutting down Container Port operations at the end of last year and a general downturn in trade. The Port is, however, in an upward trend up in tonnage and value as productivity has increased as efficiencies

are felt throughout the Port as we learn to manage and de-risk the more exposed deep water T2 Container Berth.

Strangely, we benefited from a major Planned Shutdown Period at Stanlow, which is the UKs 2nd Biggest Refinery. This has meant a constant shuttle of 144m Tankers Shifting products around which would have traditionally been completed by pipeline, this more than made up for the lack of tankers on their traditional runs. This increased trade has somewhat made up for the drop in Container trade. Over the last two years we have also been enjoying a new line of work with STS Operations on our Tanker Berths.

The local ship builder, Cammell Lairds remains busy, especially with MOD Contracts, refurbishing the RFA Tanker Fleet and upgrading the Type 45 Destroyers power plants. Cruise ships are nearly maxed out on our Cruise Terminal as that sector has rebounded post-Covid.

Portable Pilot Units were slow to be adopted, with the Port not setting a universal Standard, as a result many Pilots opted to buy their own systems. Approximately 50% of the Service went down this route, the majority favoured Navicom, some opting for Trelleborg and the rest opting for sole AIS aids. The Port has now invested in CAT-Rot Systems for each Pilot.

MPEX/EMPEX - We have updated our paper MPEX Form in accordance with

ISPO. The EMPX (Electronic Master/Pilot Exchange) was trailed and was rejected by the Service as an unnecessary distraction for our particular district. EMPX has been raised again and we are soon to re-visit it. Peel Ports Group have already started using it in Medway and Glasgow and the Pilots report that it's very good with the recent updates.

Dredging goes on with the Water Injection Dredgers moving silt around the River. These do make a difference and keep the high spots at a reasonable level, without the Port having to worry about by their rapidly filling Dump Sites, and the requisite Licences to certify new ones. Every 6 months we have campaigns by large Trail Suction Dredgers, the next due to start in the New Year.

Tranmere Terminal has been Updated with the floating Dolphins being refurbished and the Shore Gangways being replaced in time to see the return of VLCCs to the Port after nearly 15 years.

Liverpool Pilots have been asked to represent the Merchant Navy for the City of Liverpool, this is more a reflection on the state of the UK MN, than anything we have done per se. This means that many of us have un-retired our old Uniforms and dusted off our Caps for some Civic Events. Merchant Navy Day, Remembrance Sunday, 40th Anniversary of the loss of the Atlantic Conveyor to name a few.

In May the Battle of the Atlantic 80th Anniversary was commemorated with vessels arriving from all over the world. We did our best, working with Garry Doyle our Group Harbour Master for Peel Ports, to try and make it a Merchant Navy centric event, but the Royal Navy, somewhat late to the Party, turned up pretty mob handed. But we all got along and had a great time and were very proud of our City and her Port. One point to finish this section on, which we should all be proud of, was that the Merchant Navy were asked to March first, behind the King's Colour and Guard, in recognition of the horrendous losses sustained by the MN in both Wars.

Outside of International diplomacy, we maintained an active social life, including Golf, Cycling, Football, Eating and Drinking. We maintain a strong connection with our Retired Pilots although I'm sure many of them haven't got over the fact that we now ask our partners to attend the Annual Dinner – It'll never catch on.

*Safe Sailing / Liverpool Pilots*



## LONDON MEDWAY PILOTS

**W**e currently have a compliment of 23 qualified pilots of varying classes, with an additional trainee pilot qualifying in early 2024. Pilot's are actively involved in Continual Professional Development by training and attaining promotion to their next respective class, which is assisting greatly with the day to day running of the pilotage roster.

Business and piloted vessels have shown a recovery over the last month, after the quieter Summer Period, with all pilots gainfully employed. We are generally a little quieter than this time last year, but that is largely a factor of the huge increase of LNG vessels calling in the Medway over the past 18 months. What figures we will see this winter with LNG, is unknown, but the Port in all areas, including Car vessels, Dredgers, small and large bulk carriers, Container Feeder, Ro-Ro and Tankers, are all showing promising outlooks.

We welcome our latest Head of Marine Manager (SE Cluster) Ian Mill, who comes with many years of managerial and marine experience, with all pilots looking forward to working with Ian and his contribution to the Pilotage Team.

In addition to ensuring consistent trade and growth in our ports, Peel Ports are actively involved in environmental initiatives, with amongst other, the Environmental Agency. One example is the 'Beneficial Re-use scheme', which will utilise dredge material to its full potential, by reuse and recycling, including opportunities to enhance and reclaim areas of the river, instead of disposal at Sea. This initiative is in its early stages of development, but is likely to gain momentum over the next few years.



The 4 of us on the committee, in consultation with all pilots, are working closely with Management locally and at Liverpool, in raising safety standards with Lifejackets, the boarding and landing of all Pilots, and ensuring that work practices continually evolve, so that Pilots can ensure safe and efficient navigation for all vessels in our area and the Thames Estuary, whilst ensuring that we deliver a good service to all stakeholders.

We are pleased to show our recognition of the value of the UKMPA with colleagues from our district committing their own time on both the section committee and the technical and training committee.

**James Foster / Chairman Medway Pilot's Association**

## PLYMOUTH

**H**as seen a steady year for Pilotage Acts over the last 12 months, a

reduction in trade, similar to what has been experienced by similar ports has in turn resulted in a decline in Pilotage acts. Despite this downturn the Pilots have still

planned, carried out over 700 pilotage acts this year.

Much of the reduction in trade has been offset by the diversification in customers that the Port are actively marketing. The growth in Cruise ships visiting the Port, as well as large construction projects in Plymouth, and the wider South West have ensured the range of vessels being Piloted continue to be varied.

The Authority after a successful trial have implemented the use of the EMPX system, which has been well received by visiting Captains. The

Port of Plymouth has many stakeholders that include MOD, Ferries, fishing fleets and a buoyant leisure scene can often be daunting when approaching, so the EMPX being received by the vessel in advance, to be incorporated into the vessels onboard passage planning is of great benefit.

Additionally, the Port have committed to meet the ISPO standards for a Pilotage Safety Management system, this process is underway and we endeavour to meet this target in 2024.

**Plymouth Pilots**



## DOVER

It was equally as busy as 2022 for the Dover pilots with a continuing diverse mix of customer vessels. Following one retirement, we now have five class 1 pilots duty pilots and one class 2 office-based pilot. During the summer, an extensive dredging campaign was supported by the pilots, returning the fairway and berth pockets to their previous charted depths. After a technical problem with a pilot boat, the autumn saw Fran set the Dover distance record with an overcarry to Malaga. She evidently enjoyed some excellent cruise ship hospitality.

We had one serious boarding incident which is well explained in MAIB safety digest 2/2023. Luckily, Tom H was unharmed, and our PPE and MOB recovery training proved up to the job. It does however focus the mind on how reliant we are on ships crewmembers correctly rigging a ladder. Our CCTV footage from the pilot boat proved crucial in the investigation after an initial denial of responsibility from the ship.

2023 Sees the kick off for further improvements to the Western Docks. Tom H is taking the lead helping establish the baseline report and potential for future improvements to cope with our expanding cruise and cargo business. We also had the arrival of P&O's first double ended hybrid ferry. The P&O Pioneer has two azipods at each end, requiring some different thinking when coping with Dover's adverse tides, fast entry speeds and limited stopping distance.



Socially we have our annual dinner for Pilots old and new coming up in December. This year Fran surprised everyone by doing a sponsored run, Kirk is kept fully occupied by his expanding collection of daughters, Chris continues with his mostly safe DIY endeavours, Tom S is looking to improve his wood fired paddling pool, Tom H is practising for his next swimming badge and Guy continues his mission to repurpose old dunnage from the cargo terminal.

**Best wishes for 2024 from all at Dover**

## CLYDE

We have had another busy year up here on the River Clyde. There has been solid investment within the port and as such we have been busier than ever on the water. We are on course to complete over 2000 acts of pilotage by the end of the year. This figure is up by about 15% from previous years. With this

increase in trade, our pilot numbers also continue to grow, we now have 11 pilots working on the river. Always with an eye on the future, we will be looking to increase the number of pilots in the new year to keep up with this growth.

We had a busy cruise schedule this season with most of the vessels mooring at the new Greenock Ocean Terminal, Cruise berth.

Most of the Captains and Staff Captains were singing the praises of the new cruise berth and of the mooring operations being undertaken by Mirren Marine Services. Looking ahead to next year, with the cruise vessels already booked up, next year will be busier than ever with over 105 ships booked.

Containership numbers have been steady which is no mean feat as there are and have been big changes at our container terminal. 1 of the 3 old Stottard and Pitt cranes has already been demolished and half of the berth is under construction to fit the 2 new Leibher cranes which are due in March.

Glasgow continues to be a busy port. We have just successfully completed our second international Naval warship visit in October. The sheer logistics's and challenges of hosting 11 warships from 8 Nations,

each with their own ever changing programme, makes this a planning nightmare. The professionalism of our port planners, Royal Naval Liaison Officer and pilots made this run smoothly.

We continue to receive large bulk carriers to Glasgow, that has meant that we have had 2 dredging programs on the river Clyde this year.

All the Pilots have been using Trelleborg Cat1 and Cat RoT PPU's for general day to day piloting and the Cat MAX for the more complex and project jobs. These once again proved themselves invaluable during the successful Type 26 (HMS Glasgow) launching and barge float off. We are currently trialling the eMPX Master Pilot Exchange tool. So far this is exceeding our expectations and also getting good feedback from vessels.

**Best wishes / Clyde Pilots**





## LONDON PLA PILOTS

In London we witnessed the end of an era as Chief Harbour Master Bob Baker retired after 7yrs, we hope he has a long and happy retirement. The baton has been passed onto James Stride, we wish him well in his new post.

Trade remains at a similar level compared to the same period last year but with a slight drop in cargo volumes. The total number of pilotage acts for the port looks to be heading in the region of 12,000 for 2023.

During 2022/2023 10 trainee pilots qualified and achieved a first rung on the pilotage career ladder. Recruitment continues with 12 trainee pilot positions allocated for the next 12 months to cover ongoing retirements and stable trading figures.

The training and the development of pilots continues at pace with SEAiq, BRM pilotage, assessor, simulator and ladder training to name but a few of the courses that pilots are continuing to attend for professional development. Approval has been given by the board to upgrade our ship handling simulator. The first step will be a software upgrade followed by a new home and redesigned bridge and tug simulator.

Work is almost complete at DP Worlds berth 4 London Gateway, cranes arriving at the time of writing and a planned opening in Q1 or Q2 of next year is expected. Consultation and development continue towards the development of a new port control centre in Gravesend. A temporary move is planned for VTS while building refurbishment work takes place.



The Great River Race was successfully held in September, the first time it had been held on the river since the covid restrictions. The Great River Race, sometimes called the "London Marathon on Water" covers 21.6 miles from Millwall to Richmond. Over 300 crews took part, passing under 28 bridges and the fastest time was 2hr03m14s. September 21st 2024 if any brave pilots fancy the challenge?

### London Pilots

## MANCHESTER

Another successful year for the Ship Canal, with diverse cargoes and interesting new commodities. During 2023 we have seen two senior pilots retire from service; one a former UKMPA chairman, with two new trainees gaining their initial authorisations. Currently, there are 19 serving pilots. Acts of pilotage are expected to be around 4450 by the end of the year. Traffic has been steady over the last 12 months, with little change from 2022. The return

of passenger day cruises through the summer months on Snowdrop and the historic steam tug, ss.Daniel Adamson, was a welcome sight post-pandemic.

A shift to the emerging green energy sector has had a notable impact on the canal. Not only have more LPG/LNG powered vessels berthed on the canal, also construction of four corkscrew hydroelectric plants is well underway, adjacent to various locks/sluiceways, including converting the redundant 30 foot lock at Eastham into the largest hydro facility on the canal.

In October, after a £10 million investment, construction of a new ro-ro berth and trailer park for Stellatis (Vauxhall group) was completed. The first liner ro-ro has started her weekly call from Vigo, with a second vessel to join the route in January 2024. The vessels are initially importing components for the new all electric Vauxhall Vivaro vans at Ellesmere Port facility. There is scope to export completed vehicles to the EU in the future.

### Best wishes / Manchester Pilots





## TYNE PORT

The Port of Tyne proudly employs a team of five unlimited Pilots and two class 2 Pilots. In the aftermath of the COVID-19 pandemic, vessel traffic is steadily recovering. The movement of automobiles is picking up, and we are witnessing a consistent influx of biomass and scrap vessels. Notably, the port has undergone a transformation by redeveloping the former Tyne Bulk Terminal into a dedicated marshalling yard for offshore wind turbines, serving the needs of Van Oord offshore construction. Anticipated in the first quarter of 2024, the inaugural vessels for this project are expected to arrive. During the course of this year, we have also seen the berthing of vessels at the Dogger Bank Wind Farm terminal, which is

located on the premises of the former McNulty's shipyard in South Shields. The privately operated berths along the river remain notably active, with special attention to the Smulders yard in Wallsend. This facility is dedicated to the production of transition pieces for the wind farm industry, further enhancing its prominence. A steady influx of vessels can be observed at our Dry Dock located at A&P Tyne. We have even had our first cruise ship in the dock in over 20 years. Furthermore, the Port of Tyne has made strategic investments over the past year, integrating a state-of-the-art Vessel Traffic Service (VTS) system, and enhancing radar coverage along the river's busiest sections to bolster navigational safety.

### Tyne Pilots

## GREAT YARMOUTH

Total vessel calls were up by 9% overall from 2022, a total of approximately 3000 acts by 6 Pilots. A sizeable volume of these being made up by general and bulk cargo, Offshore and Windfarm support Vessels.

Chemical and Oil product Tankers were down compared to last year, as were Barge and Jack-up Barge calls. However, conversely Tug and Workboat visits were up. Miscellaneous Vessels (Cruise liners, Dredgers, Naval and Fishing Vessels etc) calls were up by some 77%.

Overall, all commodities

were up by 26%. Agri bulks a healthy 212%. Bulk Liquids, Solids and Forest products also showed some healthy growth upon last year. The new Great Yarmouth third River Crossing (GY3RC) was officially named as 'Herring Bridge' in homage to the Port's past history with the Herring fleets. This made the headlines on 7th February 2023 when an unexploded Bomb that had been dredged up from the Riverbed unexpectedly detonated whilst being diffused by the Bomb Squad. A Pilot was busy backing a vessel upriver at the time obviously at a safe distance, but it was quite a show! It has opened for Vessel use officially on 27th November, and due to open for Road traffic in January 2024.

It is believed this infrastructure will create the necessary basis for the Port and Town to thrive into the future. There is also an Offshore Wind service base currently being constructed, due to open 2025/26 along with the new bridge will hope to continue growth of the area.

We continue to work well with our sister Port of the Medway. We share a Vessel simulator between us, along with ideas and experiences. We are also looking into providing and training all 6 Pilots with PPU's in the future.

### Best Wishes / Great Yarmouth Pilots



## SOUTH WALES

**W**e have seen many changes during 2023. A new Port Director, a new regional Manager and a new Harbour Master. The Pilot manager was promoted to Group Technical Authority Marine & Designated Person in July but has since returned as Harbour Master. One of our pilots has recently moved to be Pilot Manager and Deputy Harbour Master, while our most recent pilot apprentice has moved to be Pilot Boat manager and Assistant Harbour Master.

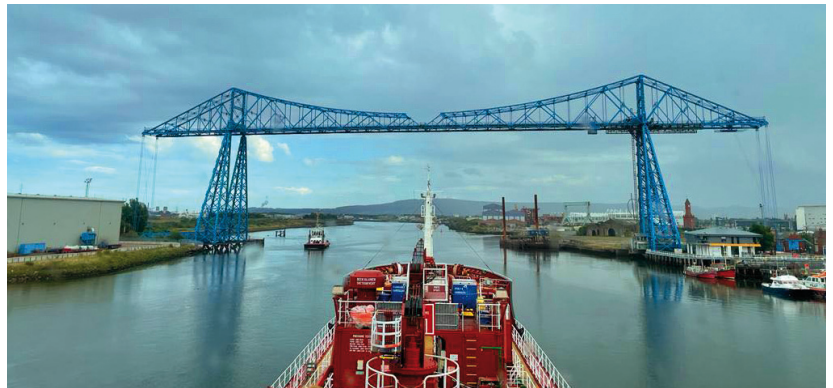
Pilot numbers have remained around 15/16, below the agreed figure of 17, but with the recent movements we are now down to 14 pilots. Recent interviews will hopefully increase our numbers back to 17 sometime next year, or the year after!!!

Luckily for pilots, trade has reduced in volume which has allowed us to work comfortably with the reduced numbers, with ship numbers down some 8.5% on this time last year.

Newport and Port Talbot continue to be our main ports, with steel exports still going strong from Newport. The big news for Port Talbot was that it gained Freeport status, in readiness for the Floating Offshore Wind (FLOW) project which, if it materialises, could mean massive changes to the harbour, and could mean massive job opportunities for the region. Although in its early stages, ABP seem to be confident this will go ahead and change the face of ABP in South Wales.

Finally, we welcomed a new pilot boat to South Wales in July, the p/v Terra Nova, which will primarily be working out of Barry. To go alongside our new boat, our new Pilot Lodge, a building being shared with the RNLI in Barry, has recently opened.

**Best Wishes from all the Pilots in South Wales**



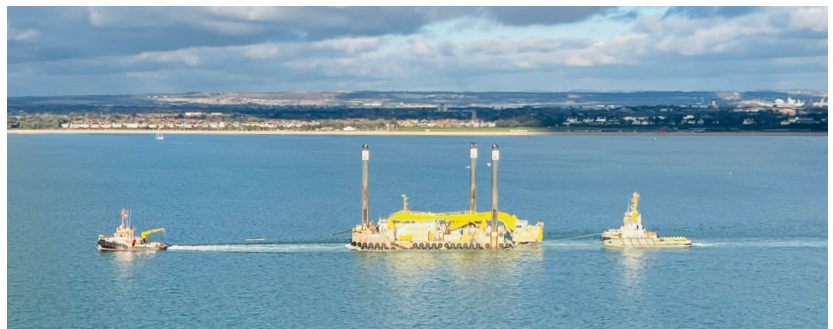
## TEES BAY

**W**e currently have 28 pilots. The rapid rate of retirements has slowed of late, however our recent recruitment drive continues. Trainee pilot interviews are imminent and we hope to start our next trainee in the new year. Shipping activity remains steady with all our core business, including petrochemical, bulk and container cargoes relatively strong. Wind farm related work has increased over the past few months, with Tees and Hartlepool providing the base for several of the Dogger Bank wind farm vessels. The port have it's new dredger, Emerald Duchess, under

construction in Netherlands and we expect to see that operational in 2024. This in addition to the current port dredger, Hoertnesse and replaces the old Cleveland County which was recently sold. Teesside Freeport.

The old steel works at Redcar have now been entirely removed from the landscape. There are regular announcements in the media such carbon capture and storage and a new green steel production facility, but there are no obvious benefits on the river yet. The brand new quay at South Bank will be complete soon. The new SEAH monopile factory is now mid construction, completion expected in 2024.

**Best wishes from all at Tees Bay Pilots**



## SOUTHAMPTON

**A**n eventful 2023 saw our busiest year for passenger vessels with 460 vessel calls and 2.7m passengers. Overall acts for the year were 7558, showing a steady trade in all sectors.

Dredging work in the early part of 2023 was conducted to widen the approach to SCT1 and capital dredging started again late in the year to widen the channel off the Western docks.

Recruitment and initial training

of two pilots in the early part of the year followed by a further recruitment later taking the total number of Pilots to 39.5 FTE.

Again Southampton Pilots have engaged in simulator work to accommodate the largest ULCVs to certain berths and the planned expansion of trade at Solent Gateway in Marchwood.

Southampton Pilots continue to support Chris Hoyle & Simon Lockwood's volunteer work.

**Southampton Pilots**

## PORTSMOUTH

Portsmouth International Port is the CHA for Portsmouth, operating in the Dockyard Port of Portsmouth alongside our Admiralty Pilot colleagues for the Kings Harbour Master. The port is the United Kingdom's most successful municipal port and operates Ferries to France, Spain and the Channel Islands, as well as Cruise, Reefers, Grain, wind blades and aggregates.

The port has a 2 pilot 24/7 365 watch cover system with the duty pilots working two weeks on – two weeks off, with a day of duty and a day as standby pilot. The pilots deal with around 1250 movements a year and is currently based on 5 full time equivalent pilots, which we look to increase to 6 this year. The team at Portsmouth also administer a very large PEC network, of around 250 PEC holders, and we oversee thousands of movements a year.

Portsmouth pilots will comprise of a Harbour Master Pilot, 2 Deputy Harbour Master Pilots and 3 pilot AHMs. Two former Southampton Pilots work part time to provide cover for sickness and annual leave, and proved invaluable during Covid. The pilot boat service is provided by Williams Shipping, with a Nelson Halmatic 48 and a Safehaven Interceptor 48.

2023 was a fantastic year in which the team worked in the simulator to provide the risk assessment and training, to enable the largest ship ever to enter Portsmouth. Tui Mein Schiff 3 at 294m broke the existing record holder of Virgin Voyages Scarlet Lady. The pilots have been instrumental in raising the game of the port, and enabling the new cruise berth and terminal to be used to its full potential. The Viking MSA simulator at Lakeside, Portsmouth has been instrumental in enabling this expansion, with a fully functional Nacos Platinum cruise bridge, including bridge wings.



// Aida Cruises arrival at Portsmouth – Summer 2023

Last year Portsmouth recruited two new pilots, Charlie Darwall and Jo Nicholls. They have been working hard to train, and have both achieved their Class 3 authorisation. The historic Camber docks and Fountain Lake Angling club areas were dredged last year, and we plan to dredge the main commercial berths. The Portsmouth Pilot team have been providing pilotage services supporting the Southsea Coastal scheme, with rock armour placement, and rainbow spraying to build up the beach, and also assisting with MOD dredging, and working with Southampton Pilots on the IFA2 Interconnector Cable repair.

**Best wishes to all Pilots and for a safe 2024**

## BRISTOL

We say a heartfelt goodbye to Steve Osborne (26 years service), and Martin Greenslade (24 years service),

both retiring from Bristol Pilots, and give a warm welcome to Jack Moverley and Will Bishop who are currently in training. Our Pilot number will then be 16 as we look ahead to future retirements over the coming years.



New lock gates are currently being installed in Avonmouth as part of a new £80mn flood defence scheme covering over 10 miles of the Severn Estuary. Port trade is strong with a record year for jet fuel imports. PCC's still dominate our work with a number of China based manufacturers utilising Bristol as their import hub. Car export is also strong and it is not uncommon for us to Pilot several PCC's on a busy tide.

A new bitumen facility is scheduled to start operation in Jan 2024. The bulk gypsum trade is expanding with a new warehouse coming online in Apr 2024.

In other work, we continue to play an integral role in marine activities for the new nuclear power station at Hinkley Point. This has included

the transport of abnormal indivisible loads (AIL's), such as reactor units, cranes and heavy machinery. Regular aggregate deliveries (all Piloted) are expected to slowly decrease over the next 2 years, with the first reactor due to come online in June 2027.

Our relationships with both the CHA and SHA's continue to be excellent, with regular meetings up to and including board level.

Bristol Pilots continue to support the UKMPA with a member of the Section Committee, and the PNPF with both a full and alternate trustee.

**Jason Wiltshire / Bristol Pilots**

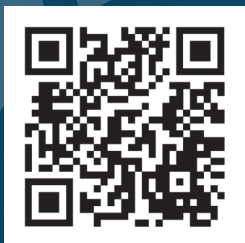


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# ANOTHER EPIC FEAT OF NAVIGATION SAFELY COMPLETED!

Words by Peter Lightfoot

**J**eremy and I worked together as Humber Pilots, so I was delighted when he asked me to review his book for the Pilot Magazine. I must admit though that I am not an avid book reader these days, unlike my time at sea when I read frequently and would often read a book cover to cover in a single day!

Jeremy's book is a collection of tales from his time at sea and the many years he spent as a Humber Pilot. His career spanning 42 years started with Blue Funnel line and Glen Line, he also worked for SeaSpeed in the early days of hovercraft. After briefly returning to sea as Master of two coastal tankers he spent most of his career as a Pilot on the River Humber and this varied career led to many amusing situations.

In this book he attempts to relate these stories and to illustrate the lighter side of what was a difficult, responsible and, at times, stressful job. And little did he know that at the end of his career as a pilot he would once again find himself back at sea!

Each chapter is a stand-alone story, so the book will appeal to both those like me who have little time to read as well as avid readers. In his own words Jeremy describes the book as "A collection of tales relating to my somewhat 'chequered career afloat', in which I take a wry and sideways look at my life-firstly at sea then on the 'big puff of wind' and finally throwing large ungainly lumps of metal about the river Humber.

And the title of the book is dedicated to the memory of our late mutual friend and colleague Robert Newton. "Bob" would climb off a ship after completing an act of pilotage on the river Humber, and with a wry smile on his face utter his favourite catchphrase.

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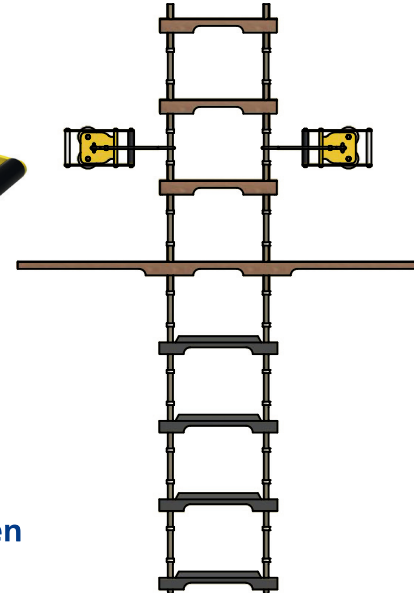
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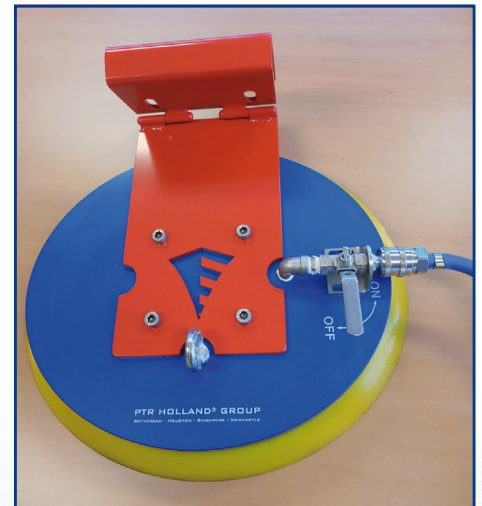
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