



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

AUTUMN 2015 No. 319

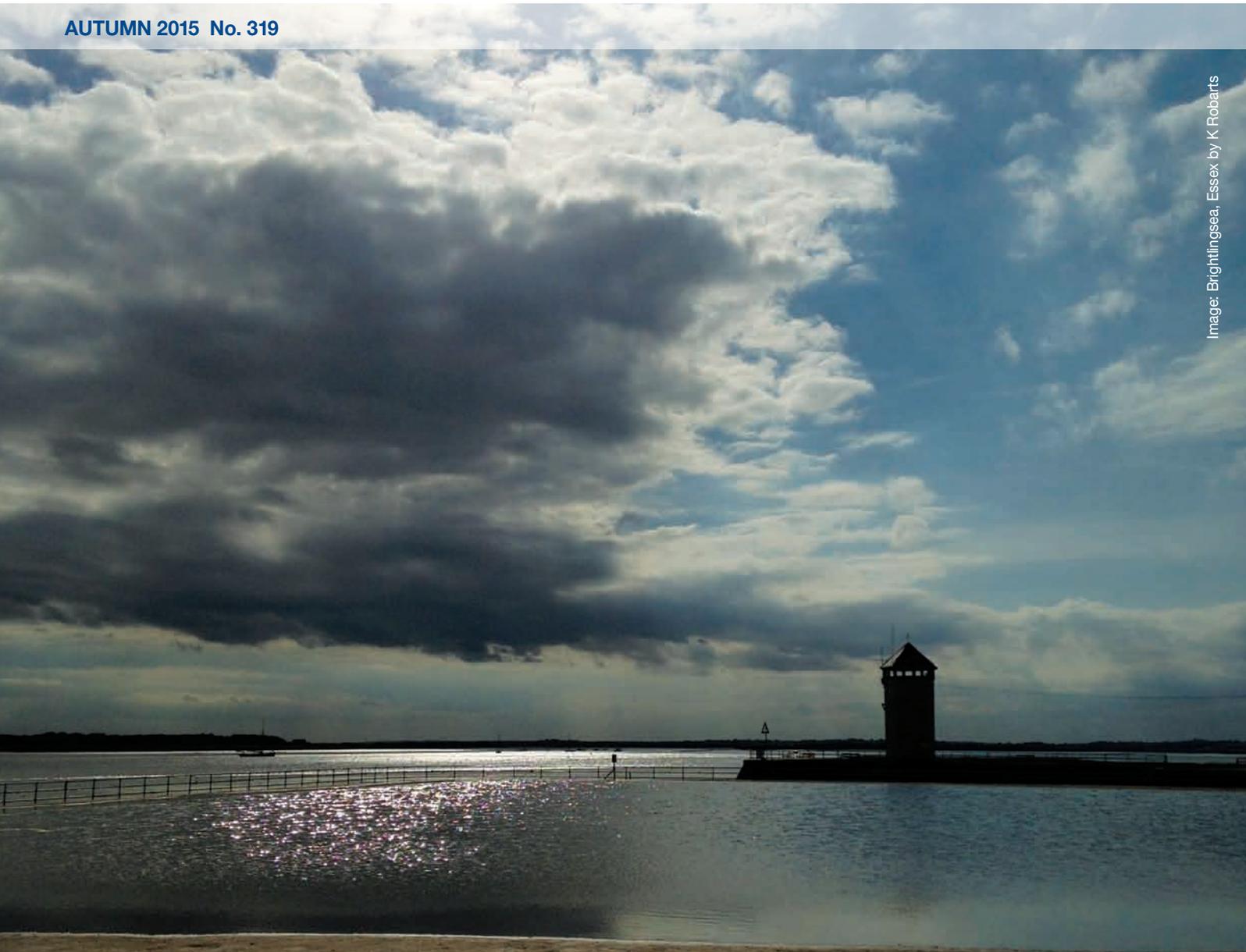


Image: Brightlingsea, Essex by K Roberts

In this issue:

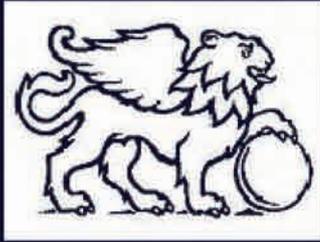
EMPA Conference and Football

**The Three Queens
visit Liverpool 2015**

UK Safety of Navigation report

A view on Southampton Pilotage

Baltic Communications



GRANT CALLANDER WEALTH MANAGEMENT



FINANCIAL PLANNING TO THE MARITIME INDUSTRY

**ISAs, SAVINGS & INVESTMENTS
PENSION
INSURANCES**

**ONSHORE, OFFSHORE,
CORPORATE & PERSONAL**

Email: grant.callander@sjpp.co.uk
Website: www.sjpp.co.uk/grantcallander
Telephone: 07738 431892

Chairman's Report Don Cockrill



During my tenure as Chairman of this association, I have been privileged to meet and work with some very notable

and influential pilots. One such was Captain Michael Watson, president of the American Pilots' Association and immediate past president of IMPA. It was thus with great sadness that we learned of Michael's sudden passing at the end of July. His contribution in promoting and protecting our profession both within the USA but also globally within the IMO where he was highly respected was significant and will be long remembered. Our sincerest condolences go out to his family, friends and colleagues for the loss of one of our profession's great characters.

The legal status of a compulsory pilot is clearly defined under the Merchant Shipping Acts and the 1987 Pilotage Act, further confirmed by the judgements made in the *Cavendish* and *Esso Bernica* cases. It is then of great concern that, in their efforts to improve the effectiveness of Bridge Teams on board their ships, one particular major cruise line is attempting to ride rough-shod over national legislation by attempting to downgrade the role of a compulsory pilot to one of an *adviser* to the bridge team, regardless of the pilot's statutory status and responsibilities. In the UK a pilot is required in law to conduct the navigation of the vessel whist in the defined pilotage area waters. Many other nations have

similar legislation. But there has been at least one case in recent months within a European state where the Pilot disembarked a famous cruise liner and the port call aborted simply because the Master refused to hand the conduct of the ship's navigation over to the pilot, insisting instead on compliance with the company's procedures. The recently published IMPA notice 879, which all UKMPA members should have received by email, refers and gives more detail. If you experience any similar problems on board ships operating this system, in addition to maintaining your lawful obligatory role on board, please let me know the circumstances so that we can take appropriate action.

It was with great pleasure that we learned the new Secretary General of the IMO to succeed Mr. Sekimizu will be Mr. Lim Ki-Tack of South Korea. Mr. Lim is head of the Port of Busan and will take over as Secretary General in January 2016.

The matter of the alleged maladministration of pilotage in a UK Trust Port reported in the last issue of *The Pilot* continues. There have now been a number of large ship transits (tankers and passenger ships) into and out of the port reportedly conducted by clearly undertrained and (from an A960/PMSC perspective) dubiously authorised pilots, both from within the CHA's own employees and also apparently 'parachuted in' as required from another distant port. We now understand that a file has been submitted to the Director of Public Prosecutions by an unknown party identifying a number of aspects of the operation that are allegedly

in clear criminal breach of aspects of maritime and public authority legislation.

Sub-standard pilot ladders and combination arrangements continue to challenge us all far too frequently. Despite the updated regulatory requirements, it seems that Flag and Port State inspectors as well as Class surveyors are still in some cases failing to inspect equipment properly. Please remember that all pilot ladder deficiencies should be reported to the CHA and the MCA. It is also a legal requirement to report all personal accidents involving pilot boarding arrangements to the MAIB. The IMPA pilot ladder survey will be implemented in the coming months. I encourage all of you to participate as much as possible. Details will of course be promulgated when available through the usual channels (email, web site, Twitter and Linked-in).

Although we are all enjoying the summer weather, be it on holiday or working, thoughts inevitably tend towards Autumn, and for us in particular the next UKMPA conference on board *HQS Wellington* in London on 4 and 5 November. Details of the conference can be found at www.ukmpaconference.org.uk. The new Shipping Minister Robert Goodwill MP will address delegates, and a diverse technical programme is being finalised. I very much hope that you will be able to attend one or both days and look forward to meeting you at what will be my last conference as your Chairman.

Meanwhile wherever you are safe sailing and "happy landings".



EMPA Report

Don Cockrill, John Pearn & Mike Morris

Don Cockrill, John Pearn, Mike Morris, Peter Lightfoot and Martin James from Section Committee attended the annual EMPA general meeting in Lisbon 15 -17 April 2015. They were accompanied by Association members Julian Lancaster and Mark Green from the Tees Bay Pilots and Martin Grimshaw of the Deep Sea Pilots. There were over 90 delegates from 15 other different countries from EMPA, who assembled at a pre-conference cocktail reception at the Hotel Miragem Cascais.

Delegates were officially welcomed to the EMPA GM with keynote speeches by the IMPA President, the Portuguese Navy Chief of Staff, Cascais Mayor, and the Portuguese Pilots' President.

Over the first day of conference there were various discussions on proposed resolutions. Members considered proposals, including impressing on member countries the importance of maintaining non-competitive pilotage services that embrace high standards of navigation. These standards are incorporated into local laws and regulations to maintain the safety of navigation, protection of the marine environment and the efficiency of port services. This proposal arises from continued pressure brought on members' pilot services by the proposed EU ports package. Another topic for discussion was members' continued efforts to ensure flag states responsible for port state control inspections make sure vessels use properly rigged pilot boarding equipment, a requirement that should be mandatory by being incorporated in local laws.

To ensure safe navigation of ever-increasing ship sizes members are encouraged when piloting to use traditional methods as well as new and evolving technologies.

One proposal called for pilot bodies to work with stakeholders and

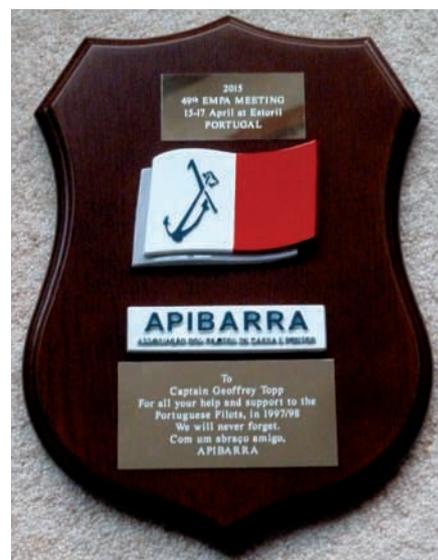


commercial services, to highlight the importance of pilotage and the efficiency it brings. This includes pilot services being more open about what they do, so that piloting continues to be recognised as a public service.

EMPA continues to modernise, which means it remains an effective membership body representing the interest of European pilots in the maritime sector. Members were also made aware of the increased costs that this will bring and a consequent increase in membership fees.

Mike Morris, Manchester Ship Canal pilot and Vice-Chairman of the Association, has been re-elected as a Vice President of EMPA for a second term. Portuguese pilots presented Geoff Topp, a retired Liverpool Pilot and past EMPA President, with an award. At the end of the day delegates were treated to a bus tour of Lisbon followed by a cocktail reception and dinner at the port of Lisbon.

On the second day delegates attended chaired presentations and technical discussions. The first of these was a series of presentations on Berendrecht lock by a Flemish



Shield presented to the Geoffrey Topp

pilot Francis Baetens. This was followed by innovative pilot ENC's, by Hans Christoffer Lauritzen of Primar. Then the topic was 'Should pilots trust PPU and the elements of the AIS plug vs an independent unit?' by Thomas van der Hoff. Jonathan Pearce concluded the session with the use of real time dynamic charts. Following these, CSMART (who run the Carnival Cruise line simulator facility in the Netherlands) gave a presentation of



their simulator. Particularly notable and important was a chaired round-table discussion on competition in pilotage. Various parties contributed, including some outside EMPA membership:

Isabelle Ryckbost – ESPO Secretary General – Video message

Carl Durow – International Group of P&I Clubs – Pilotage Subcommittee

Carlos Vasconcelos – MSC Portugal

João Franco – Ports of Sines and Algarve Authority

Pedro Viegas Galvão – Portuguese Shippers Council

Fred van Wijnen – CESMA

Lieselot Marinus – Director Shipping and Trade Policy ECSA

Marc Niederer – Managing Director Europe at Svitzer

It was quite clear to delegates the lack of knowledge by some who

question pilotage. There is a need to continue to lobby for market competition being withdrawn from proposed regulation.

At the end of the day delegates were invited to tour the local towns.

Day three was for EMPA members only. Delegates discussed proposals from the previous two days' deliberations. John Pearn presented on his project focusing on the updating of the EMPA constitution. John is part of an EMPA group meeting and discussing proposals with EMPA members. Conference closed at the evening Gala dinner.



EMPA Football Kenneth Macinnes

The 51st EMPA football tournament was hosted on 14-15 May 2015 by Amsterdam pilots. The UK competed with pilots from Norway, France, Belgium, Italy, three districts in Germany, three in the Netherlands, and an EMPA squad of extra players and volunteers. The UK squad was striving to go one better than reaching the final of last year's tournament in Kiel, where Weser-Ems scored in the last moments of extra time to win 3-2.

On the first evening players, supporters, friends and family members gathered in the Grand Hotel Krasnopolsky, in central Amsterdam. We renewed acquaintances over a buffet and drinks, dancing and fine live music, and most importantly we observed the drawing of the two groups of teams. The UK was drawn with Vlissingen (Flushing), France, Kiel, EMPA and Weser-Ems.

Next morning coaches drove the squads and supporters to the sv RAP playing fields. Four pitches - three grass and one artificial - were of excellent quality. Each team had five group matches of two halves of fifteen minutes. At Kiel the UK brought only nine players, with two pilots from France adding greatly to the effort, but this year eighteen turned out from the UK, so there was much rotation, with two players for most positions.

The weather in the morning was ideal, being overcast but dry with a cooling breeze. The UK started a little slowly against Flushing but defended well. There was a fortunate penalty when the Flushing keeper saved an accidental handball. The UK found the net in the second half, though their effort was disallowed as offside. A goalless draw ensued.

Next up were champions Weser-Ems, who took an early lead with a quick

break and first time shot after sustained UK pressure. We continued to dominate, with a flowing move producing a fine equaliser. Another spell of good play made for a 2-1 lead before half time. The second half had more good teamwork from the UK but no further goals resulted. Victory was even sweeter, because last year's defeat in the final included a blatant dive to win the penalty that put us 2-0 behind.

Several UK players contributed to the EMPA team that played France and saw at first hand, in a 6-0 defeat, the quality of our next opponents, especially going forward. The UK played well against the French but went behind to a goal from Dominique, who had a major hand in helping us to the final last year. France had an exceptionally good goalkeeper who saved a fierce shot at almost point blank range late

in the second half to maintain the slender lead and win 1-0.

Shortly after a buffet lunch – and perhaps a little too soon for comfort, with the sun bright and the wind gone – the UK had its fourth match. This was against an EMPA selection and, knowing that France had scored six against EMPA, the UK was fairly ruthless in netting nine without reply.

Our final group match was against Kiel, who wasted three excellent chances during the UK's sluggish start. The second half was much better, with the UK dominant, but many good chances came to nothing, the bar rattling twice and other shots soaring high or drifting wide. Two breaks from Kiel were thwarted by fine saves from the UK keeper, but whose second resulted in a corner from which a header gave Kiel a 1-0 win.

Flushing was the group winner and on goal difference the UK just got second spot, thanks to the goalfest against EMPA, combined with our robust defence. The play-offs from fifth and sixth placements were decided by penalties, but UK vs Rotterdam for third spot looked to be a thrilling match. Fatigue was setting in, so to our relief this play-off was only ten minutes each way. The UK defended well and attacked with numerous flowing moves. Several inviting crosses through the six-yard box went unrewarded, before a diving header from beyond the far post produced the only goal.

Flushing defeated Norway 1-0 in extra time to win the trophy in front of a large crowd enjoying the refreshments at the start of a very relaxed Happy Hour and some strong sunshine. Coaches then returned squads and supporters

to the Barbizon Palace Hotel, opposite Central Station.

The dinner dance was held in St Olofskapel, a large underground space linked to the Barbizon. It filled for the presentation of trophies, a buffet and dancing to music from an excellent band.

The UK did well to finish third, conceding only three goals in three hours of play, and after going so far this year and last it is hoped that another strong squad can assemble for the 52nd tournament, in Rotterdam on 20-21 May 2016. Perhaps the UK can finally bring the winning trophy back from Europe.

As in previous years, many thanks to Simon Wood of Liverpool Pilots for keeping squad members informed, organising the costs and bringing the kit.



UK Maritime Pilots' Counselling and Support Service

The UK Maritime Pilots' Counselling and Support Service offers either telephone support that may be a one-off phone call or one-to-one counselling with a BACP (British Association of Counselling and Psychotherapy) registered counsellor in your locality.

07580 556102

AT LEAST 6
SESSIONS
FREE OF
CHARGE

The Three Queens

James Smart

I landed in Kirkwall, Orkney Islands on 23rd May 2015 to join *Queen Elizabeth* for the passage south to Liverpool. We were to take part in the 'main event' of Cunard's 'Three Queens' meeting in the river Mersey to mark 175 years of Cunard.

My colleagues, Chris Booker for *Queen Mary 2* and Simon Wood for *Queen Victoria*, had also travelled to Greenock and St Peter Port respectively in order to avoid any risk of not boarding safely at Liverpool Bar. We were to have navigation briefs onboard with all senior officers and two conference calls between the three ships and management ashore in Southampton, to iron out any last minute glitches and to discuss the weather likely on the day.

It was a relief for me to get out of Liverpool for a few days and onto the relative calm of the ship that was carrying out its normal routine of cruising. The hype that was building in Liverpool was incredible, with local media running stories daily; social media was awash with 'Three Queens' chatter. I knew it was going to be a big event and I knew that the people of Liverpool would be coming out in their thousands to greet us.

This event had been four years in the making, from the moment a random e-mail from Cunard was sent to Angie Redhead, Liverpool Cruise and Operations Manager, that said 'Should be grateful if you would keep this to yourself for the mo as it is still something we are just vaguely thinking about but as 4 July 2015 will be Cunard's 175th birthday, we have it in mind to bring all three ships together in Liverpool. So the first question is: can it be done?'

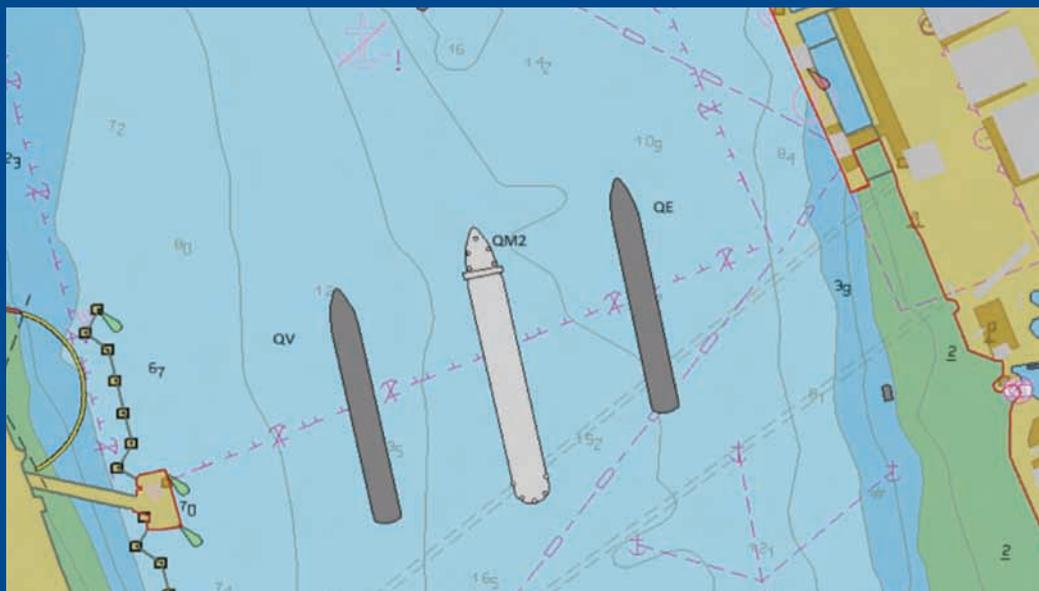
Angie went to the Harbour Master, who then came to Liverpool Pilots. The plan then began to come together. Chris Booker, our event pilot, was given a blank canvas. He led the way in designing the 'marine plan' that culminated in the

ships carrying out some incredible manoeuvres on the river. But the marine side of things was only a part of the organising that had to be done between Wirral, Sefton and Liverpool councils, Police, Fire, Ambulance, Coastguard, Royal Navy, Mersey Travel, culture organizations, and Cunard themselves.

For the last eighteen months the final plans were in place and it was time for us to start practising on our two bridge simulators based in our office at Woodside. It was only at Woodside that we were really able to see what these manoeuvres were going to look like on the river and how complicated they were going to be. We realised

that communications were going to be crucial and that second pilots would be needed to help support the lead pilots on the day. I believe that without all the simulator work we did we wouldn't have been able to carry out what we achieved on the day. We were able to add wind from all directions and simulate the tide to what we were to expect on the day.

I'm sure it was on the other two pilots' minds constantly, but for me all I could think about was the weather. After all the practice on our simulator we knew that the manoeuvres could be achieved, but the only thing out of our control was the weather. You can expect a gale



of wind and torrential rain as a minimum standard on a May bank holiday Monday in Liverpool. Limits and contingencies were in place, but we knew if the wind was over 25 knots it was highly unlikely we would be doing the arrowhead and three abreast formations. It was now all about putting on a show and I was praying for calm and bright spring sunshine.

As we approached Liverpool Bar the weather was overcast and cold and WNW'ly winds of 15 knots. The forecast was for winds to gust to 21 knots. It was a shame about the lack of sun, but at least the wind wasn't blowing too hard. We boarded our second pilots: Andy Wentel was with me on *Queen Elizabeth* and Paul Stephenson was on *Queen Victoria*. It was nice to see a familiar face join the bridge team, and Andy did his job of looking after all the communications whilst I concentrated on piloting. At one point he had a UHF and VHF handheld in each hand to communicate bridge to bridge and used the main VHF sets on the bridge to speak to VTS and Royal Navy. The tide was approaching low water and so we had to be careful navigating Formby and Crosby shoal areas and also New Brighton.

Joining us we had a small convoy of vessels, *HMS Biter*, *HMS Pursuer* and a couple of press boats.

It wasn't until we were on Crosby bend when I started to see hundreds of people waiting on Taylor's and Formby bank - something that I had never witnessed before - and realised the magnitude of the event. I looked through the binoculars towards Crosby beach where *Queen Mary 2* with pilots Chris Booker and Jamie Curry were swinging off C20 buoy ready for our rendezvous, and I could see thousands of people, overwhelming the hundred iron figures of Anthony Gormley's 'Another Place'.

As we overtook *Queen Mary 2* we were joined by dozens of small craft to form a flotilla. Thousands of people thronged New Brighton beach and the prom. Ahead and astern we had tugs *Svitzer Stanlow* and *Svitzer Bidston* blowing their water jets in a 'V' shape. We laughed as Jamie Curry called up *Bidston* to ask if they could equal up their jets, as the port side was chucking out water higher and further than starboard side. Now we were getting down to the finer details!

Queen Elizabeth led the convoy. We were getting our timings spot on. *Queen Victoria* was 400m astern and I knew it was going to be difficult for *Queen Mary 2* to get up to speed from a standing start to catch up with us, but she did a fantastic job.

We all landed on our charted positions at 12.48, but it took a few extra minutes to settle the ships down and for us all to be on matching headings ready to start the synchronized swing. Timings were now handed over to Chris on *Queen Mary 2* and we began the swing to starboard with a rate of turn of 15°/ minute. We ended up starting off slowly, with the other two ships ahead on the swing, but we soon caught up and all three ships' simultaneous movement looked incredible from our starboard wing.

Once the swing was complete we held for a few minutes so that the marketing department for Cunard and the media could get their photos of us in line. Then it was time to form the arrowhead. *Queen Victoria* had to quickly move over to the West side of the river to allow us room to head north. The Captain complained that she wasn't getting over quickly enough and the wind was increasing, but eventually we saw a clear path to come up abeam of *Queen Victoria*. We both then matched speeds to push up to the quarters of *Queen Mary 2*. The officers on mooring stations used range finders to constantly give distances off *Queen Mary 2*'s quarter, the idea being to get down to 130m. Eventually *Queen Victoria* and *Queen Elizabeth* had their bridges in line with the twin





incinerator stacks on *Queen Mary*, and we held position once more.

The pressure was on to get to our final holding position at 13.51 of three ships abreast in the river and our bridges in line with the centre of the Cunard building. At that moment the Red Arrows were to do a fly past. We couldn't be late and one thing we knew for sure was that the Red Arrows would be precisely on time. The wind was a steady 23 knots now and tide flooding at around 2 knots. Thruster and engines were working to the limits on all three ships. The Red Arrows passed over on time, and just as they did the sun broke through the clouds. Chris called up on the radio and said, 'here comes the sun', as

though it had all been choreographed into the plan. It was a great moment and all the overhead photographs I've seen are breath taking, with the sun shining on the Cunard building.

As a little in-swinger, away from the plan, we were asked to hold our positions for a further five minutes, much to the dismay of all of us on the bridge. This was so that smoke could be released from the top of the Cunard building, when we were then to sound all three whistles together. We waited and waited but the smoke never came. In the end we all decided that we would have to call it a day as the ships were working so hard to stay in position.

Queen Mary 2 then pulled away to continue her cruise and we had to put *Queen Elizabeth* alongside, which seemed like such an unimportant task after all the excitement we had had. We felt the full force of the wind and tide as *Queen Mary 2* pulled away and I had to call *Svitzer Bidston* around to standby to push, because we were setting down quickly to starboard; but we managed to hold and berth safely.

It was an unforgettable day of highs, with the occasional low of plenty of pressure, mixed with good humour and lighthearted moments. The estimated 1.3 million people that came out to watch made the day even more special. It will feel strange to go back to the normal day-to-day job of piloting after this. I feel like every ship should do a 360° spin now before berthing just because it looks good! It was something that the *Queen Victoria* did whilst departing the cruise terminal the following day. It was slightly unconventional and impromptu but it just seemed like the right thing to do to finish off this amazing celebration.

James Smart is a Liverpool Pilot



A view on Southampton Pilotage George Livingstone



I've spent the last few mornings looking out over the San Francisco Bay wondering about the far flung, wide spread scope of marine transportation. I remember as a boy my father taking us to the harbour where we would sit and watch the ships come and go for hours on end. I suppose most readers of this magazine have a similar interest in the sea and the great ports of the world. Even thinking about this conjures up the likes of Melville, Stevenson, Dana, Wouk, Mowat, De Hartog, etc. But one can't really just go around and visit all the great ports of the world even if there was an inclination. It could be done, however, here in a magazine like *Work Boat World*. So starting with this column and continuing every other month I'd like to take the reader around the world exploring some of the myriad of active seagoing ports.

The question is where to start; it's a big world after all? The only fair thing seemed to put a finger randomly on the map and see

where it landed. And so it seems we will venture to the south coast of the United Kingdom and the great port of Southampton. A good place to start, the reader may recall the incredible deliberate grounding of the car carrier *Hoegh Osaka* in January of this year. In the event you have not heard, the *Hoegh Osaka* was outbound for sea on Saturday 3 Jan. when commencing a turn around a known shoal area the ship experienced a near catastrophic list. With little warning and no time the pilot with the concurrence of the ship master calmly and deliberately put the ship aground on the shoal in order to avert complete disaster.

The Port of Southampton, one of the United Kingdom's greatest and oldest ports, lies on the south coast almost directly across the English Channel from another famous port city, Cherbourg, France. The imposing Isle of Wight lies just offshore forming an area known as The Solent – famous for yacht racing

the world over. It is from The Solent that Southampton Water leads up to The Port of Southampton and where the Rivers Test, Itchen and Hamble feed in. The Rivers Test and Itchen are surely the most famous trout streams in the world, hence this makes the Port an extremely sensitive environmental area where safe pilotage contributes greatly to preserving this unique area. There are double High Tides creating 17 hours of rising tide per day, which gives unhindered access to the world's largest vessels. The Thorn Channel with its sharp turn in cross currents at the Bramble Bank and an 80° turn at Calshot Spit requires skillful execution by the pilots. In the Solent, very heavy winter winds, swirling currents and sandbanks galore interspersed with a high density of recreational craft and numerous ferries, mark out this area as a challenging area to navigate. In contrast, the relatively sheltered Southampton Water, a linear dredged channel that leads up towards the second largest container port in the United Kingdom, which is situated beyond the Old Docks, where many Cruise Ships call to the 4 dedicated Cruise terminals that specialise in 'Turnarounds'. (This refers to the place where the old passengers get off and brand new passengers get on)

The Port is in an excellent strategic position and has been an important port in the UK for nearly two thousand years, since Roman occupation. Through WWII it was a centre for shipbuilding and a major departure port for soldiers going to war. Great passenger liners like *RMS Titanic*, *Queen Mary* & *Queen Elizabeth*, etc. were regular callers to Southampton. Interestingly, it is thought that the word 'airport' derives from the Port of Southampton, when it was home to International Flying Boats (e.g. Imperial Airways), which taxied into the Port to embark/disembark their

passengers – up to this point in time planes flew from aerodromes! Today the port is operated by ABP Group (Associated British Ports) and is the UK's number one cruise port (500 calls per annum), the busiest car port (import/export), and second largest container port and has within the Statutory Harbour Area one of the UK's largest oil refineries, as well as, another major Oil terminal. Some of the largest vessels in the world call at the port including Carnival and Royal Caribbean Cruise Lines, the 338m, 154,407 gross tons 'Freedom' class and the largest ULCV's (Ultra Large Container Vessel) in the world like the 19,000TEU *CSCL Globe* checking in at 400m & 187,605 Tons.

There are 42 pilots operating at the port; given where they work and the size of ships piloted, they are highly regarded in the international piloting community. All the Pilots are Master Mariners with comprehensive sea-going experience and usually commence their pilotage career in their early thirties and follow a five to six year training program from start through to handling the world's largest vessels. Pilots in Southampton report via the Pilotage Manager (also a pilot) to the Harbour Master. Pilots are self rostering and there are a minimum of 9 pilots on duty at any one time. The Harbour Master heads a department of 120 persons including pilots, pilot launch crews, VTS staff, patrol launch crew, hydrographic staff, administration personnel and others.



There are two 'direct boarding' fast pilot launches (each manned by two crew) on a 24/7 basis. The pilot launches operate from just inside the Harbour entrance in Gosport. The Southampton Patrol Launch is also a pilot boat and often works the western limit of the pilotage area. The largest vessels (ULCV's) to and from the container port take two pilots and would leave Gosport aboard a pilot launch (a trip of approximately 40 minutes in fair weather). The launch meets the ship at a designated pilot boarding area and ensures the ship provides a good lee prior to the pilot(s) climbing the pilot ladder up the ships side. It may then take a further three or four minutes for the pilots to reach the bridge where they are straight away called into action. In bad weather the launch ride can leave the pilot feeling a bit nauseous but he still has to get aboard and perform his duties. After a Master/Pilot exchange he will concentrate on transiting the Nab channel prior to a long run

through the Solent. Highly accurate positioning equipment is taken aboard and operated by the second pilot, which assists with situational awareness throughout the pilotage passage. The Pilots liaise by radio with VTS Southampton and also QHM Portsmouth as naval and commercial traffic also share this part of the Eastern Solent. The planning of such large vessels entering the Port requires careful coordination with other traffic movements to enable safe passing as some parts of the passage require 'Clear Channel' status. After an hour or so the vessel makes its approach to the Thorn Channel. Positioning is critical as the ship has to enter a narrow channel making due allowance for wind and a cross tide. The pilot will be aware of the depth underkeel at all times – these are pre-calculated for the passage in. Once clear of the Thorn Channel the ship passes the oil terminals at dead slow speed before making her final approach to the tugs and into Southampton Docks. Wind and weather affect these increasingly larger ULCV's, which typically have a lateral windage area of 18000 sq m where forces of 122t are exerted at 20 knots of wind, rising to 273t at 30 knots and in the middle of a winter's night with a full Gale blowing, the ship's master and bridge team are happy and relieved to have pilots guiding them into Port with an appropriate amount of towage available for a safe and uneventful docking.



This article is reproduced with the kind permission of Baird Maritime. Photo acknowledgments: Chris Upton

Baltic Communications Colm Nolan



2014 saw the 25th anniversary of the birth of the Internet. It is also the 138th anniversary of Alexander Graham Bell's first telephone call in 1876. Such an event made me think it would be interesting to write about the history of communication within the Baltic exchange.

London in the fourteenth and fifteenth centuries was very much the centre of trading competition with Antwerp and various Mediterranean ports. Trading in London in those days was based on integrity and trust. It attracted traders from overseas to come here to compete with locals.

Antwerp conducted trade under one roof, the Antwerp Bourse, whereas London clung to its open street trading. In 1571 Elizabeth I opened the first Royal exchange, but this was destroyed by fire, as was its replacement before the present Royal exchange was built.

In the plans submitted for the first Royal exchange in 1567 is the first recorded mention of shipbrokers. In those days many wine houses and taverns clustered round the exchange from Threadneedle Street down to Tower Street. Brokers and traders ran from one tavern to the other, gathering information or purchasing cargoes. Each tavern attracted trade related to a specific cargo occupation.

In 1652 London's first coffee house opened, attracting more traders who carried out their business in these premises. Brokers continued to go from one coffee house to another, picking up orders and information on prices. The 1666 Great Fire of London destroyed the Royal Exchange, resulting in even greater numbers of people working from coffee houses. Although a second exchange was commissioned in 1669 to be built of stone, the coffee habit had taken hold and coffee houses gained further prominence.

The Jamaica coffee house in Saint Michael's Alley attracted shipbrokers and ships captains to transact shipping business. Edward Lloyd's coffee house in Tower Street, however, was something special. For a 'consideration' the proprietor would arrange protection of merchant seamen from impressment into the Navy. He had a special arrangement with the Post Office for the supply of ships news, which also attracted the business of indemnity and insurance.

The Virginia Wine House, the Antwerp Tavern and the Sun Tavern

are close and they continued to attract merchants for Baltic trades. In the early 1700s the Virginia was renamed the Virginia and Baltic coffee house, and became the centre for all trades to the Baltic, receiving letters and parcels for and from those engaged in this trade.

During the second half of the eighteenth century the corn exchange opened. Trade was increasing, but traders were unhappy with the government taxes on cargoes because foreign competitors did not have to pay tax on their transactions. Commercial, private and official communications were all in written form and were delivered overseas by sea.

Around 1800 the Virginia and Baltic coffee house dropped the name Virginia and became the Baltic Coffee house. It still concentrated on Baltic trades and cooperated closely with the East India trade. In 1813 Russian merchants chartered a British vessel, the *Janes* of 213 tons deadweight, to carry tallow from Archangel to London. The paper deed on which was written the conditions of hire terms of carriage and date of delivery was divided into two parts, and it is for this reason that they were known in medieval Latin as a *charta patita* or in French *charte partie*. There were two copies, one for the merchant and one of the shipowner. The English version, a corruption of the French, entered the language as charter party. This particular charter party is claimed to be the oldest one in existence, the brokers being Harris and Dixon.

The Baltic coffeehouse held a general meeting in April 1823, when the establishment was placed on a more formal footing. A committee was elected and rules were agreed. Those who were to use the Baltic were subscribers, not members, and their numbers were restricted to 300. Other houses followed a similar route, including Lloyds, which also excluded the general public.

1845 saw the formation of the electric telegraph company. Using the

railways, lengths of wire were laid to increase in the flow of information. This helped stabilise commodity prices. By 1848 2000 miles of cable had been laid. One person who saw the benefit of the amount of information now available was a 35-year-old German Jew by the name of Isreal Beer Josaphat, who converted to Christianity in 1844, changing his name to Paul Julius Reuter.

By 1858 Reuters was supplying the Baltic with daily cotton information from Liverpool, as well as twice-weekly information on the core markets from around the UK, as well as from Paris, Amsterdam, Frankfurt, Madrid, Hamburg, Berlin and Vienna, together with stock prices from all exchanges around Europe. By this time the Baltic had become a recognised institution. It moved into bigger premises and had its own telegraph office within its own communications centre.

The Baltic continued to flourish, even after that first phone call by Alexander Graham Bell in 1876. Modern communications caught on quickly, especially telegraph systems. However, postal communications remained the most popular system.

By 1870 Reuters had considerable competition. Mr Dornbush, who

had an office at the Baltic, offered a special service to its members, that of a private New York telegram. Other telegram companies, including the Press Association, also offered their services. However, the day of private telegram companies was ending, especially after the formation of the General Post Office, which initially wanted to close numerous private offices. A petition to Parliament kept the Baltic Telegraph open.

In the late 1800s for various reasons a competitor to the Baltic was established. This was the London shipping exchange. Just before the turn of the century, St Jefferies Square, running from St Mary's Axe through to Bury Street, was acquired and it was agreed to build a new exchange on it. The Baltic company was wound up, and on 14 January 1900 the new exchange company was called the Baltic mercantile and shipping exchange. The new building was opened on 21 April 1903.

This new building had up-to-date communications, using the post office telephone system. Some one-and-a-half thousand calls were made daily. Communications with overseas offices and contacts including communications to ships was made by telegraph/telegram,



The Members' bar as it is today

in those days a very expensive way of communication. Each word with a maximum of six letters was charged individually, therefore communications for firm offers had to be kept to a minimum. In 1925 Norwegian Conrad Boe devised a system whereby a message could be sent in code. Each party had full details of the Boe Code from which a telegram or telegraph could be decoded. The Boe Code led the way for other codes to be used in modern communications, but the need for definitions to be clear that would be used in agreements, such as SHEX (Sundays & holidays excluded), WIBON (whether in berth or not), etc., became all-important. These shortcuts caused confusion and disagreements, hence the need for definitions or rules on laytime.

This system was in place worldwide until the mid-1960s, when telephones were more widely used. By then the code contained some 370,000 words and allowed for 18,000 ships' names. Then the early 1970s saw great changes to communications. Though phone calls within the UK posed no problem, there was a great delay in obtaining a new telephone

line, and calls to many countries overseas had to be pre-booked. The use of telex was commonplace, albeit a bit slow.

The greatest change of all came with the fax machine, the first one being used by a broking house in 1974. This heralded a change to the direction of broking. To some extent it was the start of social media. Mobile phones followed in the 1980s, followed by the Internet at the beginning of the 1990s. It took a while for the Internet to catch on, telex remaining the main source of communicating.

The week before Easter on 10 April 1992 at 21.20 the IRA placed a bomb outside the Baltic and another bomb soon after at Bishopsgate destroyed further offices. The world had changed for the broking community. Members were relocated far afield, but with mobile phones and email this was no problem. Tanker brokers used Reuters to communicate with each other, whereas dry brokers relied on MSN. From about 2003 onwards communication saw changes each year. Blackberries were commonplace until the advent of iPhone and smart phones.



Historic models on display

In the last twelve months email has been reduced to third place behind texting or twitter and the use of MSN, or Skype as it is now. What the future holds should prove interesting.

Colm Nolan was elected in 2010 as the Baltic Exchange Main Board Director and has held appointments as Managing Director of various shipping companies.

Obituary: Martin Richard Evans 1937-2015



Martin Richard Evans sadly passed away on 28 March 2015 aged 78.

Martin was educated at King's College Wimbledon, before starting a sea going career as a Cadet with

Elder Dempster Lines, on their West African service. He became Chief Officer, and then took up a position as a Pilot in Freetown, Sierra Leone. In December 1969 Martin accepted a position with Trinity House as a London District (North) Channel Pilot, commencing his training period.

He qualified as an all draft First Class Pilot in 1972. In 1988, with the re-organisation of UK pilotage, Martin became a Harwich Haven Authority Pilot, until his retirement in 1996.

Martin was a very keen golfer and member of the Trinity House Pilots Golfing Society. He was also a long time member of Colchester Golf

Club. A very popular character amongst his many friends and colleagues Martin will be much remembered for his distinctive and infectious laugh – you knew when Martin was in the room!

Martin was a family man and is greatly missed by his wife Elizabeth, their two sons Richard and Mark, their wives and grandchildren, and all his friends.

Martin's funeral took place at Seven Hills Crematorium in Ipswich on 20 April and was attended by his family, friends and colleagues. RIP.

Patrick King – London District (North) Pilot Ret'd

UK Safety of Navigation report Graham Langley

I represented the Association by attending the UKSON meeting on the 4 February 2015 at the MCA offices in Southampton. As the name suggests the purpose of the group is to bring together those from different areas of the UK maritime industry. At the meeting were delegates from the MCA, Chamber of Shipping, Trinity House (General Lighthouse Authority), ports bodies and others with a maritime interest.

The meeting was informative, with a number of new items of interest to our members. It was announced that MCA, in conjunction with the Meteorological office, are to run a joint space weather exercise to investigate the disturbance of objects in space on the reception of global navigation systems. Other short reports included a report on the number of complaints to UKSON about poor bridge team management, the issue of safe manning which MCA are to investigate further, and the possible revival of the Port Communities working group.

There was a lively discussion about IMO circular 2013 regarding AIS activated search and rescue transponders on lifejackets. The signal works on line of sight, so the range would be dependent on the height of antenna; it is anticipated that the range would be at best two nautical miles. The AIS unit on lifejackets would have to be armed to be activated. The MCA has been requested to publish an M Notice about this.

A report on the Port Marine Safety Code, given by David Turner, proposed that the MCA visit eight ports every year to conduct 'health checks'. He continued that the visits have been successful, helping ports to comply with the code in a number of areas, such as defining 'Duty Holders', staff roles and responsibilities including those of Harbour Masters and risk assessments from post incident

reports. A guide to good practice is to be issued shortly on the examination of PECs and the renewal process. VTS training for operators is under review, especially regarding those operators who are from a non-seafaring background.

Looking at coastal issues there was discussion on wind turbines, giving facts and figures for present and future development around the British Isles. This included proposals for 'First Flight' Northern Ireland and 'Gallop Extension', both withdrawn due to lack of finance. Also mentioned were proposed wave and tidal power sites and whether crossing of electrical cables may affect magnetism on vessels. An interesting discussion followed on phasing out the Annual Notices to Mariners, listing all TSS schemes. It was noted that all necessary information already exists in Mariners Handbook, Sailing Directions and charts and therefore may no longer be needed.

The meeting was informed that for some time now there have been reports about the incessant habit of vessels 'following the red line' at sea. Those with experience said that the red line mentality was partly due to Masters being instructed by their owners not to deviate from the red line and how an alarm is activated at the company's headquarters when the vessel deviates a few cables from the line. This directive followed from the Costa Concordia incident. Very close quarters situations, especially when overtaking, endanger navigation. Different ideas arose in the discussion, including how hard it would be to accomplish enforcement. But the problem would not go away: micro management from head office is on the increase. Some solutions suggested were to write an article for the Nautical Institute's journal or the Telegraph that Coast Stations report on vessels using bad practice, and the use of CHIRP reports. Unfortunately, there were no MAIB

officers present at the meeting, which was unusual, but the delegates were asked for input. I mentioned that our Association was not happy with the report on the Key Bora, but we had aired our feelings at our conference in Chester. Chris Hallam of Strategic Marine Services brought up the concerns of numerous accidents on small vessels servicing wind farms. There were also concerns if, considering the level of operations, the required RYA certification is of an acceptable standard.

James Fanshawe CBE, chair of MASRWG (an ex-RN Commander), gave a long presentation about the development and future regulations regarding Marine Autonomous Systems. The aims of MASRWG are to formulate a regulatory framework to be adopted by the UK and to identify the issues related to operations of autonomous UK vessels. These meetings have been set up by the UK Marine Industries Alliance, overseen by BIS and DfT, and are supported by the MCA. It is planned to have six meetings per year in London. There was a discussion where these MAS vessels could operate during the experimental and research period, and whether unmanned lanes could be adopted for their use. This group are to set up a website at the end of February and send the minutes of their meetings through the MCA, with updates from the working group.

It was noted that the terms and reference of UKSON have not been reviewed since 2008, so the old terms of reference will be circulated before the next meeting in order to consider updates. The Honourable Company of Master Mariners has asked to join the UKSON committee, which I think is a good request, because of their wide spread nautical expertise.

Graham Langley is a Manchester Ship Canal Pilot.

UKMPA Merchandise

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



Baseball Cap: £8.00



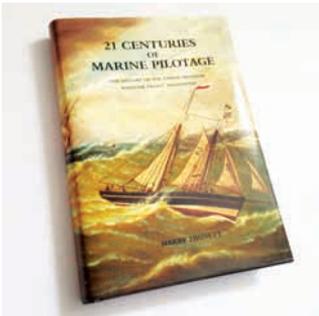
Beanie Hat: £8.00



Lapel Badge: £3.00



Conventional Tie: £5.00



21 Centuries of Marine Pilotage
by Harry Hignett: £10.00



UKMPA sticker: £1.00
(or free with any order)



EMPA sticker: £1.00
(or free with any order)



IMPA sticker: £1.00
(or free with any order)

UKMPA Office details

UKMPA
128 Theobald's Road
London
WC1X 8TN
Tel: 020 7611 2613

Members Details

If any of your personal details such as address, email or telephone number have changed, please inform us at the earliest opportunity, so that we can update our membership records. New details should be sent to membership@ukmpa.org

Email: office@ukmpa.org
Web: www.ukmpa.org

Secretarial support
provided by **Donna Reeve**



Editor's Details

Mike Roberts, Editor of The Pilot, can be contacted via email at editor@ukmpa.org

REMEMBER...

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

THE INCIDENT REPORT FORM WITH INSTRUCTIONS CAN BE DOWNLOADED FROM THE UKMPA WEBSITE.

Disclaimer: The contents and articles within this magazine represent the views of the authors and may not necessarily reflect those of the UKMPA. Authors are responsible for ensuring that any content is free from any copyright unless credited in the text.

Navicom Dynamics

Market Leaders in Portable Pilot Units



**PRE SALE
ONLINE NOW
ORDER &
SAVE**

GyroPilot

A small, lightweight, rugged and cost effective PPU with auto pin configuration.

Wirelessly retransmits AIS data, smooths heading and adds ROT. When AIS fails, it can supply position and COG for emergency usage.



- Other products from Navicom Dynamics:
- HarbourPilot** Exceptional accuracy and fully independent of ships systems. Supports all piloting operations - anywhere.
 - ChannelPilot** Small, lightweight and cost effective. Ideal for navigating narrow channels and some restricted manoeuvres.
 - ShuttlePilot** For relative positioning operations and buoy moorings in the offshore industry, especially shuttle tanker movements to FPSO. Options include: ESD, hawser and riser monitoring.



Navicom Dynamics

Reliable, Safe, Precise and Efficient Every Time

Phone +64 9 915 5330
sales@navicomdynamics.com

www.navicomdynamics.com

UKPMA Executive

POSITION	CONTACT	TELEPHONE	EMAIL/WEB
Chairman	Don Cockrill	(H) 01795 537310 (M) 07966 709403	chairman@ukmpa.org
Vice-Chairman & IMPA VP	John Pearn	(H) 01646 601556 (M) 07960 617536	vice.chairman@ukmpa.org
Vice-Chairman & EMPA VP	Mike Morris	(M) 07890 260915	vice.chairman2@ukmpa.org
Treasurer (Region 4)	Bob Watt	(M) 07917 443273	treasurer@ukmpa.org
Secretary (Region 3)	Peter Lightfoot	(M) 07786 153063	secretary@ukmpa.org
Membership (Region 2)	Jason Wiltshire	(M) 07793 534547	membership@ukmpa.org region2@ukmpa.org
Region 1	Hywel Pugh	(M) 07970 041657	region1@ukmpa.org
Region 5	Martin James	(M) 07850 902560	region5@ukmpa.org
Region 6	Martin Chatterton	(M) 07940 568373	region6@ukmpa.org
Chairman, Technical & Training Committee	Nick Lee	(M) 07929 053944	technical@ukmpa.org
Insurance	Ken Pound Besso Insurance Group Ltd. 8-11 Crescent, City of London Greater London EC3N 2LY	0207 480 1159	ken.pound@besso.co.uk
Insurance	Drew Smith Circle Insurance 71 Berkeley Street Glasgow G3 7DX	0141 242 4844	drew.smith@circleinsurance.co.uk

UKPMA Regions

REGION NO.	AREA COVERED	PORTS
1	London, South of England and Southampton including the Isle of Wight	London, Medway, Dover, Littlehampton, Portsmouth, Southampton, Cowes
2	All ports including Crouch as far as Cromer	Crouch, Harwich Haven, Gt. Yarmouth
3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Seaham, Tees Bay
4	Scotland	Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Lerwick, Orkney, Stornaway, Clyde
5	Northern Ireland, North West England, North Wales including Anglesey and Deep Sea Pilots	Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester
6	South Wales and South West England, Westward of the Isle of Wight	Europilots, Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Dartmouth, Teignmouth, Poole

If you require local secretary's details, please contact the UKMPA secretary: secretary@ukmpa.org

Incident procedures and legal rights

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

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

The incident form with instructions can be downloaded from the UKMPA website.

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

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

For full details, please refer to UKMPA Circular: 1 of 2015

Social Networking

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



Follow @UKPILOTS for pilot safety and other industry information.



Lairdside Maritime Centre

Port Safety

- Accident Investigation
- Risk Assessment Studies

Port Operations

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

ISPS

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

Port Development

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

for further information

t: +44 (0)151 647 0494 f: +44 (0)151 647 0498

w: www.lairdside-maritime.com e: lairdside@ljmu.ac.uk

Raising the standard in ship handling training

Refresh your skills and enhance your competence



Warsash Maritime Academy provides a range of ship handling simulation training courses for pilots. Through our flexible and advanced teaching methods, we can configure ship models to build a training programme tailored to your environment and requirements.

www.warsashacademy.co.uk

To find out more about the benefits of simulation training, call Alan Cartwright on +44 (0)23 8201 4168 or email alan.cartwright@solent.ac.uk



Lifesaving Equipment has moved on...



but the water is still deadly!

Combination Coat & Lifejacket

first choice for professional mariners worldwide

***The coat that becomes a lifejacket
in less than 5 seconds!***

- Featuring an integrated 170N lifejacket
- 100% waterproof, breathable fabrics with colour options
- Embroidered logos & crests
- Extensive options list
- Build-a coat (to your requirements) on our website
- CE Approved



Web: www.seasafe.co.uk
Email: factory@seasafe.co.uk

