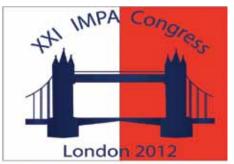


The entrance lobby of the Grange St Paul's Hotel. The animated pilot spent the week climbing and descending the pilot ladder, fascinating passers-by.



Pilots Steering a Course for the Future

The last week of September saw the culmination of four years of planning as over 300 delegates from around the World arrived in London for the 21st IMPA congress hosted by the UKMPA. Held in the new St Paul's, Grange Hotel in the shadow of St Paul's cathedral, all those arriving were greeted by the sight of an animation pilot climbing and descending the impressive illuminated column in the hotel entrance lobby. This animation impressed and fascinated all passers-by during what was a brilliantly successful Congress week. Although the professional con-



ference company, Waterfront, were engaged, the whole Section Committee and others were involved in the planning and helped out during the week. The unique nature of this event, with activities taking place across several different venues, meant that much of the logistical work was outside the experience of Waterfront and so many of arrangements required to ensure that such a major event ran smoothly were undertaken by John Pearn and Don Cockrill ably helped by their wives Brenta and Wendy. Since a picture is worth a thousand words, I hope that the following few pages will give those who were unable to attend an idea of the wonderful camaraderie that ensured



Photo JCB

FIRST DAY: 24 September

All the agenda and presentations are available to members on the IMPA website and I would urge all members who haven't yet visited the Congress pages to do so because the topics and agenda items are of relevance to all pilots. However the week wasn't all business and so these pages mainly illustrate the social programme.











The Exhibitors: For a major event such as this Congress, sponsorship is essential in order to keep costs reasonable. Fortunately, the conference area of the Grange St Paul hotel has a large exhibition area and this encouraged many companies to book space for stands. With coffee breaks being taken in this area the space worked well for both delegates and companies. The

the Congress and IMO General Secretary, Koji Sekimizu (Right), gave a keynote speech to the assembled delegates.



Houses of Parliament, Visit & Reception. On the Monday evening the delegates, wives and guests boarded a specially chartered Thames Clipper from Blackfriars Pier to Westminster for a guided tour of the Houses of Parliament followed by a drinks



Greenwich. Wednesday was a day off from the classroom and in the morning the delegates and guests were bussed to Tower pier where, much to the amusement of the Mississippi pilots, the "Dixie Queen" had been chartered by the Port of London Authority to provide a cruise down river to Greenwich. During the cruise, which included a buffet lunch, PLA Chief Harbour Master, David Phillips, gave a well received speech on the importance of pilots and harbour authorities working closely together to ensure the safety of shipping, infrastructure and the environment in ports.



Presentations

At the close of the formal congress session IMPA President Mike Watson made special presentations to John & Brenta Pearn and Don & Wendy Cockrill in recognition of the considerable achievement of organising the Congress. This was acknowledged by a standing ovation from the delegates.



L - R: John Pearn, Brenta Pearn, Don Cockrill and Wendy Cockrill

Following this, impromptu presentations to Don, as Chairman of the UKMPA were made by Argentina's Parana pilots who presented an engraved silver plate to the UK-MPA and also by the British Columbia Coastal pilots who presented a glass sculpture of a dolphin. Both these gifts will be





The silver plated platter engraved: "COPRAC Argentina Parana River pilots to UKMPA IMPA Conference 2012"





The Following UKMPA members and their partners were involved in helping with the organisation and acting as hosts during the Congress and external events.

Nigel Allen Kate Allen Martin Chatterton **ICB** Mike Fawke Martin James Caroline James Peter Lightfoot Ionathan Mills Claire Mills Mike Morris Sue Cubbon Mike Robarts Jon Stafford Geoff Taylor Jean Taylor



Bolstered by his achievements at the Queen's Jubilee celebrations London pilot, Jon Stafford, was in his element as timekeeper!

*******Next Stop Panama 2014******



At the end of the Congress on the Friday afternoon the IMPA Congress flag was passed to the next host country, Panama. The Panamanian Ambassador to the UK, Her Excellency Ana Irene Delgado, along with the Panama Canal Pilots' Association President, Captain Rainiero Salas, formally accepted the flag and in a subsequent film presentation reminded the delegates that 2014 was also the planned date for the



opening of the new and enlarged canal. Given the overwhelming friendliness shown by the Panamanian delegation in London, this promises to be another fantastic Congress. I'm already saving up!! Details on the UKMPA website and www.impa2014.com







The Gala Dinner

The Grand Finale of the Congress was a Gala Dinner held at the Royal Courts of Justice. Two old London "Routemaster" buses were hired to take Delegates from the hotel to the Ryal Courts for the Gala Dinner which was attended by over 450 guests.

Like the Houses of Parliament, the Royal Courts are Victorian Gothic and whilst by day the building is the High Court and Appeal Court for England and Wales, by night the Great Hall is transformed into an impressive dining venue.

Upon arrival, guests enjoyed pre dinner drinks accompanied by appropriately demure classical music from the "Bowjangles" string



At the end of the dinner, the prizes for

detail in the next issue.

All photos in the supplement: UKMPA (Photographer Roland Kemp) & JCB

given out and a charity raffle was held in aid of the Mission to Seafarers and Save the children which raised the amazing sum of £6000. These events will be covered in more

the golf tournament were

JCB



Sensible Seamanship: Michael Grey

You will have noticed that in this supplement I have concentrated on the social events rather than the Congress sessions. There are good reasons for this. firstly, the presentations are available to members on the IMPA website* and secondly since one of the guests during the week was Michael Grey from Lloyd's List I knew that he would summarise the sessions far more eloquently than I could. The following is the article that Michael wrote for Lloyd's List and which is reproduced here with the kind permission of both Michael and Lloyd's List. JCB

THERE were some 270 pilots on the loose in London at the end of September, attending the 21st Congress of the International Maritime Pilots Association. If you have read this column for any length of time you will realise that I like to support pilots all I can, believing that they are a force for maritime safety, insurance against accident and bring practical good sense into any operational discussions.

Their association is an important attendee at the International Maritime Organisation, where those representing it bring a unique, practical perspective to any debate. There are many ex-mariners in national delegations and non-governmental organisations, but only the chap behind the IMPA card can say things like "on a VLCC I was piloting yesterday..." and apply this contemporary knowledge to the discussion. This matters. The fact that they are on and off ships all the time also gives them a wide-ranging view on ship operating standards, along with the training and competence of their crews. It's one thing for a government surveyor to sternly walk around a ship in port with his clipboard but a pilot sees that ship from the sharp end, in motion at what is arguably its most vulnerable time. Some have suggested that pilots tend to be a bit prickly and defensive, but I would suggest that this is because so many shipowners like to think that they are a sort of optional extra and compulsory pilotage an unfair cost. Those same shipowners have run their crews down to an overworked and exhausted minimum, and demand that Pilotage Exemption Certificates enabling practically anyone including the ship's cat to substitute for a licensed pilot be available on demand. The latest enthusiasm, now that the idea of "remote pilotage" from a VTS tower seems to have been discredited, is to inflict competitive pressures on pilots, to drive down the costs in a sort of Hayek-inspired fashion. This seems to spring from a romantic notion of what pilots were like in the days of sail, when swarms of pilot cutters would meet arrived ships in places like the Western approaches to the Channel, all touting for business, with the shipmaster spoilt for choice. Many professionals would rather think of pilots as a human addition to the safety systems, and generally fail to see how this is in any way improved by the imposition of a "market", especially where there is not the level of business for such competition. You don't have competing bollards on the quayside, or competing locks into the same enclosed basin, do you? And in most of the places where competition has been imposed, surprise, surprise; the actual costs of the pilotage to the users have increased, not least because of all the additional management extras. In Australia, in Argentina, Denmark and a number of other places, competition has meant change for the considerably worse, with the job a darned sight less attractive for the people carrying out this important safety work.

However, there was little sign of such complaints at the recent IMPA Congress, with sessions on personal safety (pilots still take their lives in their hands as they board and leave ships), the design of pilot boats, pilotage administration and perhaps unsurprisingly, some important sharing of ideas on technology. Pilots know they must "stay current" with fast-changing technology, while being very aware of the risks of over dependence on electronics, as they tend to see this a great deal aboard ships they are handling. "Technology is great—when it works," an IMPA past president famously said. With the arrival of electronic charts, ship's officers are vulnerable to the march of technology and a new type of navigation. They might be on a new ship, and have to get attuned to new equipment every year or so. A pilot faces one of at least 30 different Ecdis units every time he or she boards a ship. How can the pilot tell that the equipment has been properly set up by some second mate who is also unfamiliar with the equipment?

One pilot made the point that half the ECDIS units he sees are not set up properly, many using pirated or out of date software. Maybe we should worry more about this revolution now taking place, especially when one third of 500 respondents asked about ECDIS revealed that they had encountered serious problems. "It's still embryonic," was one remark. Sure, but it is also mandatory.

Pilots really earn their crust when they board a ship and find that the pilot station to berth passage plan on the ECDIS takes the ship right over several shoals, because the wrong draught had been entered. Or clambering up a ladder in a storm off New Zealand to find the ship on its "electronic leads", heading straight for a cliff, with the bridge team following their electronics assiduously, without any adequate check. Many pilots themselves use the Personal Pilot Unit, now laptop size but quickly becoming smaller. There was fascinating discussion about how this can be integrated into the training of new pilots. "Brilliant kit, but it should not lead me to a place my brain had not visited first," was the very sensible pilot advice.

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*If you haven't already obtained your log-in & password for the IMPA members area you can obtain one by emailing: office@impahq.org.



Pins were placed on a world map from the countries represented.