



THE PILOT

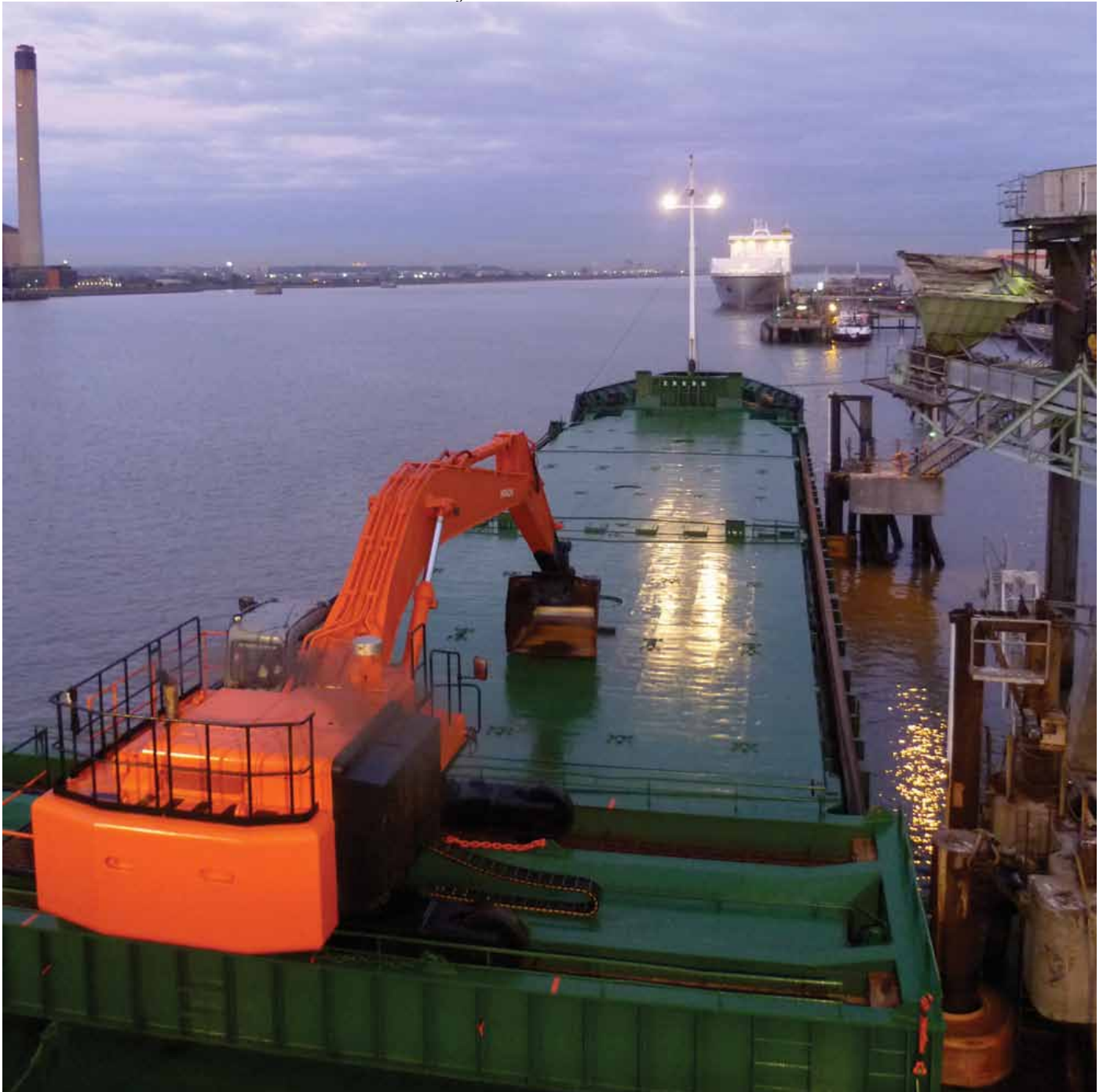


The magazine of the United Kingdom Maritime Pilots' Association

AUTUMN 2011

Editor: John Clandillon-Baker FNI

No: 306



Autumn! The *Aasheim* alongside the C&M berth at Purfleet. The *Mazerine* is on the Purfleet Ro-Ro berth in the background.

Photo: JCB

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2012

2012 is going to be a very exciting year for the United Kingdom. Her Majesty will be celebrating her diamond jubilee, and of course London will host the 30th Olympiad. But do not worry if you have not received a personal invitation from the Queen or got tickets for the Olympics, an even more prestigious event awaits you:

"Pilots Steering a Course for the Future"

The UKMPA has great pleasure in inviting members and guests to the 21st IMPA Congress in London, between the 24th and 28th September 2012.

The Congress will take place in the stunning Grange St Paul's Hotel located in the Centre of London, near St Paul's Cathedral and will be professionally beneficial to all attending. We are currently planning the agenda so that all events and seminars will be scheduled to give delegates time to complete all business, spend time with colleagues, and enjoy the many sights that the City of London has to offer: www.visitlondon.com

The **Welcome Cocktail Reception** at the **Grange St Paul's Hotel**, a **river trip to historic Greenwich**, and a **Gala dinner at the Royal Courts of Justice** will be the high points of the social calendar, allowing delegates to relax and interact with fellow professionals from all over the world. A varied social agenda has been planned for accompanying guests, allowing them an option of tours each day, to visit the attractions of London independently or to relax and do some early Christmas shopping.

For UKMPA members only, a dedicated IMPA 2012 registration facility will be placed on the UKMPA web site in January 2012. The general IMPA 2012 registration facility and congress details can be found at:

www.IMPA2012.com

We very much hope you will be able to attend and help make **IMPA 2012** as successful and enjoyable as previous years.


**21ST BIENNIAL CONGRESS OF THE
INTERNATIONAL MARITIME PILOTS' ASSOCIATION**
 The Grange Hotel
 St. Paul's, LONDON
 24th – 28th September 2012
 Hosted by the United Kingdom Maritime Pilots' Association
www.impa2012.com

The organising committee currently consists of:

John Pearn (Chair)
 Don Cockrill (London)
 Jon Stafford (London),
 Mike Robarts (Harwich),
 Jonathan Mills (Medway)
 Mike Morris (Manchester)
 Jeremy Dale (Seasafe)

It is intended to recruit volunteers to help with the daily running of the event early in 2012 but if you wish to volunteer your services before then, please contact **John Pearn** who will be pleased to hear from you:

secretary@ukmpa.org

GOLF TOURNAMENT

Mike Fawke (Medway) is organising a Golf Tournament to coincide the event. Any pilot wishing to participate should contact Mike:

michaelfawke@talktalk.net

E?

Early this decade the humble vowel “e” along with its companion “i” emerged from being just another letter in the alphabet to become a symbol of all that was thrusting and modern to the extent where politicians are now offering us e-government through e-petitions. The world of navigation has not escaped this utopian world of e and so we also have e-navigation.

So far as I can establish, e-navigation was introduced to the world by Dr Sally Basker in 2005 when she was Director of Research & Radionavigation at Trinity House. The concept received a boost when the then Shipping Minister, Dr Steven Ladyman gave it formal UK Government support in 2006. Since then, as documented within these pages, e-navigation has snowballed but where is it heading?

In 2009 e-navigation was formally adopted by the IMO and the Nautical Institute created a specialist department in order to try to ensure that the e-navigation agenda was user led. **Fat chance!** With the wide remit of harmonising and integrating on board and shore technologies it was inevitable that e-navigation would become a corporate love-fest and, sure enough, conferences and seminars are taking place at far flung locations with eye watering registration fees that effectively exclude any end-user.

There are three e-navigation events taking place in the next three months with the following cheapest fees:

-November in Seattle, \$665.

-January : e-Navigation Underway : on board the *Crown of Scandinavia* : 670€

-November: ECDIS Revolution : £714

Whilst it's good to note that the American Pilots are supporters of the Seattle conference it is almost guaranteed that they will be the only serving seafarers at any of these events but the big question is what's it this achieving anyway?

Ship owners remain unfazed as they launch new ships with traditional bridges totally unsuitable for e-navigation whilst at IMO, progress has been slowed by more and more groups jumping on the bandwagon and by debates over what the “e” might actually stand for.

As the French would say, “*plus ça change, plus c'est la même!*”

John Clandillon-Baker: Editor
john@pilotmag.co.uk

THE PIVOT POINT REVISITED

Edited From a Paper By:
CAPTAIN PAUL BUTUSINA



“OK Captain, she'll pivot round the fender now: hard to port and slow ahead”. Photo: JCB

Many of you will recall Hugues Cauvier's excellent article on the pivot point in the October 2008 issue of *The Pilot*. Paul Butusina's article covers much the same ground but due to the importance to pilots of understanding this elusive point I felt that it was well worth revisiting the topic. JCB

The aim of this paper is to add few corrections to the pivot point theory as it is presented in seafarers books, because understanding the pivot point is such an important element of safe manoeuvring of the vessel.

Introduction

The pivot point of the ship turning is defined in seafarers publications more or less accurately as follows: The pivot point is the point which traces the turning curve of a ship. It is located in the fore section of the ship, abaft of the stem at 1/6-1/3 of ship's length. However other factors such as acceleration, shape of hull and speed may all affect its position.

It should be noted that when at anchor the pivot point moves right forward and any forces acting on the hull, such as wind or current, cause the vessel to move about the anchor position or the point where the chain lies on the sea bed although a sudden change will initially cause the vessel to pivot around the hawse pipe.

The available literature on ship manoeuvring and handling does not cover all aspects of the pivot point in a systematic way since it is the point in the diametrical plan of the vessel or in the prolongation of this plan, around which the vessel swings on the trajectory which she describes. This trajectory can be a circle arch with its own centre of rotation on the trajectory (momentary centre of rotation) which can result in the pivot point being located outside of the ship's shape.

At speed, a more accurate description of the pivot point is a Tactical Point of Turning (TPT) which is located at the point of intersection between the ship's diametrical plan and the perpendicular from momentary centre of rotation. This is important for ships' operators because it gives some indications regarding the equilibrium of the forces acting on the vessel and consequently provides an indication regarding space swept during turning and the possibility to predict the ship's orientation.



QM2 turning at speed.

Photo: Cunard

Movements of a vessel: Water Resistance and Pivot Point

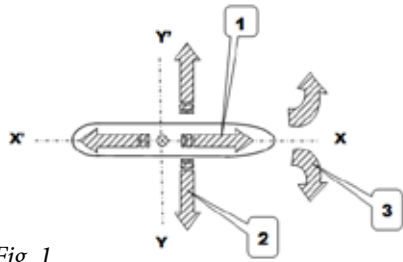


Fig. 1

It is important to remember the three degrees of freedom of a vessel (Fig 1):

1. Longitudinal, along axis X-X'
2. Transverse, along axis Y-Y'
3. Swinging to starboard or to port.

To find PP position we will simplify the factors which affect ship's handling to the mechanical physics although the hydrodynamic effects have a considerable importance.

During straightforward movement, water-resistance force is applied right on the stem, which creates high pressure in front and around the bow (fig.2).

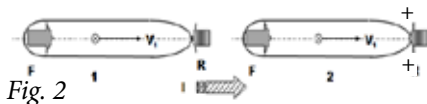


Fig. 2

The same effect occurs for astern movement but in both cases the shape of underwater hull is very important in determining the high pressure effect.

As soon as a controlled or uncontrolled horizontal force acts on the vessel the ship will start to turn and she will expose a larger section of the hull to the water flow. The peak of water-resistance and pressure will therefore shift from axe X-X' to the geometrical centre of underwater hull section area perpendicular on the new direction of the water-resistance (R), could be anywhere between longitudinal axis, X-X' and transversal axis, Y-Y'.

Depending of the direction of the movement, the vessel's speed, hull shape, trim and heel, etc the application point of the water-resistance force will be in different points along the vessel, changing continuously during complex manoeuvres.

To analyse the influence of horizontal forces applied on the vessel (ie rudder & wind) we have to relate these forces to the water-resistance force where it acts. This force will be present as long as vessel is floating and moving. The

arm lever of these forces is the distance between their supports and Water-Resistance Force.

The resultant effect of several forces acting on a stopped vessel can generate all three movements. For our purpose, the rotation and the sideways movement are considered. The rotation movement has a centre of rotation which is the pivot point where the fore and aft extremities of the vessel are turning with the same angular speed inside of ship's shape in all situations.

Besides the pivot point, the vessel's trajectory has its own centre of curvature called the Momentary Centre of Rotation. In fact all forces acting upon a vessel have, more or less, momentary effects in ship's dynamic movement.

Water Resistance and Pivot Point of a vessel stopped

Considering a ship stopped in the water we can find a point situated near its mid length, from where if a tug pushed with a force F the fore and aft extremities of the ship will move with same speeds $V_1 = V_2$ (Fig.3).

The force F is applied on the same

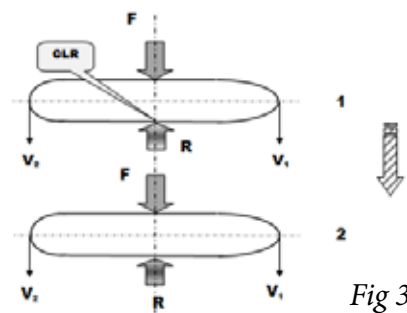


Fig 3

support as water-resistance force R. Its centre of application is the Centre of Water (Lateral) Resistance (CLR). The lever F - R is therefore zero and the ship will move from position 1 -2 without any rotation.

If equal but opposite forces are now applied equidistant from the CLR then the ship will pivot around that point (Fig 4).

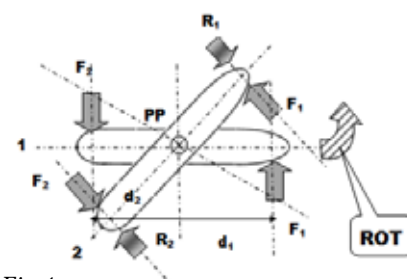


Fig 4

Returning to the situation in Fig.3, if the force (F) is moved slightly aft of the CLR then the resultant will be a sideways movement coupled with a slight ahead movement which will cause the ship to start rotating but in this condition the pivot point will be ahead and well outside the ship shape (fig 5).

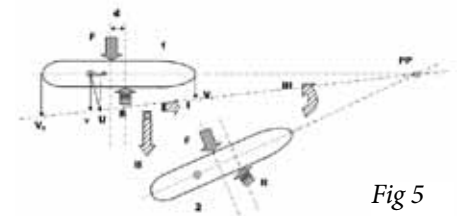


Fig 5

From position 2, if our force (F) is now applied further aft and on the starboard 1/4, the speed of rotation is increased but the forward movement is reduced and the pivot point moves closer to the bow of the ship (fig 6).

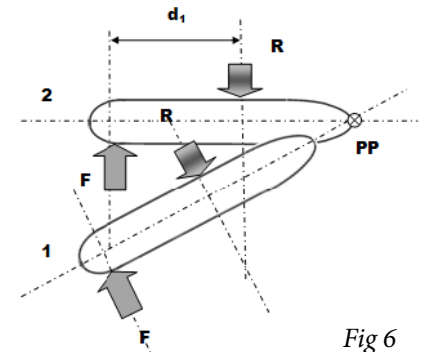


Fig 6

Moving this force right aft onto the rudder area (i.e. with a pod propulsion unit) the pivot point may move back within the ship shape (Fig 7).

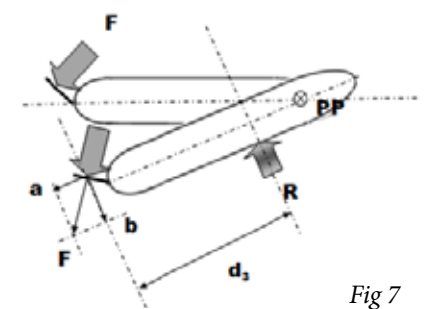


Fig 7

The bow thruster will have opposite effect of moving the effective pivot point to the stern of the vessel (Fig 8). Obviously these are very approximate locations but at least serve to help anticipate where the pivot point might be.

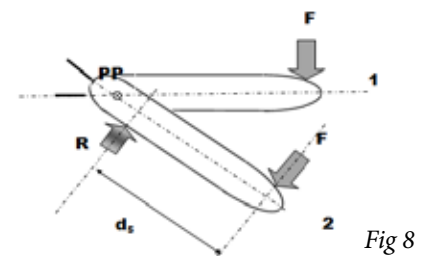


Fig 8

Getting Underway

If the engine is now put ahead with the rudder amidships with two tugs pushing up with equal power equidistant from the CLR the vessel will start to

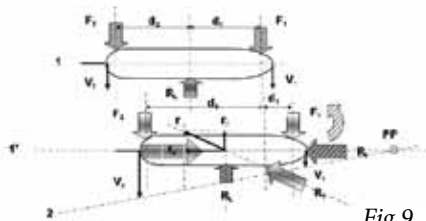


Fig 9

move ahead and sideways (Fig 9).

Due to lateral resistance RL and the longitudinal resistance RI a resultant water resistance force RT acts on the starboard bow. The pivot point moves forward in the direction of the movement and consequently the levers of F1 and F2 related to RT change and $d2 > d1$. In consequence $V2 \gg V1$ resulting in an accelerating swing to port. Even with a short “kick ahead”, this increasing of rotation speed can be seen. The same effect of course occurs when a vessel in a tideway is stopped over the ground parallel to the berth and the stronger the tide the greater is the effect. It is important to note that in this scenario the pivot point may again move ahead of the ship shape.

Likewise, if a vessel is moored with a current from astern, the pivot point will be aft at the moment the lines are cast off and ship will start to want to pivot around the stern with the bow moving away from the jetty faster than the stern if 2 tugs are alongside pulling off with equal power.

Fig 10 helps to explain why bow thrusters become use-

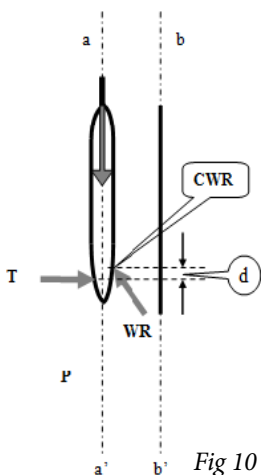


Fig 10

less for turning a vessel as the speed ahead increases.

As the thruster (T) tries to swing the vessel towards the jetty, the water resistance on the CLR increases and with such a small lever (d) there is virtually no turning moment.

If we take the same ship and berth it stern to tide (or approach the jetty stern first) (Fig 11) then the lever (d) is long and the vessel will swing readily.

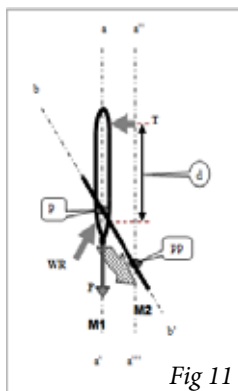


Fig 11

The “Donkey Effect”

One of the most spectacular examples of applying an external force upon a vessel and getting the opposite result to that expected (donkey-like) is the movement of the vessel when a tug is acting on the support of water resistance force against it (Fig12).

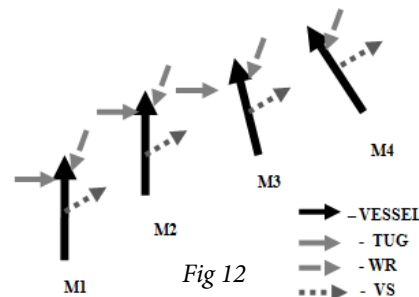


Fig 12

If the tug starts to push on a vessel moving at speed in position M1 it cannot turn the vessel due to the short turning lever. She will drift to starboard but will maintain the heading as in position M2. As soon as the tug stops pushing in position M3, the vessel will start to turn towards the tug. She will continue to turn in that direction as is shown in position M4 until the forces stabilise and the heading stability is restored.

In real time trials with escort tugs this effect has also been observed when the tug stays pushing on the hull. This effect along with those explained in Fig 9 are most important for pilots using tugs on a vessel making way through the water. The higher the speed the more pronounced the effect. JCB

This is a highly edited version of Paul's paper so the complete paper will be uploaded on the pilotmag website in early December: www.pilotmag.co.uk

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PENSIONS NEWS

Trustees

There continue to be changes within the trustee board and at the Association's last AGM earlier this year Andy Jones, Finance Manager at Milford Haven and Linda Henry, Group Personnel Manager at Associated British Ports, were appointed as alternate port trustees.

Richard Williamson, a Boston pilot, also retired as a trustee on 30 September (See facing page). Richard became an alternate trustee in June 1998 and a full trustee in May 2002. In February 2003 Richard took on the role of Deputy Chairman and became the Fund's Chairman in February 2006. Richard had the unenviable task of taking the P.N.P.F. through one of its most difficult periods leading up to the first court hearing. In February 2009 Richard reverted to the role of Deputy Chairman and continued to contribute a great deal of his time and energy to resolving the issues facing the P.N.P.F. I know his hard work is very much appreciated by myself and the other trustees. At his last trustee meeting the Chairperson of the trustees, Heather McQuire, presented Richard with a painting of the Liverpool pilot boat no.1 (for those of you who do not know Richard was apprenticed in Liverpool). Richard is leaving the U.K. for warmer climes and we all wish him well for the next phase of his life in Italy.

Additional Voluntary Contributions

Those members who continue to contribute to the existing A.V.C. scheme should have received their 2010/11 benefit statements from Loretta, if you have not done so please contact Loretta, in writing, requesting a duplicate.

Summary Funding Statement 2011

The 2011 Summary Funding Statement was sent out to all members on 21 September 2011. It has not changed significantly from the 2010 statement as until the judgement is received from the pending appeal hearing the trustees are unable to finalise the 2007 and 2010 triennial valuations.

Benefit Statements as at 31.12.2011

When you receive your annual benefit statement in 2012 you will see a number of changes in the information it con-

tains. To reflect the changes in the Annual Allowance (see my letter of 9 December 2010 to all active members) the benefit statement will show the amount of annual allowance used and will include any A.V.C.s you may of paid during the Payment Input Period. Going forward the "carried forward" of unused allowance for the previous three tax years will also be included.

Tyne's Appeal Hearing

We have been advised by Hogan Lovells that Tyne's appeal is due to be heard week commencing 14 November and should last 3 days. We then have to wait for the judgement to be handed down and given how close Christmas will be then this may not be received until 2012.

Suspended Pensions

This is a plea for information. We have had to suspend three pensions in payment as we are unable to ascertain the whereabouts of a Mr. J. S. Emberton (ex Manchester pilot), Mr. M. J. Parkin (ex Wisbech pilot) and a Mrs. M. Campbell (an Ipswich widow). If anyone can give us any information on our three missing members I would very much appreciate it.

Auto-Enrolment

It is less than a year before the biggest pension reforms since the Old Age Act 1908 (another reason for me to retire!) come into force, yet apathetic employers are dragging their feet with only 7% of the larger firms making any plans for auto-enrolment. Only a quarter of employers have budgeted for the cost of auto-enrolment with larger employers expecting between 12-17% of their employees to opt-out. Smaller employers expect the opt-out rate to be higher with between 33-39% opting-out.

Early Access to Pensions

It now appears the government will look again at introducing early access to pensions if large numbers of workers opt-out of auto-enrolment due to be introduced in a phased process in October 2012, especially if lack of access is the main reason for the opt-outs.

This plan was shelved in April following yet another government consultation as it was felt it would add to the complexity already facing providers with the introduction of the auto-enrolment regime.

Working Beyond Age 65

A recent study carried out on 1000 employees over the age of 60 revealed 26% intended to work beyond 65 with a third of these wanting to continue working after age 65 to enhance their retirement savings. The last decade has seen a doubling in the number of people over the age of 60 who are carrying on working and the number is expected to increase as the abolition of the default retirement age of 65 is phased in.

Inflation

A recent survey shows that pensioners fear that inflation and government tinkering with the pensions system will impact their retirement incomes. To combat inflation respondents to the survey said they would draw on savings, investments and even consider selling their property and downsizing. I have all this to look forward to!

Well this will be my last article for the Pilot Magazine and I will miss this tenuous contact with my members. As it is the last quarter in 2011 I don't think it is too early to wish you all a very good Christmas and a happy and healthy 2012. To celebrate my retirement Tom and I are sailing off into the sunset and taking a cruise up the west coast of South America and finishing in Florida. At midnight on the 31st of December I will raise my glass to all of you who have been so patient and kind during my time with the P.N.P.F. As we say where I come from : y'all take care. Debbie Marten

Retirements

May 2011 to July 2011

P. N. Bush	Falmouth
R. Casson	Lancaster
J. D. Gray	Humber
J. S. MacGregor	Poole

Pensioners Deceased

May 2011 to July 2011

P. W. Brown	London-North
A. F. Esson	Aberdeen
J. M Estill	PLA
D. R. Godfrey	London-South
J. F. Males	London-South
J. G. Mitchell	Clyde
J. Sanderson	PLA
N. Sigley	Manchester
O. Walton	Harwich

RETIREMENT

Richard Williamson, (Boston)

Having discarded the thought of a promising career as a rugby player and joined the Liverpool Pilot Service as an apprentice in 1967 and after a memorable apprenticeship Richard went to sea to obtain the required sea time for pilotage, serving with various companies culminating as Master with Maersk.

He was accepted as a Boston Pilot in 1987 and was first elected to the PNP as an Alternate Trustee in 1998 becoming a Full Trustee in 2002. He became Chairman of the Trustees in 2006 and was fully engaged in the 'Court Case' during his watch.

Richard's service as a Pilot Trustee has been exceptional, not only in the length of time he served but also in the time and energy he applied to his duties. The knowledge and experience he has gained in that time is immeasurable and he will be sorely missed as he embarks on ventures anew, retiring to Liguria in Italy. Richard has been married for 38 years to Rita, a native Italian from near Livorno and they have bought a property with 12 acres of land and have a number of options to decide on in the next few months as to what to do. Some golf and a new pool are definitely on the agenda!

Working at Boston, juggling tides with the needs of his colleagues and performing his role as a Trustee is not an easy thing to do, most especially in recent years as Chairman of the Trustee dealing with the 'Court Case'.

At Richard's last meeting he was presented with a Ship's decanter from the

UKMPA and a picture of a Liverpool Pilot Cutter was presented by the Chair of the Trustees, Heather McGuire.

We extend our thanks for all that Richard has contributed to the world of pilotage and we wish Rita and Richard a long and happy retirement together in Italy. *Nigel Allen*



Richard with a painting of Liverpool pilot cutter No1

Richard's retirement as a pilot was also marked by a cruise on the River Witham where, on a glorious day, a group of around 40 friends and family celebrated a remarkable career. Richard paid tribute to his colleagues and Rita for their exemplary support, especially during his time as Chairman of the trustees.

PNPF members owe a great debt of gratitude to Richard for his time and commitment to the fund and I'm sure that they will wish to join me in wishing Richard and Rita a long and happy retirement in Italy. *Joe Wilson*



Richard Williamson along with some past & present Boston Pilots on the retirement cruise

RETIREMENT



ANOTHER END OF AN ERA



Mike Kitchen (London)

August saw the retirement of Mike Kitchen after 50 years of service at sea. For the London pilotage district, Mike's retirement also marked the end of an era since he had been the last remaining pilot to have originally been authorised by Trinity House.

Following pre-sea training at Reardon Smith Nautical College Mike joined his first ship on 9th August 1961 and having obtained his Master's certificate in 1973 he commenced his pilotage career in 1976 in Dar es Salaam followed by Montrose until 1979 when he transferred to Harwich becoming authorised by Trinity House as a Class 4 pilot for London Sea Pilot (North) in 1980.

Piloting all the various ship types serving London and the Northern Thames Estuary ports, Mike progressed to become an "Inner List" pilot in 1987 serving the largest tankers. 1987 also saw him as duty pilot in Harwich on the 15th October when the hurricane struck causing carnage within the harbour!

The 1987 Pilotage Act also created a storm by transferring responsibility for pilotage authorisations from Trinity House to the Port of London Authority (PLA). Mike decided to remain as a London pilot where he continued to pilot all classes of vessel up to his retirement.

In 1990 Mike's passion for steam engines saw the delivery of two old steam locomotives into Tilbury, one of which he has been restoring himself ever since.

As well as piloting and restoring steam engines, Mike was also involved in many of the pilotage committees, in particular as Secretary and Chairman of the Pilots national Committee for Pensions (PNCP) from 1981 to its closure in 2004.

Recognition of Mike's long career as a pilot was provided by a concerto of tug horns blowing as he passed on his final pilotage passage and he was presented with a painting by his colleagues at a subsequent retirement party where all wished Mike and his wife a long and happy retirement. *JCB*

Chairman's Report

Don Cockrill



Throughout the summer months, regardless of the fine weather, the UKMPA Executive members have been busy as ever on a number of fronts including (but not limited to) attending a variety of meetings namely: t

-MCA VTS policy Steering Group (Martin Chatterton)

-CHIRP (Peter Lightfoot),

-EU Projects Funding Seminar (Nick Lee [T&TC])

In September I attended the MCA UK-SON 90. At the latter meeting it was a pleasure to be thanked by the MCA for our contribution to the Port State Control defect reporting regulations consultation (*see article at the end of this report. ed*) which will effectively extend existing legislation to include our Deep Sea pilot colleagues. The implications of this are obvious and we have argued for some time that a robust and strictly confidential MCA reporting system is essential to protect the interests of the DSPs. This we have achieved.

I also attended the launch of Trinity House's "2025 and beyond" strategy (<http://bit.ly/o6w7FL>) which will have a direct impact on UK port and coastal pilotage in the years ahead.

We have a busy Autumn schedule ahead covering a number of seminars which have implications for UK pilotage – details of these are available on the UKMPA web site. We need to have a good presence at these events, as often much is said about pilotage by those who in truth actually know very little about it. Additionally of course there will be the usual round of meetings at the various MCA forums we participate in as well as the EMPA e-navigation group and our own T&TC meetings.

As well as dealing with UKMPA matters, work has been progressing well (lead by John Pearn) on arrangements for the IMPA 2012 conference we are hosting next September (<http://www.impa2012.org>). As has been explained before, this is very much the UKMPA nationally as hosts and you are all asked to consider putting the dates in your

diaries either to come and help with the daily arrangements (contact John) or simply attend what will certainly be a memorable international event. Registration should be live by the time that you read this. Specific details for UKMPA members to register will be promulgated in due course.

Those of you in the PNPF will be aware that Richard Williamson (Boston) has retired and he was presented with a fine decanter on behalf of all UKMPA members for the huge amount of work he has done during his many years of involvement with the PNPF. (*See pages 6&7*)

Effective communications is the core of any successful modern organisation and our Association is no exception. Almost all of our contact with members is via email and the UKMPA web site (and of course this journal). We aim to keep the web site as up to date as possible with news items, publication of events, vacancies etc. As an additional facility a LinkedIn group (<http://linkd.in/p1q8Zh>) has been formed which you are invited to join.

In 1986, Harry Hignett (Manchester) wrote a history of the UK Pilots' Association, copies of which (although long out of print) are available sometimes via Amazon etc. I have recently been in contact with Harry (now retired) and he has agreed (with the sanction of Section committee) to update the book. Covering the period post 1986 to date, it will hopefully be ready for publication by summer 2012.

I recently had the pleasure of accepting an invitation to attend the **Nautilus International Conference** in Rotterdam. Joe Wilson did a lot of valuable work in forging a relationship with Nautilus and attendance at this conference has confirmed to me that there is mutually much to be gained from the development of the relationship between our two organisations, notwithstanding our position within UNITE. A copy of my report on this conference can be found on the UKMPA web site under "conferences". Of particular note is the imminent publication on the Dft web site of

all UK shipping related legislation under review as part of the UK Government Red Tape Challenge programme and the awarding by Nautilus of the Victoria Drummond award to Rachel, wife of UKMPA member Neil Dunn (Southampton), herself an Admiralty Pilot at Portsmouth (*See page 15*).

You will all recently have received details of the IMPA bridge manning survey. This is part of a factual statistical data gathering exercise essential to illustrate to regulators and others the true status of the nature of modern bridge operations. Please do take the time to complete a form for every pilotage act you undertake until the end of November. Ultimately it is for all our benefits, individually and collectively. Details are available in Circular 14/2011, on the UKMPA and IMPA web sites.

Finally, as the nights draw in and the weather begins to deteriorate, stay safe!

The UKMPA Submission To The MCA Defect Reporting Consultation

- A truly confidential and anonymous reporting process – by SMS and email – needs to be established. This in order to protect the identity of the reporting pilot from the client. In the event that the pilot's client was to discover that it was the Deep Sea Pilot who had reported a defect which resulted in a Port State Control inspection and subsequent action against the ship, then it is probable that the Deep Sea Pilot's services would never be re-contracted.

MCA response: *The MCA recognises that an unintended consequence of extending the reporting obligations to Deep Sea Pilots, whose use is voluntary, is the risk that it could prejudice use of their services and as a result safety of navigation. In practice, MCA will treat pilot reports with a similar regard for confidentiality as given to crew complaints, although this is not a legal requirement under Article 23 or under the regulations (since they follow the Directive). The MSN section 15 sets out means of reporting, including direct MCA email addresses. It also advises that prompt notification is more important than format. For the future, the European Commission may issue a Regulation setting out how reports should be made, but at present this is still under negotiation.*

(More good news for DSP's see facing page. ed)

NEWS PAGE

DEEP SEA PILOTS

Good news for Deep Sea pilots has emerged from the IMO where plans to update the 1981 Resolution A.486, which recommends the use of adequately qualified deep-sea pilots in the North Sea, English Channel and Skagerrak, are underway.

Recognising the important role Deep Sea Pilots have in enhancing “*the effectiveness of the Bridge Team for the safety of navigation and the protection of the marine environment*”, the Resolution includes the following factors to be taken into account when considering the use of a Deep-Sea Pilot:

1. The familiarity of the Bridge Team with the congested waters of the English Channel, North Sea and Skagerrak.
2. The proliferation of navigational hazards, such as oil/gas installations and offshore renewable energy installations.
3. The available depth of water in relation to draft, under keel clearance and the vessel's intended route.
4. The possibility of adverse weather conditions and/or poor visibility.
5. The port rotation schedule requirements.
6. The availability of Vessel Traffic Services coverage in the areas to be transited.
7. Any other exceptional circumstances.

An interesting analysis of the use of Deep Sea Pilots with respect to Charter Party agreements is examined in Ian Timmins' letter on page 14.

FP7

FP7 or Seventh Framework Programme is where organisations can obtain EU funding for research projects. A recent event seeking such funding was a two day conference, organised by British Shipbuilders and Ship Repairers Association (SSA) under the Marine Transport umbrella which saw many groups pitching for funding. The UKMPA keeps a close watch on the agenda items for such sessions and on this one a research project looking at e-guided vessels (the autonomous ship) caught the eye of Section Committee. Nick Lee from London attended the conference and reported back that this e-guided ship project was looking at the feasibility of reducing ships' crews to a minimum or perhaps altogether. Pilotage is included in the project's application (port operation and manoeuvring) so the UKMPA will be closely monitoring this project should funding be received for it!

ALERT!

EU PORTS PACKAGE REVIVED

You would have thought that EU Commissioners, having suffered two overwhelming rejections of their Ports Directive last decade, would abandon their obsession with opening up port services to competition. Unfortunately that isn't how the EU Commission works and the latest incumbent sitting in the Transport Commissioner's chair, Siim Kallas, has decided that port operations need revisiting. This has been confirmed in a meeting of the Union of French Ports in Paris by Mr. Theologitis, head of unit B3 “Ports and inland navigation” on 4th October. Saying that the “soft law” implemented by EC Communication of 2007 had few results, he advocated a more hard approach towards 3 directions:

1. Strong integration of seaports
2. Reduction or elimination of formalities for the Short Sea Shipping;
3. Market access for:
 - Technical-Nautical Services
 - Labour
 - Terminal operations.

Of these both 2 & 3 directly affect pilots.

Item 2 is seeking to make PEC's easier to obtain because the ship owners lobby has convinced the Commission that trade damaging blockages are occurring as a result of short sea trade ships having to queue up for their pilot! Already since last March a study into PEC's has been underway (supported by EU funding of course).

Item 3 includes pilotage under “Technical Nautical Services” and the EU philosophy is that TNS should be opened up to competition. Further to this a consultation process has now begun.

Fortunately, our association with EMPA means that pilots will once again submit their arguments against competition and EMPA President, Jacques Sauban, has already asked questions of M. Theologitis who stated the following:

- Conclusions of the stakeholders consultation of 2006/2007 will be taken into account;
- Technical nautical services have old traditions but also some restrictive practices...
- The study about PEC's will explain for what reason PEC's exist or not, how PEC's are granted or not and why a pilotage fee is asked even with a PEC.

He agreed that factors to take into account for granting PEC's are linked to local knowledge, language knowledge, frequencies of call etc. Together with this study, the EU will analyse the following:

- Who is entitled to be a pilot?
- Has any private company the right to establish in any seaport?
- What are the public service requirements?
- Is the right of establishment given to an association or to an individual?
- What about “cream skimming” (cherry picking) of the market?

Although there isn't yet a formal consultation on the issue, Jacques Saubin has already submitted documents detailing the arguments against competition and the liberalisation of PEC's and the UKMPA will also be participating in the consultation. However, no member can afford to ignore this issue. The defeat of the last Ports Directive was aided considerably by individual pilots writing to their MEP.

MEP's get very little mail so a sudden flurry of correspondence raising concerns over an issue tends to stir them into action so all pilots should make the effort to respond. Should you need any advice on the points to make, contact the UKMPA:

UKMPAoffice@yahoo.com

CONTACT YOUR MEP

The easiest way is to type your postcode into the box at the following link:

www.writetothem.com

THE e-MERALD i-SLE!

Trials of an enhanced Portable Pilot Unit that can run off an iPad have been completed in Dublin. The tests are part of the Brussels-funded Safeport project being co-ordinated by UK consultants BMT.

The unit has been developed to use advanced satellite communications to ease vessel traffic management. Safeport is looking at being able to deliver more accurate, secure and reliable navigation and positioning information to the pilot to ensure safer and more efficient navigation and berthing.

Vessels participating in the system share their planned routes and schedules with vessel traffic management, or request a route for them. These are then validated to ensure safe compliance with any rules, and that the piloted ship does not interfere with other vessels.

I am hoping to get a report from Dublin on these trials for the next issue. JCB

NORTHERN (HIGH)LIGHTS BY PETER MCARTHUR (NORWEST INTERACTION LTD)

Sweeping in close to mountain tops, the approach to Trondheim late in the evening is, to say the least, dramatic. By late May, being so close to the Arctic circle, it doesn't really get dark at night and with the sun risen by 02.30 am thick curtains in hotel rooms are a must for those who want to sleep – not that sleep was much on my mind since this was the culmination of 15 months of writing, editing, submitting drafts for moderation by a (most distinguished) technical panel!

I was attending a conference to deliver a paper on ship-generated pressure fields, before the world's most prominent and respected Hydrodynamicists.

The 2nd International Conference on Ship Hydrodynamics (STS 2011) was held in Trondheim from 18th to 20th May 2011. Organised by the Royal Institute of Naval Architects (RINA), the University of Ghent (Flanders Hydraulic Research Institute) and hosted by the Norwegian National University Marine Technology Department (NTNU - Marintek), the primary topic for the conference was Ship to- Ship transfers and associated operations, with a secondary focus on hydrodynamic interaction relating to vessels manoeuvring in confined waterways.

Trondheim itself is an old city, centred on a cathedral said to be over 1000 years old, being both a former capital city and the traditional seat of the monarchy. The main part of the old city is bounded on three sides by a wide sweeping river and, to the west, by the fjord.

The MARINTEK Centre sits near the top of a hill not far from the centre of Trondheim and the location affords a good view of the surrounding city, harbour and the fjord. However, for an altogether different, and much more commanding view of the university campus and the marine research facility it is necessary to take a short elevator ride to the top of the campus grounds where a rotating restaurant with exhilarating views provided the venue for a very nice conference lunch.



Early keynote speakers spoke on a number of issues relating to Ship-to-Ship transfers and lighterage but interestingly, some of these talks would not have been amiss at a marketing conference.

The main plenary sessions commenced after lunch on the first day, with speakers being allocated one of two conference rooms, depending on their area of specialisation. Naturally, my own inclinations were directed to the more 'practical' issues of ship handling in confined waters. By the end of the first sessions, what was becoming very apparent was the difference in emphasis between the academic theorists, who were essentially mathematicians and computer programmers, and those with, even limited, real ship experience. I must confess, the language used by the academics was almost (but not quite) bewildering, and the mathematics was awe inspiring - if virtually unintelligible, to a practical ship handler.

As proceedings moved on, the division between the two camps became increasingly marked, along with the realisation that there was a need to reconcile the two. I cannot begin to explain how frustrating it was for the pragmatists (Pilots, Ship-Masters et al) to try and explain real experiences to the theorists who sought to predict the forces acting between ships (and berths) with absolute certainty and precision. Any suggestion that 'it's not like that in reality' was met with almost stunned disbelief. The simple fact remains that not all realities correspond with the ideal conditions

found in a test tank, and not all ship-ship encounters can be neatly defined according to the idealised graphics generated when perfect algorithms are fed into mathematically perfect simulation worlds! Like it or not, there is a difference between what 'should' happen, and what does happen.

For me, a most telling point was raised when someone explained the mathematics necessary to calculate the forces generated when two ships come into close proximity – during a ship-to-ship transfer.

It was quite a revelation to learn that a super computer could calculate the momentary forces in 1.27 hours, whereas a standard laptop might take 24.3 hours. I couldn't resist asking what use this was to a pilot who was faced with making instantaneous decisions without the luxury of waiting 24 hours for data that was based on a set of momentary, historical, parameters. My own experiences as a pilot and an investigating lawyer quickly settled on a number of potential issues for pilots. There is a sobering reality that, following an incident, pilots finding themselves in court may be faced with hydrodynamic experts who hold impressive academic credentials and can calculate forces perfectly and precisely – providing they have weeks, or months, to do so.

A paper by Gordon Maxwell (Warsash), on the practicalities of 'manned-model' training was well received but he too confessed to being perplexed by mathematical modelling concepts that could produce fantastic results after the event.

Dr Jo Pinkster (PMH Holland) held the fort for the pragmatists, as did Dr Larry Daggett (US Corps of engineers) who discussed issues surrounding widening of the Panama canal.

My own paper was delivered towards the end of the second day shortly before the conference broke for the evening's entertainment (a wonderful organ recital in the Trondheim Cathedral followed by the conference dinner). It is fair to say that I received the only standing ovation of the conference and the absolute support of pilot colleagues from Hamburg, Rotterdam, Brazil and the US. Few realised how much work was going on in the UK aimed at simplifying and explaining practical dimensions of ship hydrodynamics.

I felt it necessary to make reference to the 'perfect world' of computer simulations, and brought up a few hard facts that any pilot will attest to and that is anticipating how the vessel will react then countering it before a situation even develops, something that no instrument, regardless of how sensitive it is, can detect. This is where the true skill of the pilot lies, in his 'intuition' and 'gut instinct', all points raised by way of a challenge to the theoretical researchers.

The closing moments of my presentation turned into a general challenge when I asked *'what good will your work be to the man on the bridge can he apply what you propose for practical benefit?'* I concluded, *'if he can, then the eventual benefit of the conference will be the reduction of hydrodynamic incidents, fewer collisions and groundings, the saving of lives, livelihoods, beaches and the environment. If the conference can, at any time in the future, hold its hand up and lay claim to any one of those objectives, then it will be deemed a success.'* It appears to be a challenge well made, and seriously taken on board for the future.

However, not all technical the papers presented by the theorists were lost on the pragmatists. Of particular note was the keynote speech delivered by Professor Odd Faltinsen, the elder, charismatic, academic of MARINTEK. His presentation was something of a history lesson and, at the same time, a warning to his contemporaries. Addressing the subject of computational fluid dynamics (CFD) he spoke of his early days as a computer programming mathemati-



cian and confessed that, even 20 years ago, the belief was that algorithms and CFD would eventually do away with any need for Ship-handlers and pilots. They would be replaced by computer programmes.

With the benefit of hindsight, Prof Faltinsen made three defining statements that the practical mariner might take heart from:


- 1) CFD may look convincing, but testing of results reveals a difference from reality, and testing [against the real thing] for verification is critical for validation
- 2) Computer prediction may be 'pretty good' but it is not, and cannot be, completely satisfactory
- 3) There will always be a need for experimental facilities and they will always need updating because there is always likely to be a difference between computer modeling and reality, no matter how good the computers and models are.

Somewhere in the melee of maths and models, pressure fields and power-graphs, numbers and suppositions, the two sides did find common ground by accepting that each was trying to achieve the same end but by different means and that the theorists would always have to validate their work against the hard data that is the pragmatists staple diet.

I learned much, made some good friends who, good to their word, have stayed in contact and are keen to undertake collaborative research with a view to benefitting the man on the bridge, the marine environment and safety of life at sea. I look forward with some anticipation to the 3rd International conference on Hydrodynamics, currently planned to take place during 2013, in Panama, and would recommend attendance to any who feel inclined to raise the bar.

Peter McArthur

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THE ROYSTON GRANGE TRAGEDY

Peter McArthur's article on ship hydrodynamics reminded me of the Royston Grange tragedy on the River Plate in 1972 which was most likely caused by a combination of bank rejection, interaction and a poorly maintained channel. Surprisingly little factual information is available regarding this collision so the following account has been compiled from several sources. The photos are from the web with no photographer accredited.

JCB

On the 11th May 1972, the Houlder Line's 7,113 ton *Royston Grange*, was outward bound in the River Plate from Buenos Aires to London with a cargo of chilled and frozen beef and butter. On board were 61 crew, 12 passengers (including six women and a 5-year old child) and the Argentinian pilot. At 0540, as she traversed the Punta Indio Channel in dense fog, she collided with the Liberian-registered tanker *Tien Chee*, carrying 20,000 tons of crude oil. The *Tien Chee* immediately burst into flames and a series of explosions rapidly carried the flames to the *Royston Grange* where most of the crew and passengers were asleep. Although the *Royston Grange* did not sink, all 74 on board were killed. This is surprising since the *Royston Grange* had split accommodation with the Deck Officers & passengers separated from the engineers and crew accommodation by a cargo hatch. The reason for this grim statistic seems to be that following what would appear to have been an initial fire-ball of vapour, the cargo of butter and the hold insulation ignited resulting in an inferno which would have been impossible to survive. The *Tien Chee* also caught fire and eight of her forty Chinese crew died but the remainder, along with her Argentinian pilot, managed to abandon ship and were picked up by cutters of the Argentine Naval Prefecture.

The report of the Liberian enquiry into



the disaster concluded that the master and pilot of the *Tien Chee*, in an attempt to get enough water for her deep draught, had probably been navigating too far to the south of the channel. The report concluded that the officers of the *Royston Grange* were probably not to blame, although there may have been some human error in attempting to avoid the collision. Whilst finding that the Master and pilot of the *Tien Chee* probably shouldn't have entered the channel in the tidal conditions prevailing at the time, the report criticised the lack of maintenance of the channel.

Subsequent analysis suggests that the *Royston Grange* had probably suffered bank rejection causing her to shear towards the *Tien Chee*. With the *Tien Chee* navigating with minimum UKC she was probably navigating in navigable mud and experiencing difficulty in steering so as the two vessels approached each other the interaction forces would have been enhanced. The diagram below taken from Ship Stability for Masters & Mates reconstructs the collision.

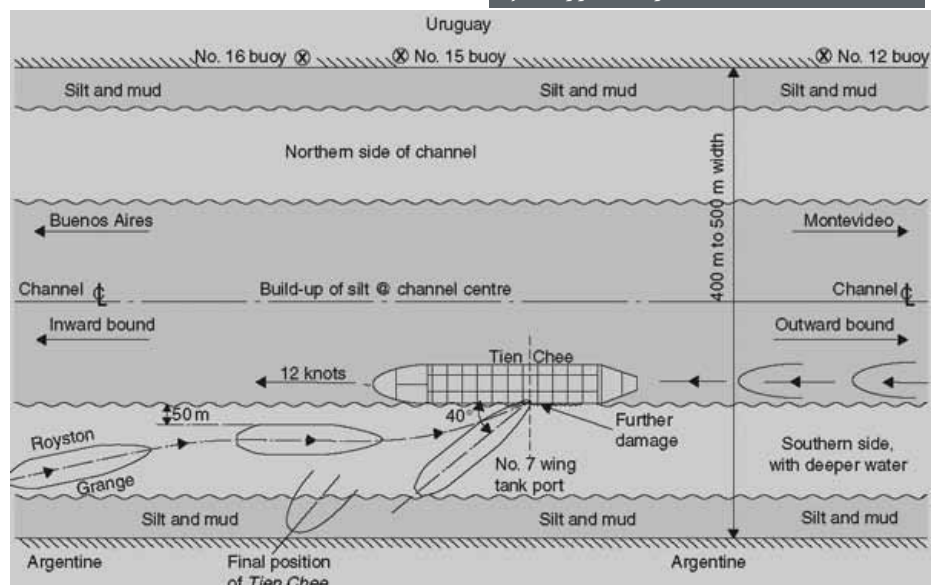
As ships get ever bigger and operational windows are reduced, safety parameters are inevitably eroded and the *Royston Grange* tragedy serves as a reminder as to how important an understanding of hydrodynamics are to safe ship handling.



Those killed are all buried in The British Cemetery in Montevideo but the above stained glass window was commissioned as a memorial in the All Hallows-by-the-Tower church in London.

The *Tien Chee* was scrapped at Buenos Aires in 1976 and the *Royston Grange* was eventually scrapped in Spain in 1979.

JCB



PILOT OVERBOARD!

Every pilot's nightmare is to fall off the ladder whilst boarding and although such incidents are fortunately very rare, tragically pilot ladder falls result in 1 -2 deaths per year worldwide. Last February my London colleague, Jon Stafford fell whilst transferring his grip from the ladder to the gate opening in the ship's bulwark. Fortunately he survived and he hopes that by sharing his experiences he might help increase the safety awareness of other pilots. The following first hand account by Jon brings the reality vividly to life!!

JCB

It was a climb of around 5 metres and I clearly remember how it happened. I got to the top of the ladder and having gripped one of the hand holds in the ship's rail opening I let go of the ladder to grasp the other and before I got hold of the second hand hold I swung away from the opening, smacked against the ship's side and that was it, I fell!

I remember looking down to check whether I was falling onto the cutter or into the sea. Fortunately the cutter had moved clear of the ship and was running parallel close to the ship's side. I knew then that although I wasn't to suffer serious injury from falling onto the cutter, but I **was** going into the icy North Sea in February between the ship and the cutter!

As I hit the water my first thoughts were the propellers of first the cutter and then the ship. I knew that the coxswain would have stopped the engines when he saw me fall but the Captain wouldn't have time to stop the ship's engine before I was past and that really scared me. I went down quite deep but I could see the boat's searchlight and the ship's lights from under the water as the integral life-jacket in my SeaSafe coat inflated. When I resurfaced I was at the stern of the pilot cutter but the water flow was pushing me hard up against the ship's side and I knew that it was taking me towards the ship's propeller. As I slid along the ship's side I was dragged right in underneath the counter so I tried to keep my feet up to keep my body on the surface.

I estimate that I passed within a metre of the propeller and although from

falling to clearing the stern of the ship couldn't have been more than 20 - 30 seconds it felt like a lifetime!

Having got past that immediate danger I started to concentrate on recovery. All London pilots undergo training with our cutter crews, who hold regular exercises in recovering casualties and I now have first hand experience, that proves the training works really well. Remarkably my brain stayed crystal clear, concentrating on staying alive.

I knew that my greatest risk now was from hypothermia so I worked at keeping my body heat in by keeping my legs together and jamming my cap down tight on my head.

I then started looking for the pilot cutter. It was dark and there was a bit of a swell running and I could hear the crew talking to each other but then heard one state that he'd lost sight of me which caused me some concern!

I put my left hand up hoping that the retro-reflective tape on the jacket's sleeve would improve my chances of being spotted. Fortunately that worked because as soon as I had raised my arm I heard a shout and the boat came round and alongside me very quickly. The coxswain did it first time, closing in and stopping the cutter in the perfect position for recovery. The crewman then managed to catch hold of me at the first attempt with the MateSaver pole, something that I know isn't easy to achieve!

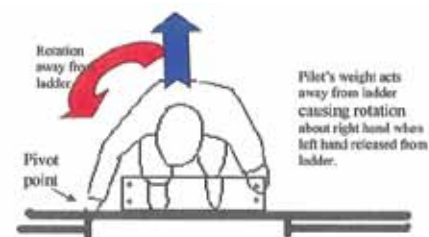
It was only when I was hauled aboard the cutter that I realised that I'd injured my ankle.

Once ashore, there was a fast response paramedic, an ambulance and three police cars waiting to take me to hospital, where I was treated for mild hypothermia and informed that my ankle was broken.

The experience hasn't put me off. Climbing a pilot ladder has a certain risk attached to it and falling off is a foreseeable, but fortunately rare, accident for which we are trained. Using ladders is just part of the job and I now know that the extensive emergency training we receive really does work!"

Jon Stafford

Cause of the Accident



This accident was investigated by the MAIB and the following is an extract from their report.

During discussions with the pilot, it became apparent that while climbing a ladder, he tends to keep his weight back for ease of climbing. At the time of the incident, the pilot continued in this position while attempting to transition onto deck. At the top of the pilot ladder he stopped with both feet on one ladder rung and placed his right hand on the after rail handhold. This being substantially outside the span of his shoulders and due to the weight distribution, caused his body to rotate about his right hand and foot as soon as he released his grip on the ladder with his left hand. Potentially, the asymmetric arrangement of the hand holds may have contributed to the difficulty in obtaining a firm grip.

One important aspect of this accident is that the space between the hand holds was 105cms which was also addressed in the MAIB report which referred to the following amendment to IMO A889 :

...a gateway in the rails or bulwark, adequate handholds should be provided at the point of embarking on or disembarking from the ship on each side which should be not less than 70cm or more than 80cm apart. Each handhold should be rigidly secured to the ship's structure at or near its base and also at a higher point, not less than 32 mm in diameter and extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails should not be attached to the bulwark ladder.

This provision has now been included in the latest IMO Resolution on pilot ladders, which will come into force in 2012 along with an updated IMPA bridge poster.

The UKMPA, through IMPA, have been at the forefront of the campaign to improve pilot ladder safety and this amendment along with the ISO 799 standard (see page 15) are a direct result of the hard work put in by pilot organisations around the World which should help prevent accidents such as Jon Stafford's happening to others.

JCB

LETTER

The following letter throws a very interesting light on the facts of Charter Parties and pilotage which I believe is of interest to all pilots. The letter was originally published in the November 2010 issue of *Sea Ways* and is reproduced here with the kind permission of the Author and the Nautical Institute. JCB

It is a vexing issue that time charterers (voyage owners) do not acknowledge that a pilot is indeed a valuable resource in their safety chain. The New York Produce Exchange (NYPE) form time charter party, states:

'The charterers, while the vessel is on hire, shall provide and pay for all the fuel except as otherwise agreed, port charges, all pilotages, towages, agencies ...'

The Baltimore (1939) Clause 4 states: *'Charterers shall provide and pay for pilotages (whether compulsory or not).'*

The intent of the printed NYPE and Baltimore forms in relation to 'pilotages' is very clear under the time charter party contract -the charterer (voyage owner) will provide and pay for all pilotages without qualification. However, internationally reputable time charterers insist on inserting 'compulsory' before 'pilotages' in the NYPE and Baltimore forms and deleting the words "whether compulsory or not" in the Baltimore form. This contractually absolves the time charterer from employing a pilot at their cost.

The vessel while on time charter is 'under the orders and directions of the charterer as regards employment and agency' (Clause 8 NYPE C/P). While under the time charterers' orders, the master is required to prosecute the voyage with all despatch, which includes taking the shortest available route (*Hill Harmony*). In areas around the Euro-Channel, English Channel, North Sea, Skagerrak, the Baltic Sea, Marmara Sea and the such, the only shortest route to local ports is through these areas.

IMO recommends and encourages the use of pilots in these areas -IMO Resolutions A.480(IX) (adopted in 1975), A.620(15) (adopted 1987), A.486(XII) (adopted 1981), A.579(14) (adopted 1985), A.668(16) (adopted 1989), A.827(19) (adopted 1995).

The inland Sea of Japan is equally hazardous particularly when a shipmaster is unfamiliar with the area; however the

IMO appears not to have addressed a Resolution for it, where competent inland sea pilots are readily available.

Governments have also established VTS where, in their opinion, the volume of traffic or the degree of risk justifies such a service. VTS should be seen as a complementary service to pilotage.

The time charterer is a "disponent owner" for the duration of the time charter party, and being de facto 'owners' it is they who should do all that is necessary to prosecute their chartered voyage in both a physical and environmentally safe manner.

This begs the question as to why such readily available competent pilots are considered by time charterers as to be only a cost and not a benefit to the safety of their voyage. IMO Resolution A.159(ES.IV) [1968] 'recommends governments' organise pilotage services where they would be likely to prove more effective than other measures and to define the ships and classes of ships for which employment of a pilot would be mandatory'.

Alas, governments, for reasons of their own, despite having economic jurisdiction extending up to 200 nm from their State, do not appear to have found any good reason to encourage the use of qualified pilots. All pilots arrive at their position because of the authority granted through State based competent authorities.

Ship and cargo insurers and P & I clubs, should be comforted that their insured is in competent hands, through the 'pilot's advice' supporting the 'master's orders'.

The shipping industry has always looked to pilots as being an integral component in the safety chain, adding skills and knowledge over and above that which is provided by the ship's crew. If pilotage waters did not hold an additional element of risk, they would not be pilotage waters. It is axiomatic that a pilot should be employed by the 'voyage owner' for the safety of cargo and for the well-being of the marine environment. Charterers should be obliged to consider this as part of their responsibilities since the vessel is under their instruction for the voyage.

An arbitration on 'liability for noncompulsory pilotage fees (9/80)' concerned a dispute in relation to pilotage fees under a trip time charter on a NYPE form that expressed the usual printed clause 2. The master engaged a non-compulsory pilot

and the owners paid the relevant fees. The owners sought reimbursement of the noncompulsory pilotage fees from the charterers. It was held that under the clear and express provisions of clause 2, the time charterers were liable for the cost of pilotage. (The word 'compulsory' was not inserted before 'pilotages'.)

However the arbitrators did not touch on the fact that the master was under the instructions of the charterers as regards employment and agency. It was opined though: *'Although the charter-party covered the situation, it was still a matter of reasonable prudence for a master of a foreign nationality responsible for a large and valuable ship and cargo to engage a pilot for navigation in the English Channel'*.

I am not aware of any further legal or arbitral decisions made on clause 2 of the NYPE and the Baltimore 1939 form in regard to 'non compulsory pilotages', and the legal consideration of the charterer's responsibilities 'as regards employment and agency'.

Time charterers, shippers and terminals through their employment and promotion of 'risk assessment companies', purport to embrace the doctrine of safety by vetting the ship, the owner and manager. However by not employing a pilot during their voyage they are contributing to the risks to the marine environment and overall risks to the voyage, while the vessel is under their instructions for the voyage as 'voyage owner' littoral states.

The Nautical Institute and organisations such as BIMCO, IMPA, and signatories to the Antwerp Rules, should, for obvious reasons, take a closer look at 'encouraging~ the use of available pilots by the 'voyage owner'. In the meantime, should the time charterer voyage owner demand that they will only appoint and pay for 'compulsory pilotages', they should be made to be equally liable and responsible for any incident that might occur during their voyage requiring the charter party form's true meaning and intent be radically changed.

This point may well be legally debated, in relation to 'contributory negligence', should there be a major issue.

Ian Timmins MNI, ACI Arb, FICS.

Sydney, Australia:

ACI Arb: Associate of the Chartered Institute of Arbitrators

(FICS): Fellow of the Institute of Chartered Shipbrokers (ed)

LETTER

ANTIPODEAN NAV. WARNING

Last year, one of my colleagues emigrated to what he thought was a piloting job in New Zealand. As with many NZ ports this one was operated by the Local Authority who had advertised a vacancy. Upon arrival a shock awaited him and his family.

So, you've accepted the new job as a Pilot in the Antipodes. You have sorted out everything you can think of including visa, salary, start date, accommodation, schools etc etc. The list goes on.....But, what about something that may have been slightly overlooked in the scheme of things? I am referring to the Job Title/Description. Are you just a pilot? Are you also a Marine Officer, Deputy Harbour Master, Tug skipper?

If you really think that you've covered all the bases, how did you get on talking with the current pilots already doing the job? Are they looking forward to you starting so that the work

load can be shared and professionalism can be maintained whilst carrying out pilotage service for the Port?

BUT, what would happen if the pilots that you needed to trip with, didn't want to train you? Unthinkable? Really? Do they have an obligation under their own employment contract to do so? Would there be a financial impact on the existing pilots? Are they pretty much able to choose not to train you at all?

That's what happened to me!

What you **MUST** do, is **GET THE FACTS** and get them **BEFORE** you set off on your new adventure! Find out how your training will be facilitated and by whom? Talk to the incumbent pilots and find out the feeling as to your appointment. If there are no problems you will have lost nothing and gained some preparation for the new job.

PS I am pleased to report that the pilot involved has now found employment in another NZ port and is happily settling down to a new life after what was a rather traumatic experience! JCB

PILOT LADDER SAFETY ISO 799

This International Standard is intended to supplement existing IMO requirements for pilot ladders. Since IMO instruments do not include specific requirements for prototype testing of pilot ladders for approval, the tests included in this standard are in excess of the existing IMO requirements. The inclusion of these tests was considered necessary in order to provide a means of ensuring conformance of pilot ladders with the performance requirements prescribed in IMO instruments and in this International Standard.

The application of this standard means that pilot ladders will now have to be tested every 30 months and in addition to the safety certificate issued, the underside of at least two steps of the ladder will now have to be specifically marked in order that compliance can be verified. The full standards are available on the UKMPA website or can be downloaded from the ISO website: www.iso.org



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COASTLINES

VICTORIA DRUMMOND AWARD



Nautilus Chairman, Ulrich Jurgens, congratulates Admiralty pilot, Rachel Dunn, on her receipt of the Victoria Drummond award.

Photo: Nautilus

Rachel Dunn, wife of Southampton pilot, Neil Dunn, received the Nautilus Victoria Drummond Award presented by Sir Alan Massey at the 1st Nautilus International Conference.

Rachel is the only female Admiralty Pilot. Having first gone to sea as a Cadet with Shell Tankers in 1984 she obtained her Masters Certificate in 1993. Shortly after that she left Shell and joined Wightlink as Chief Officer. In 1997 she was promoted to Master, a post that she held for eleven years before leaving to become a Trainee Admiralty Pilot in Portsmouth last year. Rachel has now qualified as a Pilot after twelve months in training and next April she will be a fully qualified as an Unrestricted Admiralty Pilot ready for the aircraft carriers.

The award is named after one of Queen Victoria's goddaughters, Victoria Drummond, who abandoned a privileged lifestyle as a debutante to become the first female marine engineer in the Merchant Navy where she served for over forty years. During World War Two she was Second Engineer aboard the SS *Bonita*, when it came under attack from a German bomber. Having instructed the others to abandon the engine room she single handed not only kept the engine running throughout the heavy bombardment but also managed to get the ship's speed up to 12.5 kts, the fastest ever recorded in the ship's 18 year life! For this act of bravery she was honoured with an MBE and was awarded the Lloyd's War Medal.

As Rachel says, *'It was difficult enough for me when I first went to sea so I can't begin to imagine what it must have been like for her. She was an amazing woman with an amazing history.'*

UKMPA JOINS THE MERCHANT NAVY MEDAL COMMITTEE

Regular readers will be aware that since its inception in 2005, three pilots have received the Merchant Navy Medal for meritorious service. The Committee overseeing the Medal encompasses all sides of our diverse industry and the UKMPA is now a member of this Committee with Martin James (Liverpool pilot) as the representative. The current Patron is Lord West of Spithead, shown on the left in the picture below.

The rules, previous recipients and a nomination form are available on the website: www.merchantnavymedal.org.

For anyone wanting to nominate a fellow pilot or someone else from within the industry the closing date has passed for this year but nominations are welcome for 2012.



The 2010 MN Medal awards

Photo: Trinity House

THV BEMBRIDGE



You will recall that last year I featured the rescue and restoration of the rotting hulk of the old Trinity House cruising cutter "Bembridge" by the Polish shipping logistics group, Magemar. This project was very much driven by one of the Magemar managers, Rafal Zahorski, who has not only overseen the restoration but has also been scouring the world for authentic fixtures and fittings to restore the 70 year old vessel to her former glory. But that is not all, because such is Rafal's enthusiasm for this vessel and all that it stood for, he has also been collecting artefacts in order to create a museum to be open at weekends and holidays when the office is shut. The latest news is that the restoration is nearing completion and the museum is now open, complete with authentic engine sounds recorded from a tug! If you have any Trinity House documentation or artefacts that you no longer have a use for please contact Rafal: rafal.zahorski@magemar.com.pl For the complete restoration story visit: www.shipsnostalgia.com and type "Bembridge" in the "search" box.

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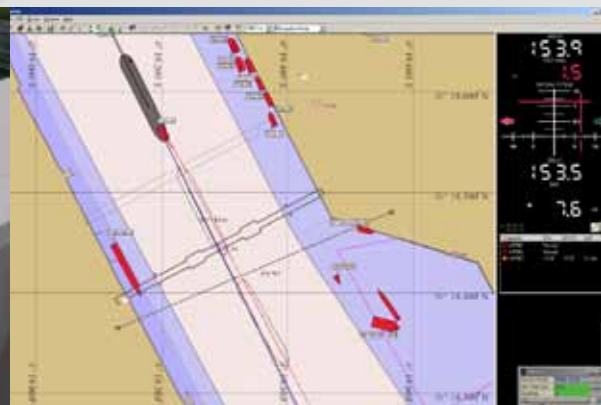
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