



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

JANUARY 2012

Editor: John Clandillon-Baker FNI

No: 307



The *Maersk Buton* overtaking the *Mari Uglund* (Pilot Laurence Nelson) in the Sea Reach dredged channel.

Photo JCB

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Pilots Steering a Course for the Future



The Grange St Paul's Hotel

2012 is going to be a very exciting year for the United Kingdom.

- On 28th June, the Queen will be celebrating her diamond jubilee,
- The 30th Olympiad will be held from 27th July to 12th August
- The Paralympic Games will be held from 29th August to 9th September.

If you haven't received a personal invitation from the Queen or been selected to represent your country at the Olympic Games (or even if you have!) an even more prestigious event awaits you:

The UKMPA has great pleasure in inviting delegates and guests to the 21st International Maritime Pilots Association Congress, "Pilots Steering a Course for the Future" in London, between the 24th and 28th September 2012.

At the Grange St Paul's Hotel

Congress week promises to be exciting and beneficial to all who attend. We are currently planning the agenda, and intend to schedule all events and seminars in such a way as to give delegates time to complete all business, spend time with colleagues, and enjoy the beautiful sights that the City of London has to offer.

Registration: IMPA2012.COM now has a link for International delegates. A special registration page for UKMPA members will be available in the near future.

Programme:

Sunday 23rd: **HQS Wellington** will be open for delegates to register and collect their welcome packs in the afternoon and there will be a Cocktail Reception at the Grange St Paul's Hotel in the evening. Social events during the week will include

- A **river trip** to historic Greenwich,
- A **Gala dinner** at the Royal Courts of Justice
- A **Golf Tournament**: See page 15

A varied social agenda has also been planned for accompanying guests allowing them an option of tours each day or to visit the attractions of London independently or just to relax.



Royal Courts of Justice

PROVISIONAL CONGRESS SESSIONS

Monday	24th	AM	Formal Opening followed by IMPA at IMO
		PM	Outcome of Survey (Closed session) & Strategic Planning
Tuesday	25th	AM	E-Navigation
		PM	ECDIS issues (i.e. training & Anomalies)
Wednesday	26th		River cruise to Greenwich for delegates and guests.
Thursday	27th	AM	Pilots Personal Safety & Guidance for IMPA members
		PM	The Role of the Pilot
Friday	28th	AM	Administration of Pilotage
		PM	Congress Business

WE NEED YOU!

An IMPA Congress in London is an event that it likely to happen only once in your pilotage career.

Although plans are well advanced, more volunteers are needed especially if you speak a foreign language. Even if its only for one day it's sure to be a rewarding experience so why not join in the celebrations? Retired pilots are also welcome.

Contact John Pearn or your local SC member. contact details on page 17.

The organising committee currently consists of the following pilots:

John Pearn (Milford Haven) Chairman,
Don Cockrill (London),
Jon Stafford (London),
Jonathan Mills (Medway),
Mike Robarts (Harwich),
Joe Wilson (Tees) website,
Gareth Jones (Milf'd Haven) Treasurer,
Mike Morris (Manchester)
Mike Fawkes (Medway) Golf,
Bernado Obando Rojas (London)
Spanish Translation
Jeremy Dale (Sea Safe) Advisor on Exhibiting and Branded Goods.)

**Professional Event Organisers
WATERFRONT.
www.impa2012.com**



With all the IMPA Congress excitement, don't forget the: 2012 UKMPA CONFERENCE

Dates: 16th & 17th May 2012

Venue: Crown Hotel, Harrogate

Remember Rule 20: A copy of any proposed new Resolutions or Rules shall be sent to the Secretary not less than three months previous to the Conference (16th February)

There are a lot of important issues pencilled in on the agenda this year so if you haven't attended a conference before try to get along to this one.

It's not all work. Harrogate is a great venue and there's lots of opportunity to socialise in the evenings!

**EMPA Football tournament:
Liverpool 18th May: Details: Page 15**

EDITORIAL

As I am concluding this issue the loss of the *Costa Concordia* continues to dominate the headlines. Although I believe in waiting for the official report before commenting, we do know that the ship hit a rock and subsequently capsized when it should have stayed afloat!

Because of this, I believe that the long term outcome will be a fundamental re-design of cruise ships.

Although I had planned to avoid referring to the *Titanic*, that disaster's relevance here cannot be ignored since the question must be asked as to how a modern passenger ship, built to the highest standards incorporating all the safety features that have evolved over the last century, could capsize and sink?

The other comparison that cannot be ignored is the inadequacy of the lifeboats and liferafts and the inability to launch them from a listing ship. Also, many passengers were unable to obtain a lifejacket because these were stowed in their cabins! In view of these factors it is miraculous that so many were able to escape but it mustn't be forgotten that (at the time of writing) 16 persons are dead and at least a further sixteen missing. Our thoughts must be with them and their families.

So is this going to affect pilotage? I believe the outcome could have both positive and negative effects. On the positive side there should be an increased focus on the skills required to safely handle ever larger ships in confined waters that pilots have had to adapt to managing over the years with very little acknowledgement. There will also, hopefully, be an appreciation that, if safety of navigation is to be maintained, pilotage requirements must not be reduced (see page 12) and pilots must be well qualified and trained to the highest possible standards.

The negative aspect is that companies are likely to insist on pre-arrival passage plans with routes being agreed and strictly adhered to which could remove the existing flexibility which makes pilots experts at expediting port transits.

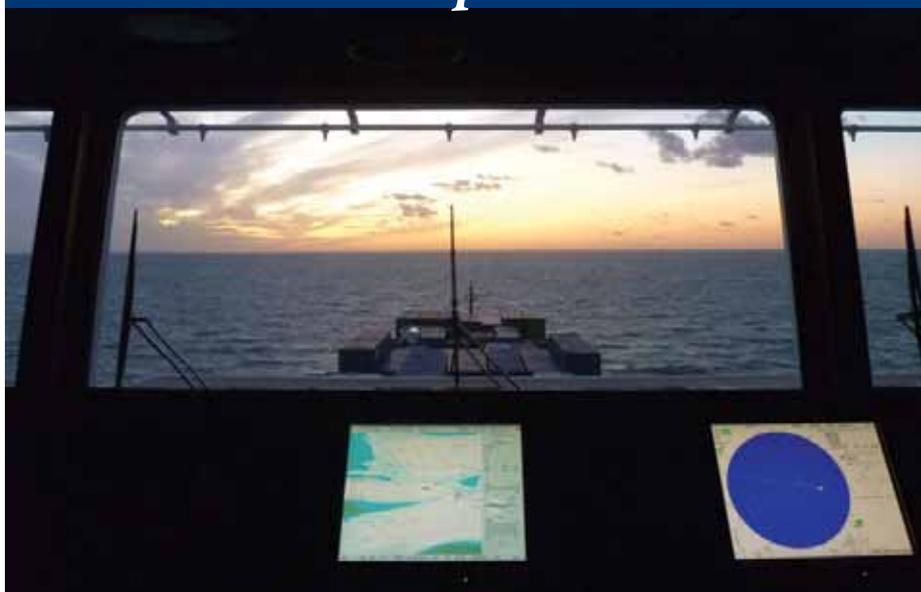
VTS control, such as that being trialled by the MONALISA project in the Baltic (see page 9) is also likely to be implemented.

With such a grim start to the year I wish you all safe piloting in 2012.

John Clandillon-Baker (JCB)

USING THE "HEAD UP" DISPLAY FOR PILOTING

Paul Chapman FNI



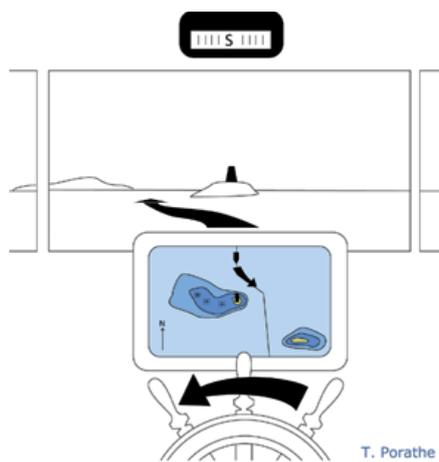
Mariners have become accustomed to navigating using "North Up" mode. Photo: JCB

It's amazing to think that just 45 years ago there were still shipping companies resisting putting radars on ships and even when I went to sea in 1969 it was still a temperamental instrument whose electronics filled a whole mast house on deck. The display was restricted to the unstabilised ship's head up mode making plotting targets or land features a convoluted process, especially if the ship was yawing in a seaway. In the 1970's, gyro input into radars became commonplace and this resulted in the "North Up" gyro stabilised mode which matched the chart presentation, made position plotting easy and thus became the preferred display mode for most navigators, your editor included.

With the advent of ECDIS and integrated displays some navigators, particularly on cruise ships, consider that it's time to return to using the Ship's head up mode to enhance the situational awareness by having displays matching the view through the bridge window.

Gladstone (Australia) pilot, Paul Chapman, has not only embraced this concept but also taken the it one stage further by developing techniques using the advanced facilities offered by modern radars with respect to making critical turns using the unstabilised head up display to advantage. Paul has kindly granted me permission to use extracts from his research papers which have also been featured in *SeaWays* magazine. JCB

HEAD UP PILOTAGE

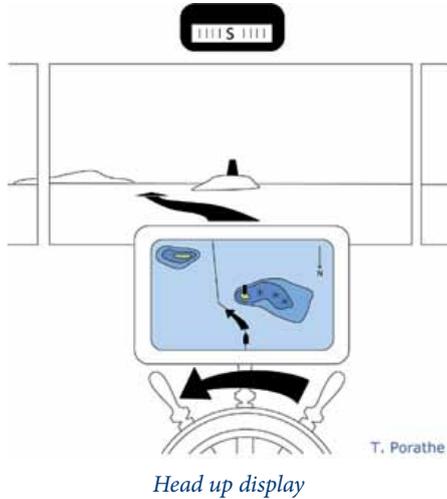


A North up display can lead to disorientation

There is scope to enhance passage monitoring by adopting practices that improve situation awareness. This can be achieved by a shift away from North Up presentation to a Head Up presentation using eyes, radar and the electronic chart, especially on vessels with integrated bridge displays mounted in front of the navigator's chair.

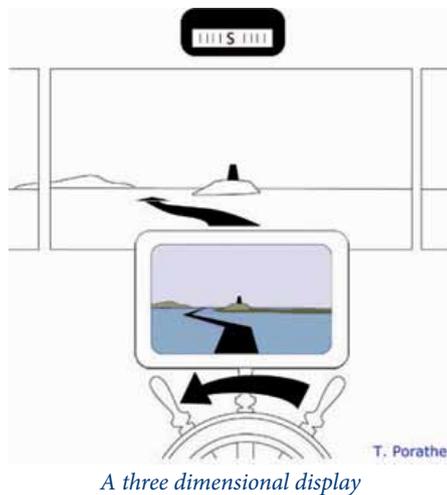
Information presented by a North Up display requires mental rotation to realign the information to the observer's operating orientation, Head Up. This mental rotation is a skill refined in experienced navigators but in times of

high workloads, this re-alignment may cause confusion, especially on southerly courses. There is very compelling research suggesting that Head Up is the better orientation in pilotage waters by delivering improved situation awareness, faster decision making and less errors thus making for safer piloting.



The user friendliness of different chart presentations has been researched by Dr. Thomas Porathe, an assistant professor in information design who has identified that for track keeping in confined waters, Head Up is a better chart orientation than North Up

The best display though, is a three dimensional egocentric Head Up display



The ease of reading and following a planned track on a three dimensional ego-centric Head Up display is supported by the simplicity of vehicle navigation displays.



CONCENTRIC INDEXING: A STRAIGHTFORWARD APPROACH TO CONTROLLED TURNS

The characteristics of head up orientation during a turn may be used for planning, executing and monitoring turns. This particularly applies to radars that allow the Variable Range Marker (VRM) ring to be offset. Many radars have this ability coupled with an unstabilised display and the presentation of target wakes or trails.

Notable features of the head up orientation during a turn are:

- A target at the turn centre will remain stationary.
- All other fixed targets will follow a circular path around the turn centre.
- The amount of movement of a target is proportional to its distance from the turn centre.

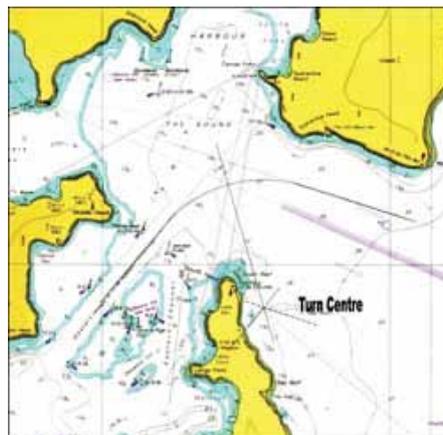
The procedure for performing a planned turn with a radar in the Head Up orientation involves three steps:

- Planning the turn from a chart
- Setting up the radar
- Executing the turn.

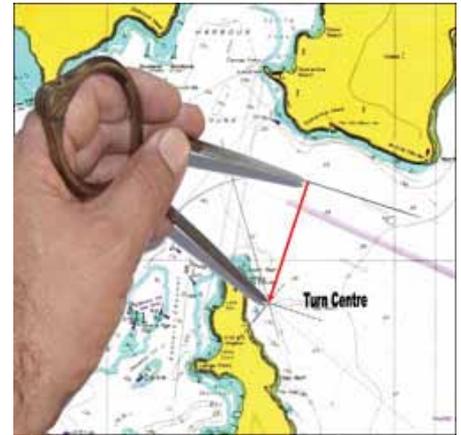
Planning from the chart

A conspicuous radar target is selected as the reference point. Ideally the reference point will be abeam when the vessel completes the turn and steadies on the next track.

The desired turn centre is identified, either by bisecting the initial track and next track and selecting an appropriate radius or drawing lines parallel to the initial and next track at a distance of a desired radius.



Establishing the turn centre



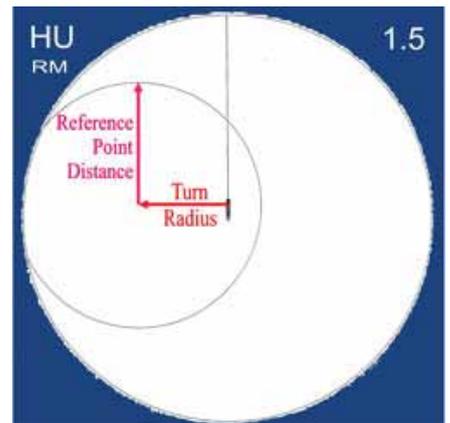
The turn radius is then noted.

The distance of the reference point from the turn centre is measured.



Setting up the radar

The head up orientation is selected with a range scale suitable for monitoring the turn. The target trails feature should be selected if available.



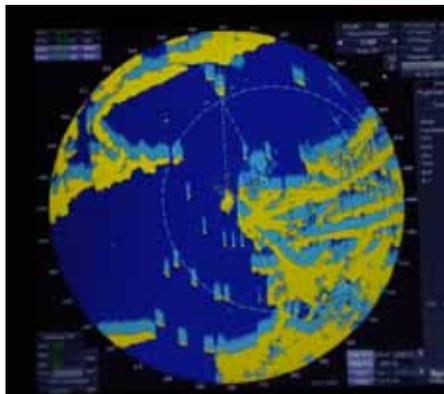
The VRM centre is offset abeam of the bow at the turn radius distance and the VRM range is set to the distance between the turn centre and the reference point

Executing and monitoring the turn

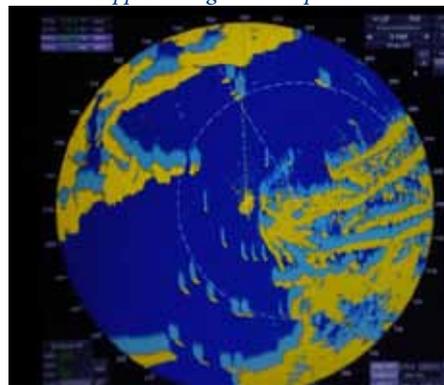
When the selected reference point is about a ship's length or less from touching the VRM, the turn is started. In a manner similar to parallel indexing

to follow a straight track, the apparent path of the reference point can be kept on the circular path of the offset range ring by adjusting the vessel's rate of turn.

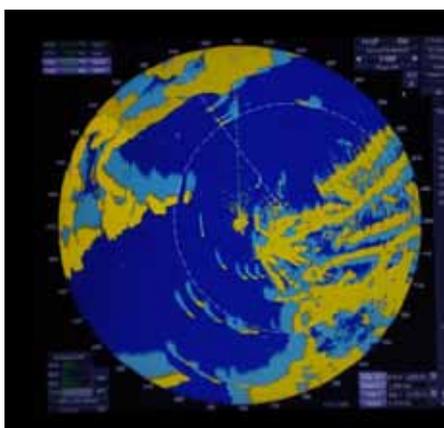
The correct rate of turn will keep the reference point (In this case the island ahead of the vessel) on the range ring as per the following images.



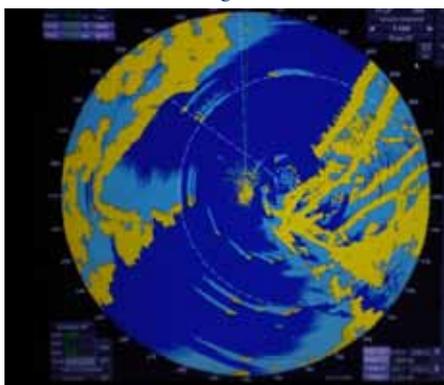
Approaching the turn point



Starting the turn

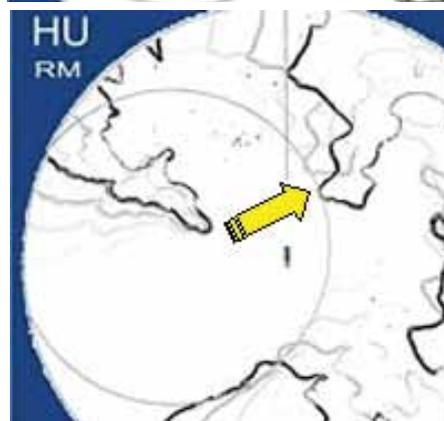
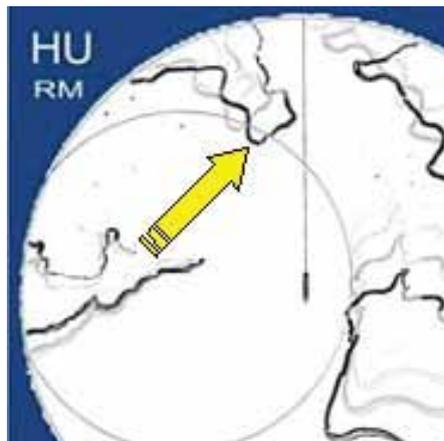


Executing the turn



The turn is completed

If the rate of turn is too low, the reference point will move below the VRM. In such a case the rate of turn must be increased to bring the reference point "back on track".



Conversely if the rate of turn is too fast the reference point will move outside the range ring and reducing the rate of turn will correct this.

All radars offer head up orientation but have different features. Some models don't have trails available on head up mode, others curiously have stabilised trails on the head up mode.

With radars that do not have the option to offset the VRM, the EBL can be offset with the range marker set at the reference point distance. This ranged EBL can be used to monitor the reference point path against the planned turn by rotating the EBL.

Conclusion

This method of conducting controlled turns is straightforward and easy to use. The planning is simple and results in turns being defined by their radius and a reference point's distance from the turn centre. These two values allow for a quick and simple radar set up to provide continuous monitoring from a single source. Further, as the turn is referenced from the ship, the effects of set and drift will be detected and be compensated for by rate of turn adjustments.

Similar to the role of parallel indexing in passage planning, the safe navigation of vessels in confined waters would be enhanced if this technique was widely understood and radar designs allowed for its simple application.

Paul's full paper is available on-line at:

www.niql.net/ni_presentations_planned_turns.html

Also available from Nautical Institute publications is Paul's monograph:
Monitoring turns Using Radar

<p>A Division of</p>	<p>Liverpool Pilots 2 day Maritime Resource Management course. Designed and delivered by pilots specifically for pilots.</p> <p>Accredited Training Providers for the Swedish P&I Club UKMPA endorsed ICM Accreditation – which will allow the allocation of CPD Points</p>
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Chairman's Report

Don Cockrill



The new year started with some enthusiasm considering the storms that have been taxing our professional expertise!

No doubt you will have noticed that we have a new logo. This time last year design ideas were requested from the membership but with none forthcoming, Section Committee commissioned a professional designer. We believe that the new logo better reflects all the countries of the United Kingdom as well as including the fouled anchor and its analogy with pilotage.

Much occurred in the latter part of 2011. Most notable for us was the government's Red Tape Challenge (RTC) consultation which focussed on maritime legislation.

The fact that maritime legislation was the target was not well promulgated by the Dft and representation has been made to the Department at the highest possible level. Despite that, there was significant input by Association members although it was a little disappointing that the input was not more widespread considering the number of reminders and encouragement for members to participate. Concurrently with the RTC, the Private Member's Marine Navigation Bill came under the spotlight at a meeting that I attended at the House of Lords with a number of other stakeholders. At that meeting, the contentious, dangerous clause referring to the proposed deregulation of PECs was removed although not without resistance from one stakeholder! On legal advice I introduced further amendments to the proposed bill but it remains to be seen if these will be included or even if the Bill will achieve a second reading.

In addition to the quarterly SC meeting, myself and other SC members represented the UKMPA at the UK Harbour Masters' Association (UKHMA) seminar, the Nautical Institute Command Seminar, the RIN AIS seminar, the UK Ports conference, the MNB meeting and a number of industry receptions. I also spoke at the British Tug Owners' Association Autumn seminar and at the ECDIS Revolution Conference. Peter Wylie and Graham Langley rounded the

year off with attendance at the PMSC Steering Group meeting where they spoke strongly and effectively to defend the pilots' true role in working with a Bridge Navigation Team correcting the often mistaken belief that the pilot integrates into the team, which of course is not possible in law as a result of the STCW regulations.

We are all aware that one of the most dangerous aspects of our profession is negotiating the pilot ladder. There have been several serious incidents which are elaborated on elsewhere in this issue. Thankfully only one resulted in personal injury and I am pleased to report that the pilot involved is making a good, but slow and painful recovery. Remember that if you see a defective ladder, you are not obliged to use it and any defects should be reported to the MCA as well as your Harbour Master. Pilot ladder incidents must be reported by law and we would appreciate notification as well to aid IMPA in keeping the IMO advised of the current situation regarding regulatory compliance.

This coming year is going to be a very significant one for our Association. Not only are we hosting the IMPA 2012 Congress in September but also, through the Liverpool Pilots, the EMPA football tournament in May (see page 17). The latter will follow immediately on from UKMPA conference in Harrogate. As many members as possible are encouraged to attend these events. Each offers unique opportunities which are equally important to our profession. Although SC works hard on your behalf throughout the year, any organisation is only as strong as its membership. Please therefore do mark the dates of the events above in your diaries and see if you are able to attend one or more of them. The Association is involved in many things throughout the year to promote the Association and protect members' interests and is often looking for members to help in some way. As an example, details of Seaworks and how you can help there can be found within this edition.

I wish you calm weather and safe seas.

SECTION COMMITTEE REPORTS

In support of the Chairman SC members do much unheralded work on behalf of members. During the last quarter both Mike Robarts & Peter Wylie have attended important meetings. JCB

Mike Robarts (Harwich) Region 2

- The UK Major Ports Group reception.
- The 4th Annual UK Ports Conference
- An All Parliamentary Party Ports and Maritime Group (APPPMG) meeting at Westminster Palace.

The 4th Annual UK Ports Conference in London was well attended by delegates from the maritime and ports industry including Port Directors and Managers Lawyers, Environmental Societies, Marine and Transport consultants. Also attending were representatives from the DfT, MCA and Members of Parliament.

The presentations covered a wide range of port activities including Parliamentary action, existing and pending legislation, port development, traffic levels and predicted developments for the future. A presentation given by a transport consultant revealed that traffic levels in ports have dropped to those experienced in the late nineties but noted that ship sizes are continuing to increase. This obviously impacts on pilots as we continue to pilot ever increasing ship sizes in navigational areas of the same size.

The theme then moved on to new and existing legal legislation affecting port development and the governance of CHAs which led to the topic of the government's 'Cut the Red Tape Challenge'. The topic was opened for debate and a number of comments were made regarding the challenge and particularly the current statutory Acts,

The large number of submissions from pilots was noted by one delegate and other comments made by the panel referred to the responses urging for more regulations in the ports and maritime sector rather than taking them away or relaxing them!

The panel of speakers specifically noted the input from UKMPA members in defending public safety, the safety of navigation in our ports, and the 1987 Pilotage Act all emphasising the importance of properly regulated pilotage. This to me demonstrates the correct action taken by the UKMPA Chairman in briefing members and the

subsequent action that the Association has taken with respect to participation in the 'Cut the Red Tape Challenge'.

Attendance at the conference ensured not only a visible presence of the UKMPA but more importantly provided the opportunity to publicly challenge representatives from the DfT and Members of Parliament over the issues raised.

Attending these forums leaves me in no doubt that the Association is functioning in the most appropriate professional manner to best represent members' interests. It is vitally important that such visible presence and input is maintained.

Peter Wylie (Tees)

Vice Chairman & Region 3

NATIONAL OCCUPATIONAL STANDARDS

It is now nearly twelve years since the first set of National Occupational Standards (NOS) for marine pilots were published in July 2000. These have recently been updated at Port Skills and Safety (PSS) by a panel including UKMPA, UK Harbour Masters, The Port Organisations and "Skills for Justice". The format for all NOS used in the UK is strictly controlled, Skills for Justice were brought in by PSS as a government owned organisation who are experts in

writing NOS in the correct format.

The rewritten NOS went out for wider consultation in November as publicised in UKMPA circular 18/2011. All of the replies to this consultation were analysed in Mid-December by the panel which included the UKMPA and UKMPA Technical and Training committee. Thank you to all of you who replied. The changes have now been made to the document which will be published on the PSS website in the very near future. The main change to the NOS is that now we are given "performance criteria" i.e. things we must be able to do, and "Knowledge criteria" i.e. things we must know and understand, for each of the nine elements which formed the basis of the original NOS.

The NOS can then be used by any port as a basis for pilot training, in fact on reading them you will all find that you probably use most of the elements when you train your pilots already. For example all pilots on the Tees are given a copy, and although our training is not based on the elements nothing is missed. They are deliberately written in a way that new regulation and guidance can be incorporated seamlessly. For example, if a new boarding and landing code is written simply use that one instead of the old one. The NOS should

be reviewed at intervals of about five years so if anyone finds any errors please let Technical and Training Committee (T&TC) know.

The next stage is to work towards establishing a "Certificate of Competency" for marine pilots, which will be overseen by the MCA. This is already in progress with the UK Harbour Masters and we can hopefully learn from their problems and follow not too far behind. It is very early days and UKMPA will be fully involved especially the T&TC who can tie in their work on Continued Professional Development with any certificate. Please respond to any requests for ideas from T&TC as they come up so that we can make the certificate one that we actually want to own.

Richard Steele head of Port Skills and Safety should be making a presentation at conference in Harrogate, as will T&TC Chairman, Jonathan Mills, and myself so please try to attend or send any questions to your representatives.

PSS: www.portskillsandsafety.co.uk

Further to a qualification for pilots Don recently corresponded with Peter Hughes from Middlesex University who has outlined how such a qualification might be structured overleaf



WARSASH MARITIME ACADEMY

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Contact our Course Administrator on +44 (0)1489 556163 for details on the following courses:

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- Manned Model Shiphandling Twin Screw
- Pilots Combined Bridge Simulator & Manned Models
- Pilots Emergency Procedures
- Pilots Professional Development
- Ship Handling Appreciation
- Ship Handling Skills Assessment



Contact: Warsash Maritime Academy, Newtown Road, Warsash, Southampton, SO31 9ZL
Visit: www.warsashacademy.co.uk
E-mail: wma@solent.ac.uk
Call: +44 (0)1489 576161



PROFESSIONAL DEVELOPMENT FOR PILOTS

Peter Hughes

For more than ten years The Institute for Work Based Learning (IWBL) at Middlesex University has been in partnership with The Marine Society to meet the professional development needs of seafarers. Most of our seafarer students enrol on our MA / MSc programme which is in four parts (modules):

Recognition of prior learning:

Those seafarers with a Class 1 CoC can claim a substantial exemption on the programme. Students without this qualification can also gain some exemption but need to make claims for Areas of Learning based on their experience. This could be in areas such as managing a pilot service, training pilots, risk analysis, etc

Programme Planning

This covers analysing and deciding on:

- The exact title of the award being sought e.g. MSc Professional Practice (Maritime Pilot Training),
- Justifying this with how the title is supported by relevant Areas of Learning,
- The type of research to be carried out.
- The project to be undertaken.

Project Planning

This covers:

- Defining the project
- Deciding what data is needed, how it will be obtained, checking for its accuracy and relevance.
- How to identify and involve the relevant stakeholders
- Identifying relevant sources of information, analysing the data to draw conclusions, comparing it with other sources, producing findings and recommendations.

Most students regard this as the most demanding but rewarding part of the programme in terms of equipping them with analytical skills with a wide range of practical applications.

The Project

This must address a work based problem or opportunity and generate original data. Although the titles of projects vary considerably, the general areas are frequently safety at sea, risk assessment, impact of legislation / regulations, or training and use of new equipment /controls.

The whole programme is delivered by distance learning which means students do not need to physically attend a college. Typical completion time is fifteen months though it can be achieved in eight.

Because the University assesses learning based on portfolios, there are no exams as such. Portfolios are compiled by working through carefully designed module handbooks and to support students they have an Academic Advisor who will stay with them for the whole programme. Their role is to give feedback at various stages within each module which ensures that the final work submitted for assessment has met the established criteria. At the project stage, the student has an additional Academic Advisor who is a subject expert in the area covered by the project.

Because the programme is delivered by

distance learning we support students from all round the world,

There are usually two start dates per year, February and October. This year there will be an additional start date in May.

It is important that those interested contact The Marine Society in the first instance. The Society offers a scholarship to help offset already competitive fees and can handle enrolment administration. For more information about IWBL and how The Marine Society can also support you, please visit these websites:

<http://www.mdx.ac.uk/maritime>

<http://www.marine-society.org/wbl>

For further information you can contact us at business@mdx.ac.uk or phone us on 020 8411 5050.

Peter Hughes is Learning Consultant for IWBL at Middlesex University



Lairdside Maritime Centre

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 e: lairdside@ljmu.ac.uk

NEWS PAGE



MONALISA is an EU project by Sweden and Finland to develop the Motorways of the Seas concept for the Baltic. Funding has been obtained from the EU Trans-European Transport Network Executive Agency (TEN-T EA)

The aim is "to facilitate the internal cohesion of the Baltic Sea region and to improve its maritime access to the central regions of the Community and to reduce the high transport cost for serving these areas"

This is an e-navigation project consisting of 4 elements and on the face of it seems innocent enough but on closer reading appears more like a Big Brother concept to take full control of shipping in the Baltic and monitor the bridge team from ashore! The following is taken from the project's (54 page) Strategic Action Plan

1. Dynamic & Proactive Route planning

The Activity aims to develop and test a new model in route planning based on existing Electronic Nautical Charts and Automatic Identification System. Each vessel's pre-planned route will be visible for other vessels and monitoring centres ashore. The estimated best route and speed plan will be agreed on between captains and pilot centres which have knowledge about the local sailing conditions such as currents, wind and waves, water depth and sea ice that affect sailing time and bunker consumption but also traffic congestion, availability of berth in the next port of call and cargo handling schedules. Radio communications between vessels will not be needed when pre-planned routes clearly describe all navigators intended routes on screens on-board. Monitoring centres and others will immediately see if a vessel is deviating from a its route and will be able to take action. All vessel routes will be available for other ships for anti-collision purpose.

2. Verification of Officers Certificates

When a watchkeeper comes on watch they will have to logon with a smart card reader! The Plan states:

an automatic verification system monitoring officer's certificates and time on watch will be designed. A maritime ID-card with security codes will be designed and tested. The officer's certificates will automatically be checked against data bases ashore (via AIS transmission) to ensure validity of certificates. This activity will assure required competence and present means to prevent fatigue which is a common reason for accidents at sea.

3 - Ensuring the Quality of Hydrographic Data on Shipping Routes and Areas

This part incorporates plans to undertake detailed surveys of the routes to create 3D electronic charts.

4. Global Sharing of Maritime Information

This element aims to develop a functional demonstrator system both technically and procedurally defined, with the final objective to extend the sharing of maritime information to a global scale as well as expanding the scope of maritime information shared between maritime authorities in accordance with their needs.

The system will require participating vessels to have a special dedicated screen and it would appear that the ultimate plan is watchkeeper will just sit there and be told what to do. Quite how this will be achieved from a shore station isn't included in the Strategic Plan which is full of procedural rather than practical detail. It would appear that the passage planning and optimal routing is intended to be carried out by computer. Once the project, already underway, progresses it will be interesting to see how many shore controllers will be required and how the system will handle the errant fisherman or leisure craft! Watch this space.

The project website is:

www.sjofartsverket.se/en/MonaLisa/

The home page contains an informative video explaining the concept. I was most amused to see that in the state of the art control centre, the VTS operator overseeing this brave new e-navigation "initiative" was communicating with ships using a VHF handset dangling from a piece of string!

JCB

EU PORTS PACKAGE UPDATE

As you will recall from the last issue, the EU is reviving the twice rejected Ports Package which seeks to introduce "Better transparency and market access" into EU ports. In particular, the Commission wants to remove what they consider to be illegal monopolistic practices in the "Technical Nautical" services, which specifically includes pilotage and open them up to competition.

A Glimmer of hope has emerged following a meeting last December where EMPA President Jacques Sauban, along with other EMPA pilots, was able to discuss the pilotage issue directly with the EU Commission members of unit B3 :Ports and Inland Navigation.

At that meeting EMPA was able to emphasise the unique nature of pilotage and the essential role that pilots play in the public interest by ensuring the safety of navigation in port approaches all of which are in highly sensitive environmental areas. The well documented reduction in navigation safety in areas where competitive pilotage had been introduced was also explained.

It is very encouraging that the Commission were willing to meet with EMPA and have been provided with an authoritative overview of pilotage. Jacques reports that the meeting went well and the EU team were open minded on the options. They have agreed to liaise with EMPA during the consultation period.

This once again proves the value of UKMPA membership.

Office of Fair Trading

Opposition to the EU Ports proposals has also come from the unlikely source of the OFT who have provided a detailed analysis of UK port operations to the Commission. In the UK the non State ownership of ports has led to a situation where ports are in competition with each other and the OFT has had very few complaints from port users complaining about monopolies or restrictive trading practices. The OFT is therefore satisfied that the UK ports sector is already fully compliant with EU competition laws. Good news but no room for complacency. JCB

PENSIONS NEWS

PNPF members will, by now have all received the news that, following Debbie Marten's retirement, administration of the PNPF has been outsourced to the specialist company CAPITA HARTSHEAD. Whilst PNPF members will hopefully not notice any adverse effects of the change, the move does mean that the quarterly news page in this magazine will no longer appear.

The Pensions News column was introduced by the late John Godden (See page 13) when he took over as editor of the magazine in 1989. Written by Jan Lemon until Debbie took over in 2002, Pensions News has appeared in every issue since and so I would like to take this opportunity to thank Debbie for her dedication in providing the articles and personally wish her and Tom a long and happy retirement. JCB

RETIREMENT: DEBBIE MARTEN

December saw the closing of the dedicated PNPF office due to the retirement of the Secretary, Debbie Marten.

Debbie joined the PNPF in August 1989, as assistant to Jan Lemon, and took over as Secretary when Jan retired in August 2002. In those days the pension world was more sedate, and the usual debate at meetings was how to use the surplus – how things have changed.

Soon after this the Trustee decided that it was no longer necessary to maintain an office in Southampton Row, London, and Debbie was put in charge of finding an alternative (more convenient) office. In September 2003 the secretariat moved to the office in Sevenoaks. The move involved a tremendous amount of "extra" work for Debbie and the other staff, but thankfully all went smoothly and members never noticed the transition.

Debbie retired on the 31st December,



and her last day at work was the 14th December. The specialist pensions administration company, Capita Hartshead have been appointed to provide secretarial services to the trustee, and that transition has happened as I write. Again, hopefully members will not see any change but the move involved much extra work by Debbie, Loretta and a sub-committee from the trustees. Thanks go to all concerned.

At a farewell dinner in November Debbie was presented with a decanter and glasses from the UKMPA, and a splendid ships' clock from the trustee.

On behalf of all PNPF members, past and present, I wish Debbie and Tom a long and happy retirement.

Joe Wilson. Trustee.

PNPF CONTACT DETAILS

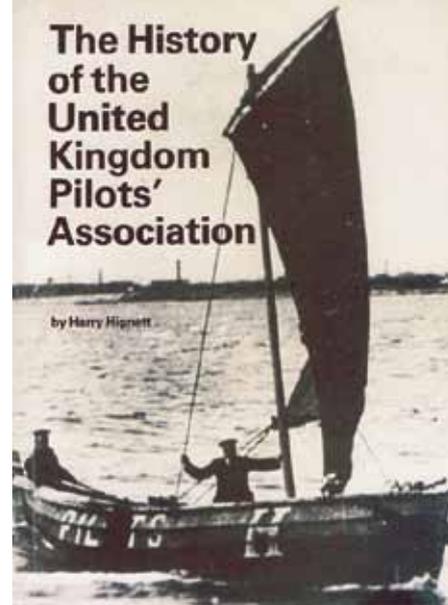
The new contact details for the PNPF Secretariat are:

The Pilots' National Pension Fund
Capita Hartshead
Radio House
ThanetWay
Whitstable
Kent
CT53QP

Email: PNPF@capita.co.uk
 Phone: 01227774625
 Fax: 01227771466

Please quote your National Insurance number in all communications.

HELP WANTED



Many newer members may not be aware that the UKMPA was founded in 1884 as the UKPA by Commander Cawley who was a tireless campaigner for the rights of pilots and the safety of navigation.

In 1984, Manchester pilot, Harry Hignett, wrote a history of the UKPA to mark the centenary. Long since out of print, copies are difficult to find so it has been decided to update and re-issue the book in time for the IMPA congress in September.

Now retired, Harry has risen to the challenge and is energetically undertaking research. Unfortunately much of his original research material was destroyed in a flood a few years ago so he is seeking archive material, in particular, pilotage related photographs or pictures prior to 1900. If you can help in any way, Harry's contact details are:

63 Green Lane,
 Wallasey
 Merseyside CH45 8JQ

Email: hmhignett2@yahoo.co.uk

Phone: 0151 630 6268

REMEMBER

If you are involved in any incident it is essential that you notify the insurers as soon as possible.

See page 19 for contact details

PILOT LADDERS

Further to last quarter's report on London pilot Jon Stafford's fall from a pilot ladder there is very good news from the IMO in the form of Resolution A1045 which was formally adopted on 30th November last year.

The Resolution includes specifications for the following:

- Step construction
- Step fixing to the sideropes
- Location of spreaders
- distance between steps
- Side ropes
- Combination ladders
- Ladders from deck reels
- Deck access
- Ships gate openings
- Stanchions

The maximum permitted width of the gate openings under this Resolution would almost certainly have prevented Jon's accident.

However, although a very welcome document, A1045 fails to address one aspect of the ladder which has caused many accidents and near misses and that is the fixing of the ladder to the deck and the point where the ladder passes over the bulwarks. In the last few months the UKMPA has received two reports of pilot ladders failing due to the fraying of the side ropes where they pass over a sharp bulwark lip such as is found on tankers. One of these resulted in an injury to the pilot.

The potential danger posed by a sharp bulwark is enhanced by the possibility of the cutter jamming against the bottom steps on a rolling ship. In response to Jon's article, I received a letter from a UK pilot who suffered injury a few years ago as a result of the severing of the side ropes due to such jamming. In that case the pilot was disembarking on a brand new ladder and as the ship rolled away from the cutter he recalls that "I couldn't believe it, it was like a slow motion film. I saw the strands parting one by one and knew that I was going to fall! I fell down the ships side onto the deck of the cutter about 5 metres". Properly trained cutter cox'ns and AB's should never allow this to happen and pilots shouldn't get on the ladder until

An old "Rust Bucket"?

No. This is the USS Howard Pilot ladder!

Recently, the Los Angeles Jacobsen pilot assigned to the *USS Howard*, a guided missile destroyer stationed in San Diego, experienced the surprise of his life. Upon approaching the ship, noting the poor state of repair of the ladder hanging over the side, the pilot refused to board and requested that it be replaced.

After the swapping out the bad ladder, the pilot began his climb but as he got to the very top rung, disaster struck and the ladder suddenly dropped about 2 feet. **The knots tying it to the deck had failed!**

Losing his footing, the Pilot tried to hold onto the ladder with one hand until finally his grip let go and he fell approximately 18 feet into the sea. Fortunately it was daylight and the conditions were calm and he was recovered very rapidly by the cutter crew.

A US Navy spokesperson stated:

The US Navy recognizes that there is inherent risk associated with operations at sea, and in particular, at-sea personnel transfers. We take all due precautions in preparation for arriving in port, including formal briefs to mitigate risk to the lowest level possible. An investigation into this incident is in progress.

From: g-Captain blog. Photo: Jacobsen pilots



they are sure that there isn't any risk of the ladder being trapped between the cutter and the hull.

Another aspect of pilot ladders causing increasing concern is the securing method. The method of using ropes to secure the ladder to pad eyes welded onto the deck is being replaced by all sorts of "innovative" arrangements. The most common of these is shackling the side ropes to the deck. Given the experiences of the pilot of the *USS Howard* above it could be argued that today's seaman might be more competent at doing up a shackle than tying a knot but how safe is it?

The other new unregulated practice is



Not good! Photo: Dave Williamson

the welding of a plate on deck where the steps can be hooked over. This is quick and simple but it places a severe stress on the step and unless fitted with a locking mechanism the step could jump out of the bracket. The following photo shows just such an arrangement that Dave Williamson found on deck after a 9m climb!

A1045 is a great achievement for IMPA



after years of work. We now need IMO to start addressing the deck securing and access arrangements. Meanwhile, any pilot coming across a dangerous access should photograph it and send it to the T&TC and IMPA. JCB

DANGERS OF PILOTAGE DEREGULATION! THE GODAFOSS



As mentioned in the Chairman's report there is an ongoing campaign by ship owners' lobbyists to deregulate pilotage and extend PEC useage. This lobby pressure has been having an effect amongst politicians, particularly in Denmark. In January 2011 the Norwegian Government relaxed PEC requirements on 1st January 2011 and the dangers posed by such de-regulation were revealed on the 17th February 2011 when The container ship GODAFOSS (GT: 14664, LOA 165m) grounded departing from the port of Fredrikstad in the southern part of the Oslofjord, shortly after the pilot disembarked. The area of the grounding was well inside of the compulsory pilotage area and also within an area designated as a National Park. Shortly after the incident the Norwegian Pilots Association (NPA) sent the following report to IMPA. JCB

The rather narrow fairway in the approaches to Fredrikstad is covered by VTS, and the dangerous shallow on which the vessel grounded is well marked with the light beacon that can be seen in the photo. The weather was favorable at the time of the grounding, with no wind and good visibility. But it was after dusk, and the temperature was well below zero.

The compulsory pilotage rules in Norway were changed, effective

from 1st January. The Norwegian Pilots' Association has criticized the amendments which, among other issues, slackened the requirements for obtaining a PEC, and also permitted the pilot to disembark inside of the compulsory pilotage area if he and the captain agreed that this was appropriate.

The GODAFOSS is a frequent visitor to the port of Fredrikstad, and the captain is familiar with the fairway, but does not hold a PEC. The pilot and the captain agreed that the pilot could disembark shortly before the ship ran aground, and the pilot notified the VTS before leaving the bridge that he was disembarking.

The captain was alone in the wheelhouse after the pilot left, and (according to the newspaper reports) admitted that the cause of the grounding was navigational error.

The question as to whether the pilots should be allowed to disembark early when conditions are favorable, and when the captain has good local knowledge, has been a subject of debate in this particular pilot district, and the Pilotage Authority subsequently decided that such a procedure was allowable. The custom is not something that is unusual in other pilot areas in Norway.

After the accident, which attracted quite intense media attention, the

Norwegian Pilots' Association made a press statement in which we recommended that the rules should be changed, so that the pilot should always stay on board the ship out to the pilot embarkation area.

The accident has caused many to open their eyes as to the safety benefits of having a pilot on board, and politicians and environmental organizations have demanded that the compulsory pilotage rules now should be tightened. Also the shipowner stated that he thought that it was better if a pilot was always on board in these waters.

The VTS Operators' Association, however, publicly criticized the pilot (who is a member of the Norwegian Pilots' Association), stating that he should not have disembarked. The VTS Operators Association also publicly criticized the Pilots' Association for not being firm in this question at an earlier stage. Both the VTS operators and the pilots in Norway are government employees of the same Coastal Administration, and these public attacks in the newspapers are something that the NPA is particularly concerned about, especially bearing in mind that one of our members could be subject to investigation.

The ship was re-floated on 23rd February and despite the fact that it had a quantity of heavy fuel oil on board in tanks that were punctured by the grounding impact, the spill seems to have been limited, probably partly due to the cold water temperature causing the fuel oil to solidify in the tanks.

Both the police and the Accident Investigation Board have started their investigation into the accident. However, another area of serious concern is that newspapers reports state that the police have confiscated the VDR and other records. The Norwegian Pilots Association has previously stated that the VDR other records should only be analysed by the no-blame Accident Investigation Board and that the police should not have access to such data until after the safety investigation issued its report.

I have been unable to find any official report on this incident but this report couldn't be clearer in exposing the dangers of deregulating proven safety regimes. JCB

OBITUARIES

John Dix Godden 1931 -2011



Born on 1st July 1931, John enjoyed a normal a childhood in Cambridge despite schooling being disrupted by the war years. A keen scout, he achieved the distinction of becoming a King's Scout and his interest in the sea was triggered when a new Sea Scout group was formed. In April 1948 he passed the entrance exam for the Warsash School of Navigation where he rose to the rank of Cadet Captain.

Upon leaving Warsash, John joined the Blue Funnel line with his first ship being the *Telemachus*.

It was whilst serving as a cadet that John decided that he wanted to become a pilot. Sailing with a Captain who was particularly bad tempered, John was amazed to see this monster transformed into a normal friendly human being when a pilot was on board and so decided that Pilotage was where his future lay!

John stayed with Blue Funnel, serving on their Far East and Australian trades until 1954 when, having obtained his First Mate's certificate, he decided to join the General Steam Navigation Company running between the UK and near continent. In addition to short voyages this company had the advantage of providing regular ship handling experience and thus advantageous to achieving the goal of becoming a pilot. In particular a seasonal appointment on the passenger vessel *Royal Daffodil* running between London and France provided valuable experience in navigating the Thames at high speed in all weathers!

In 1958 upon obtaining his Master's Certificate John applied to Trinity House for a pilotage post whenever the "list " was opened and in 1965 was accepted as a "Cinque Ports" pilot working the London District inwards between Dungeness and Gravesend.

John enjoyed the varied life of a pilot and



Royal Daffodil

progressed through the grades to become one of the 12 senior "Berthing Pilots" handling the largest tankers at the Shell and Coryton oil refineries.

1984 saw turmoil in the UK pilotage world when Maggie Thatcher decided to introduce legislation to bring pilotage under control of the ports. As Chairman of the Cinque Ports Pilots' Association and the UKPA representative for his district, John became embroiled in the politics leading up to the 1987 Pilotage Act, an experience that left him with contempt for the parliamentary procedures of British politics.

The other immense challenge was negotiating the transfer from self employment under Trinity House to the new employed status under the Port of London Authority. Given that the committee was representing nearly 500 pilots from the four separate groups which made up the London district this was a monumental challenge! The fact that we are still working under the same agreement twenty five years later bears testimony to the considerable dedication shown by John and others at the time.

As if all this upheaval wasn't sufficient, at the same time, John saved this magazine from an almost certain demise by taking on the editorship and he successfully transformed it from a rather dull publication into a new and interesting magazine which he diligently edited until I, ignoring the old but sound advice of "never volunteer", took over in 1996.

John retired in 1994 and in retirement enjoyed many activities, in particular walking with his second wife, Jean. His love of France led him to purchase a cottage in the South of France where long holidays were enjoyed. However, he maintained an interest in port operations as a Sandwich Harbour Commissioner. Diagnosed with terminal cancer in 2010, John decided to refuse further treatment and his cheerful determination to see his 80th birthday saw him defy medical opinion and achieve that goal and more!

John will be sadly missed by his family and all who knew him. JCB

John Lang McKean 1934 -2011



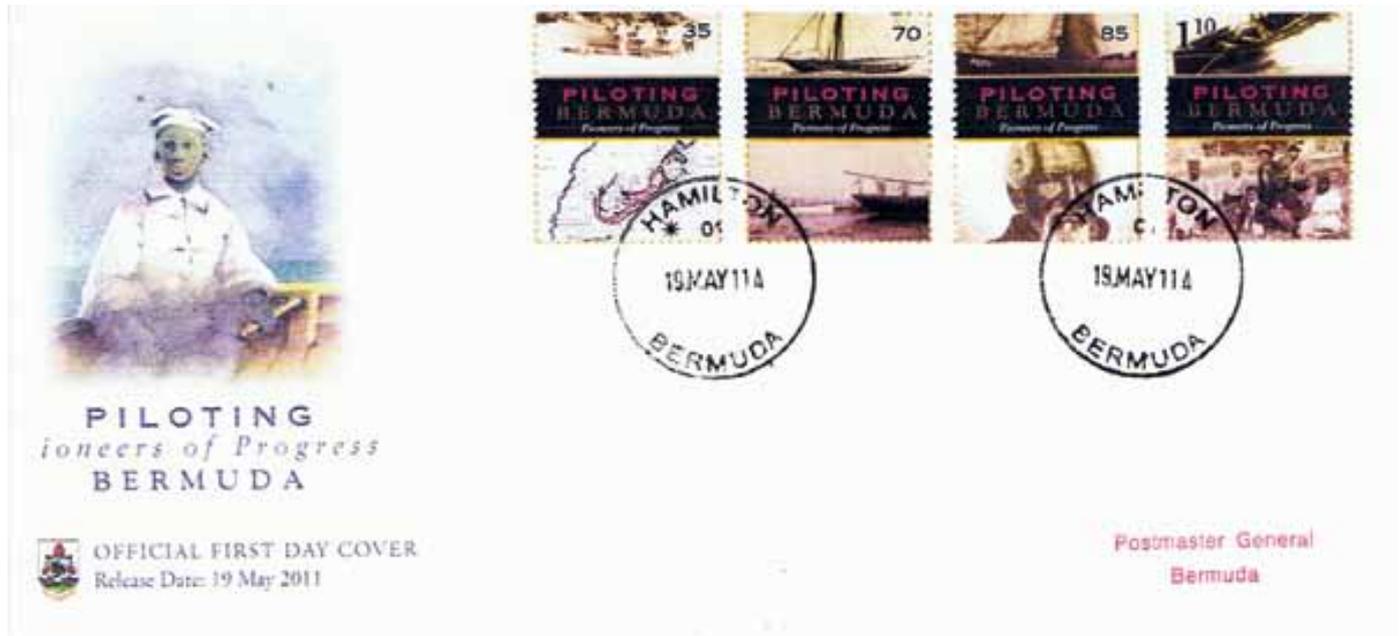
John was born in South Shields on 18th December 1933. Always having a desire to "go to sea" from 3 years old, he attended South Shields Marine School for 1 year and went on to be indentured to Turnbull Scott and Company of London, joining *M.V. Eastgate* at Greenock on the 10th January 1950.

In 1959 he joined the United Baltic Corporation of London and joined *M.V. Baltic Jet* as 1st Mate serving on various ships in that company. He was promoted to master in 1963 and left there on 9th November 1966 to become a Trinity House Pilot on the *Medway*, where he served until his retirement in 1991. He enjoyed many years playing golf and had many interests; astronomy, languages, poetry, cooking and the Telegraph crosswords. He is survived by his wife Anne, three children and four grandchildren and will be greatly missed.

Antony McKean

Pensioners Deceased

J. McKean	Medway
J D Godden	London
R W Harris	London
K R Jones	London
J A Hughes	Southampton
J Bennett	S E Wales
F A Trueman	S E Wales
R Cashin	Manchester
P K Ralli	Manchester
G H Smith	Manchester
R E Abbott	Humber
R A Ockleton	Humber
H W Phillips	Milford Haven
B R Woodruff	Milford Haven



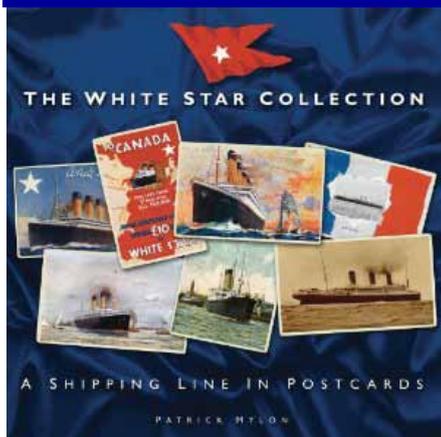
Retired Harwich pilot Martin Dicks was recently on holiday in Bermuda and whilst in the local Post Office was pleasantly surprised to discover that last May, Bermuda had issued a set of stamps celebrating Bermuda pilotage. Martin sent me the above copy of the first day cover and what particularly impressed me was the accompanying information sheet which includes the following:

The Graveyard of shipwrecks surrounding Bermuda is testament to the Island's treacherous encircling reefs and complicated channels. Local knowledge, charts, lighthouses, signal stations, beacons and buoys have aided in safe passage of incoming and outgoing ships. but the experience of local pilots has been of paramount importance. Pilots are local coastal navigators who guide ships through the difficult approaches to Bermuda. Records show local pilots were being used during the initial period of settlement in the 1600s. Over the centuries local pilots used fixed visual references on land or sea to navigate into anchorages. The safe handling of ships and in all weathers required an intimate knowledge of the shoals, reefs and currents and a versatile knowledge of ship handling.

As our own Post Office considers abandoning picture stamps all together it is refreshing to find a country that still values the skills of our profession!

JCB

BOOK REVIEW NOT THE TITANIC!



As you can imagine my email inbox has been filling up with press releases for books commemorating the Centenary of the *Titanic* disaster. If you are interested then you're certainly spoilt for choice. In my opinion, interest in the *Titanic* centenary will be muted as a result of the *Costa Concordia* disaster so expect to find a lot of *Titanic* books on the clearance shelves in May!

There is however one *Titanic* related



book that I can recommend to those of you interested in maritime history and that's "**The White Star Collection**" by Patrick Mylon. The sub title is **A Shipping Line in Postcards** and that's exactly what's in the book. The 192 pages are packed with postcards of the ships of the White Star Line that Patrick Mylon has collected over the last 30 years. However, rather than being just a book of ship postcards, the author has arranged them in chronological order and provided details of the ships depicted, the trades they were engaged in and their subsequent fate. Where he feels it adds to the story Peter has also included the text from the cards which adds the human interest element.

Whilst the author stresses that this

book isn't a history of the White Star Line it comprehensively catalogues the majority of the ships operated by the company after Thomas Ismay took it over in the 1870's up until the company's amalgamation with Cunard in 1934.

The White Star Collection

ISBN: 9780752459370

The History Press

The Mill, Brimscombe Port,

Stroud, Gloucestershire,

GL5 2QG

Tel: 01453 883300

Email: direct.enquiries@marston.co.uk

Web: www.thehistorypress.co.uk/products/The-White-Star-Collection.aspx

Price (from the publishers): £22.50 + p&p

A TITANIC APP?

Although not (quite) a dinosaur, your editor hasn't yet invested in a "smart phone" so isn't into tweets & apps etc!

If you're into apps, the History Press are releasing a *Titanic* app in February:

<http://thehistorypressuk.wordpress.com/2011/12/07/the-titanic-app/>

PILOTS' GOLF TOURNAMENT



Last September the UK pilots held their meeting at Worsley Park, Manchester. With new shirts, kindly sponsored by the Milford Haven Port Authority, eighteen pilots from the Tees, Forth, Milford Haven, Manchester and Humber (retired) had three days of golf in good weather. The winners were: (left to right) P Eaton (Manchester): *Nearest Pin*, M. Cramond (Forth): *Milford Cup*, C. Harding (Milford Haven) *Hawkestone cup*, *Wilmslow cup* & *Jim Purvis shield*. G Hutchison (Forth) *Wilmslow cup* R Smith (Tees) *Pilots cup*.

The next meeting will be at **Breadsall Priory**, Derbyshire in May
September's meeting will be at **Cally Palace**, Scotland.

Details: Peter Ryder: Tel 01646 600711 or Email: pilotlight10@hotmail.com.

IMPA GOLF

Mike Fawke (Medway) has arranged a golf tournament to coincide with the IMPA Congress.

Date: **Sunday 23rd September**

Venue: **Northwick Park Golf Centre** near Harrow to the west of London.

www.northwickpark.com/

There will be coffee, 18 holes of golf on the Majors Course and lunch.

Contact Mike for further details:

michaelfawke@talktalk.net

EMPA FOOTBALL TOURNAMENT



THE 2012

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18th May

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For full information contact:
empafootball@liverpoolpilots.com

www.liverpoolpilots.com/empa-football-2012-liverpool

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- Bow and stern vectors
- Docking lines with distance indicators

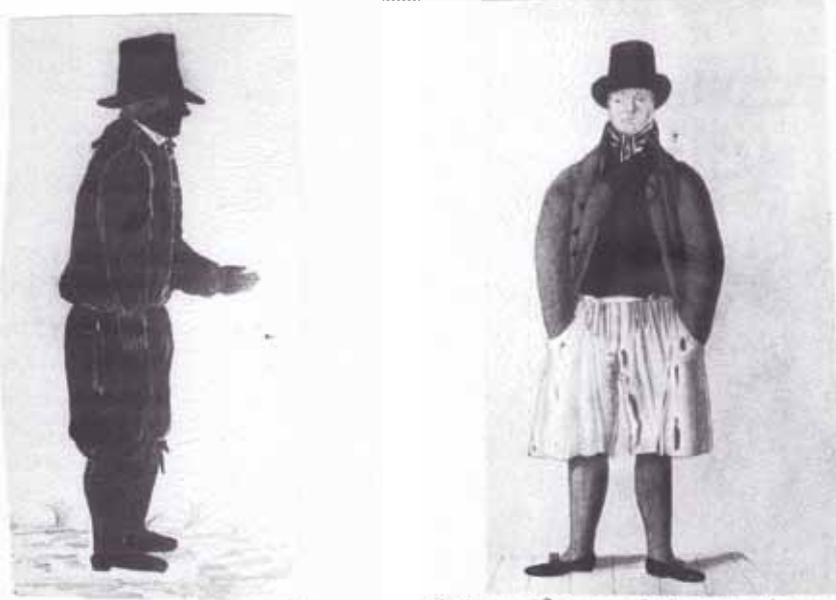
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- Can be supplied as complete PPU with rugged laptop and pilot plug adapter if required



COASTLINES

THE NEW UKMPA LOGO



Shipowners' view of Pilots

Pilots View of themselves

Whilst digging through his archives, Harry Hignett came across these old sketches from the 19th Century. The following is an extract from the History of the UKPA that Harry is currently re-writing which suggests that the illustrations aren't actually that far from the truth:

The Scillies pilots were described by the mate of the yacht *AMERICA* on passage from New York to the Isle of Wight to take part in the America's Cup' race in 1851: *"This channel beats everything and all conception that I had of its extent and magnitude. The pilot boats beggar all description, they are about 40ft long, sloop-rigged or cutter as they call them. Most of them carry only one or two pilots and these as dirty as chimney sweeps. The pilot steps aft and is introduced to the Captain. They make a bargain as to the amount. He next asked, "Have you a bottle of spirits aboard for the boat?" I will give you the words that passed between our Captain (himself a New York pilot) and the pilot. In answer to the first question the Captain said "No!" "Have you any pork?" The Captain told the steward to get some of each kind and give it to the boats. "Could you spare some tea and coffee? We have been out on this trip three weeks last Tuesday" Here the Captain filled away and the boat had to leave. The pilot told me that he spoke and boarded every vessel he met and asked the same questions. He told me that he supplied a ship last Wednesday with 200 lbs of beef and port, besides other things for which they received £3 sterling. They are without any exception the damndest beggars I ever fell in with".*

Do you have any old archives, especially pre 1900 paintings, photos, diagrams or sketches? If so, please contact Harry. (See page 10)

THE OLD UKPA LOGO

I was recently asked about the Maltese Cross logo that features on the cover of this magazine and it occurred to me that many pilots who have joined in the last few years will be unaware of the origins of the UKMPA. The logo was the original one used by the UKPA (as it was then known as) when it was founded in 1884 by Commander Cawley.

Some years ago it was suggested that perhaps this old logo should be dropped from the cover page but there was overwhelming opposition to this proposal, not least because when you read the (soon to be republished) history of UK pilotage many of the issues, such as PEC's and the lack of protection for pilots' authorisations, that led to the Association being established are still current nearly 130 years later. It would be nice to believe that one day pilots will receive the professional recognition and respect that they deserve. We are (slowly) getting there. JCB



As you will have noticed, the UKMPA has a new logo. Changing a logo is always quite a controversial decision involving much debate. The last time the logo was changed was in 2001 and at that time it was decided to go for a simpler design to greet the new millennium. As anticipated, the change wasn't universally popular and it didn't lend itself well to being placed on a plaque or flag.

As Don Cockrill mentions in his Chairman's report, the request for design ideas from the membership was negligible so a design company was commissioned to produce a new logo and as can be seen, the result is very similar to the popular pre-2001 design shown below.



This year the UKMPA will again host a stand at the SeaWork exhibition in Southampton:

Tuesday 22 May – Thursday 24 May

The event is a relaxed and enjoyable one and coincides with the annual conference for the UKHMA.

Members who are interested in assisting in manning the stand (expenses payable) contact:

Mike Roberts: havensec@hotmail.co.uk

The new "ORC" pilot cutter for London's NE Spit station will be on display at this exhibition JCB



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- *Embroidered logos & crests*
- *Extensive options list*
- *Build-a-coat (to your requirements) on our website*
- *CE Approved*



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



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