The feeder containership "VANTAGE" approaching Tilbury Lock. Containerships DAL KALAHARI & LUCY BORCHARD alongside Northfleet Hope Container Terminal

Photo: JCB

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No: 308

APRIL 2012

The magazine of the United Kingdom Maritime Pilots’ Association

Editor: John Clandillon-Baker FNI
2012 is going to be a very exciting year for the United Kingdom.
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 separate registration rate for UKMPA members been separately advised as per UKMPA circular 8-2012

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.

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 (Milford 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.

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IT’S STILL NOT TOO LATE TO ATTEND THE
2012 UKMPA CONFERENCE
Dates: 16th & 17th May 2012
Venue: Crown Hotel, Harrogate
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!
Contact John Pearn: secretary@ukmpa.org
EMPA Football tournament:
Liverpool 18th May
Within the pages of this issue there are many references to passage planning in pilotage waters. In the adjacent article, UKMPA Chairman, Don Cockrill details pilotage passage planning whilst within other articles the references to the importance of planning a passage are emphasised by both the MAIB and the P&I Clubs.

Back in the last century when the Master / Pilot exchange and pilotage passage plans were rising up the agenda I recall being in the Ready Room preparing a passage plan for a large containership when one of the senior, ex Trinity House, pilots came up behind me and peered over my shoulder. “What's that you're doing?” he questioned. I explained that I was preparing a passage plan. “A load of nonsense!” he expostulated and tapping his forehead he advised me, “Sonny (although a qualified Master Mariner I was still only in my 40's) there’s only one place for a passage plan and that’s up here and that’s the only place you need it”.

Needless to say, I ignored this pearl of wisdom and continued with my calculations but reading through incident reports it is regrettable to note that such attitudes, although probably now more as a result of complacency rather than outright resistance, still prevail!

It must never be forgotten that when navigating in confined waters a ship is in an environment for which it wasn’t designed and the average “Bridge Team” is operating in an environment for which they haven't been trained. Despite these factors it is still rare for a Master or watchkeeper to ask detailed questions about the proposed passage and therefore a pilot has a professional duty to be pro-active in providing details and advise the Master or watchkeeper of any changes to the plan as the passage progresses.

The majority of vessels are now fitted with Voyage Data Recorders (VDR). Following any incident the first thing that the investigators will be listening for is a detailed exchange between the pilot and the Master so pilots should therefore always ensure that their professionalism cannot be criticised.

John Clandillon-Baker
email: editor@pilotmag.co.uk
Tel: 01304 613020

The following article is edited from a presentation on the “Advantages in forwarding the pilotage plan to the vessel in advance of arrival & Investigating the view of earlier contact between the pilot and crew” given by UKMPA Chairman, Don Cockrill to the “ECDIS Revolution 2011” Seminar.

What is a Passage Plan?

The Passage Plan can be defined as the collation of all pertinent information relating to the navigation of a vessel through a particular waterway.

The Role of the Navigational Chart and ECDIS

The chart is the most suitable medium on which to plot the intended track, highlighting dangers and areas to be avoided, distances to maintain off shoal areas, distances to the next course change, destination etc. ECDIS in its current form is limited to the definition behind the acronym (Electronic Chart Display Information system). It is thus in reality only able to present the intended track, record automatically the GPS determined position, potentially (though rarely used in practise) permit the plotting of manual positions, indicate “no go” and simplify the appearance of presented bathymetric data. Other information that’s easily plotted on a paper chart is not so easy to do on the ECDIS, parallel indexing, wheel over positions and turning radii, notes on relevant features, reporting points etc. are just a few examples.

Passage Plans and ECDIS

When talking about the pre-boarding exchange of passage plans between the vessel and the pilot with regard to ECDIS, such exchanges are effectively limited to that data which it is realistically possible to plot onto an ECDIS such as waypoints and the track between them and no go areas.

The Master, the Pilot and the Passage Plan

Under SOLAS regulation V/34, The STCW Code and IMO Resolution A.893(21), the master of any SOLAS compliant vessel is required to fulfil clear obligations with regard to passage planning.
For pilots, IMO Resolution A960 (23) requires that:

5.1 The master and the pilot should exchange information (MPX) regarding navigational procedures, local conditions and rules and the ship’s characteristics. This information exchange should be a continuous process that generally continues for the duration of the pilotage.

5.2 Each pilotage assignment should begin with an MPX. The amount and subject matter of the information to be exchanged should be determined by the specific navigation demands of the pilotage operation. Additional information can be exchanged as the operation proceeds.

5.5 It should be clearly understood that any passage plan is a basic indication of the intended voyage in pilotage waters is widely accepted.

The idea of a pilot's detailed passage plan being submitted to a vessel in advance of the pilot's arrival was discussed at virtually every meeting of the IMO's MSC committee and its STW and NAV subcommittees since 1990 during the consideration of what became resolution A.960(23). At each juncture, the idea was rejected as impractical and unwise.

Unlike routine open-ocean steaming, navigation of a vessel in pilotage waters is a dynamic exercise that requires flexibility informed by local knowledge and experience. The route to be taken, the speed, the specific navigational manoeuvres, etc., all are subject to the demands of ever changing conditions, such as traffic, weather, tides and currents, availability of tugs, etc., and on information such as berth destination that is often not available prior to a pilot boarding a vessel.

The idea of submitting an advance detailed passage plan is fundamentally flawed because it assumes that the pilotage transit will follow a fixed route and this could potentially foster a culture of unsafe rigidity and reluctance to respond to changing conditions. This is particularly so given the ever increasing culture of ships being required by operators to submit their plans to the vessel's management prior to commencement of the pilotage passage and I'm aware of several instances where this has already occurred in my own district (London).

The Reality v the Ideal.

The impact on the MPX of ECDIS is already being felt in a practical sense. On full ECDIS ships, it is no longer possible to have a quick overscan of the relevant charts. Using ECDIS, the chart now has to be laboriously scrolled through to view the route the master has had plotted (and hopefully checked) until that section of the chart that shows the destination is reached. This in itself impacts on the bridge operation and may remove access to the chart from the OOW for some time.

You may think therefore, that the concept of early transmission of the Pilot's passage plan electronically to the ship would offer a clean solution to this often potentially hazardous interference with the ship's navigation.

However, this is not the case since there are many technical issues that need to be resolved. These include

- Data compatibility within alternative operating systems / platforms etc.
- Data contamination, either accidental or malicious during the ship / shore exchange

More important though is the reality of pilotage globally and of modern ship board operations.

Whilst there are a large number of well run ships operating on the world's seas there are a significant larger number that are not and even on well run ships the massive administrative burden coupled with minimum manning significantly impacts on the efficiency of the bridge team.

Ships' Masters and officers are overloaded by administrative procedures and paperwork which distract continually from the simplest of navigational safety related tasks. (This factor has recently been highlighted by the MAIB report into the grounding of the CSL Thames: www.maib.gov.uk/publications/investigation_reports/2012/csl_thames.cfm JCB)

Passage planning is no exception to this. Oil company vetting inspectors in particular as well as many port state control officers are almost paranoiac at the need to see a neatly presented typewritten, tabulated passage plan identifying the coordinates of every plotted waypoint. Completely useless information and ridiculously time consuming to produce. Quite often, important data such as tide heights and times, sunset or sunrise, berth
An example of a neatly presented passage plan that vetting inspectors like to see. “Completely useless”!

descriptions, sizes and depths is completely omitted!

Consider the reality for long pilotage passages. No plan developed on board from researched documentation can address all the multitude of circumstances to be dealt with on the passage and to expect ship's staff to have the time and expertise to do so is unrealistic. This in fact why pilotage is compulsory in restricted waterways around the world.

It is a widely acknowledged fact that the general levels of competence on board ships have deteriorated significantly for a variety of reasons.

Imagine then what will potentially happen to a comprehensive passage plan transmitted to the ship from the port: Is the ship going to bother to create its own plan? Since it's technically possible to enter such a plan into an ECDIS, it would also be possible to save it for re-use at a future date. Such a plan could then form the basis of the future ship's plan “exchanged” with pilots even though that original plan may not be viable for a different date / time!

It is already the case that it is possible to call up a previously saved plan on an ECDIS and reload it for the current passage. This can potentially be done by a navigator or master who may never even have visited the port before. Contrast that with the requirements of physically plotting a line on a paper chart. The ECDIS steadily scrolls through as the passage progresses revealing what is (hopefully) to come around the next bend. Throw the received pilot’s passage plan into that scenario and imagine the reality of what can happen. When the navigator leaves the ship to go home what's to stops him from downloading all the plans and using them on his next ship or even selling them to other colleagues? This isn't an exaggeration since I have already seen such practices in action with a purchased CD Rom of printed passage plans for port state control inspections! So what is the acceptable, simple, safe and cost effective solution?

Pilots and port authorities in many places are already working to provide vessels with port passage information and many have information cards, chartlets, or brochures in hard copy or digital files with useful static and sometimes dynamic information about the terminals, regulations and navigational demands.

The UKMPA, IMPA and other pilot bodies in Europe and further afield support port authorities and pilot groups examining the feasibility of making such information available in a controlled manner. Examples of where this currently available are in diverse ports such as London, Brisbane, Wellington and for small ports – Bridgewater in Somerset. Some ports have experimented with detailed plan exchanges but after thorough trials have reverted to a more traditional controlled approach, Brisbane being a good example.

However it can not be over-emphasised that this is a completely different approach to the proposed concept of the transmission of ECDIS compatible passage plans to ships prior to their arrival or indeed departure from a port.

Conclusion

Providing up to date port specific information to a ship prior to arrival can only be a good thing but the concept of implementing a standard practise of advanced transmission of detailed pilots’ plans to ships before arrival is a flawed one. The ship is and should still be required to generate its own independent SOLAS compliant passage plan but there can be no doubt that the best place and time for gaining the shared understanding of the impending pilotage passage is on the bridge during face-to-face master-pilot information exchanges, both when the pilot boards and throughout the voyage.

Don Cockrill

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Chairman’s Thoughts.
Don Cockrill

Since the last edition of The Pilot, my lot as UKMPA Chairman has been a mixed bag but there seems to have been an underlying theme to much of it. Perhaps by coincidence or maybe my imagination but the matter of professional responsibility seems to have been a common thread. For example, questions such as:

“What should a pilot do when faced with a non-compliant pilot ladder?”
– Answer: Don’t use it! The law is quite clear on the ship’s obligations. Why should the pilot risk his life simply because the ship can not be bothered (for whatever reason) to comply with International and UK legislation.

“Is a pilot obliged to report a ship’s master suspected of being incapacitated for some reason (perhaps illness, alcohol or drugs for example).
– Answer: Yes most definitely. It is clearly explained in MSN1832 (section 15) and the Railways and Transport Safety Act 2003.

“Can an Act of pilotage commence before the pilot boards?”
– Answer: Not in my view. Under the 1987 Pilotage Act, The PMSC, resolution A960 and the ICS Bridge Procedures Guide (to name but a few) no pilotage act can commence until a full and proper Master / Pilot exchange has taken place. UK legislation requires the pilot to have conduct of the navigation of the ship. Difficult to imagine how that can be achieved without first having a proper MPX.

Just a few examples of questions concerning a pilot’s onerous responsibilities, asked by experienced pilots. It raises the issue of an individual pilot’s responsibility to our profession, his or her colleagues and ultimately to those we principally serve. That is of course to those who live, work and operate in and around the ports and waterways upon which we work and in addition the ship on which we may be engaged for any particular passage.

I have over the last few months dealt with issues which relate to the maintenance of professional standards in the face of those parties who are continually seeking to downgrade them for commercial expediency. Do not doubt that this is a very real issue, from businesses, government and other perspectives, within the UK and in Europe. Whether it involves the reduction of pilot training, deregulation of PEC criteria or some other ill-conceived idea, it is incumbent upon us as pilots, widely acknowledged and respected as having the highest level of practical expertise in the maritime industry, to ensure that the safety of navigation within our ports and coastal waters is not thereby compromised.

In order to achieve and retain this respect, it is essential that we continually maintain the highest levels of professional conduct and operations. It is not always easy to do so and it may incur personal inconvenience and expenditure. Participation in professional debates at conferences, seminars and meetings; through online forums with colleagues; participation in CPD processes, whether reading papers or attending courses (both through employers, partnerships or voluntarily), are all means to achieve this. A lot of information on this and other relevant matters can be found on the UKMPA, IMPA and EMPA web sites.

So next time you look in the mirror, think about how the master on your next ship will view you. Will he see a smart, well presented, confident, knowledgeable, technically up to date, highly trained, expert professional into whose charge he can happily and confidently (despite being required to do so) hand over the conduct of the navigation of his ship, or will he see something else? Which would you rather be?

Fair weather, smooth seas and “happy landings”.

Don
EUROPEAN UPDATE
Mike Morris (R3 Manchester)

The recently announced Review of the EU Ports Policy is now at the consultation stage. The contents of the review will be discussed at a stakeholders conference planned for the summer of 2012 with the policy proposals likely to be published during the early part of 2013. The EC initiatives will focus on:

- Administrative simplifications
- Ports infrastructure
- Specific Port topics including financing, labour conditions, concessions and technical services.

Under its policy review, the EC has ordered 4 surveys to cover:

- Port Labour, Health and safety and Qualifications.
- Pilotage
- Port services
- State aid to Ports

The agenda will be:

2012 - Public consultation
2013 - New proposals

The proposal's scope will be to review restrictions on provision of Port services and to set up a common EU framework for Pilotage Exemption Certificates (PEC's) in EU ports.

The Vice President of the EU commission and commissioner for transport Mr Siim Kallas declared "Ensuring that there is a competitive and open environment in port services provision, is crucially important for seaports".

All the major European Pilotage associations are actively involved in lobbying their respective MEP's and meeting with the EU transport commission. Representatives of the UKMPA have secured a meeting with Brian Simpson MEP who is President of the European parliament Transport and Tourism committee. We will be discussing a number of EU matters pertaining to Pilotage with regards to the white paper.

Pricewaterhouse Coopers have been commissioned by the EU to undertake a study on PEC's. The study covers all aspects of PEC's and also sneaks in Shore Based Pilotage. The UKMPA have contacted the MCA to offer our assistance if it is required.

For an update on the MonaLisa project see page 9

PORT MARINE SAFETY CODE
Peter Wylie (R3 Tees) and Graham Langley (Manchester) attended the PMSC working group meeting last December. Space prevents a full report on the meeting being included here but one item in particular highlights the importance of UKMPA input into the PMSC proceedings.

As a result of the Vallermosa incident a Working Group was set up to look at Bridge Team / Pilot Exchange issues and a draft paper of recommendations was tabled for finalisation. The UKMPA had raised some concerns over the wording contained within the paper, in particular the reference to “integration” of pilots into the Bridge Team which isn't feasible. The paper was edited during the meeting to address the UKMPA's concerns with amendments such as the word “integration” being replaced by “working with” made accordingly.

Whilst the UKMPA still have serious concerns over the MCA's PMSC compliance verification and enforcement processes, other topics such as a formal qualification for pilots are progressing positively.

JCB

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E-mail: wma@solent.ac.uk
Call: +44 (0)1489 576161
All-Party Parliamentary Maritime and Ports Group (APPMPG)

Although many of the topics discussed by this group may not always be of relevance to the piloting, the UKMPA attendees are frequently the only serving professional mariners and this results in the UKMPA input into the meetings being highly valued and respected.

Mike Robarts (Harwich) attended the last two meetings held at the Houses of Parliament.

January: Protecting world trade: armed guards and piracy

March (Also attended by Kevin Vallance (Deep Sea)): Cruise shipping and safety

The March meeting obviously covering the Costa Concordia disaster was particularly well attended by many influential shipping figures.

Chairman: Jonathan Mills (Medway)

The work of T&TC is probably the most important for the UKMPA since it covers all aspects of a pilot’s work. Meeting twice per year, the last meeting was in November. The minutes are published on the UKMPA website and all members should take careful note of the content. In addition to UKMPA members, the committee also includes representatives from the RNLI, Irish pilots and IMPA. The following is a summary of the last meeting:

John Nurser, RNLI Technical Liaison

reported that the first 43 knot boat designed for the Thames with minimal wash and specialist communication equipment, including AIS(A) had been delivered and the first of the Shannon Class offshore lifeboats had been launched and was undergoing trials. All RNLI boats were being fitted with AIS(A) but there were difficulties in finding units suitable for RIB craft.

UK Safety Of Navigation: Kevin Vallance (KV) reported that following certain incidents there was an increased interest in Pilot Integration some members of the UKSON were considering a change to the Bridge Procedures Guide. The implications of this were discussed. The participation of the UKMPA in the UKSON has assisted Deep Sea Pilots in setting up a confidential reporting system but Peter Wylie reminded the meeting that the UK Government had not ratified the requirement for Pilots to report defects.

Windfarms: The siting of these was still giving cause for concern but KV assured the meeting that the UKSON was a good safety net which had a final say in all windfarm proposals.

Dover Straits working Group. KV reported that there had been 108 contraventions of the collision regulations in the Dover Straits in the last 6 months, some of which may lead to prosecution. e.Nav. Nigel Allen (NA) & KV detailed the UKMPA’s involvement with the e-NAV agendas and the associated problems.

EMPA. Competitive Pilotage is a topic of concern, in particular the crisis in Romania. Pilotage district who have donated items such as coats (Liverpool) for their colleagues in Romania were congratulated.

AZIPILOT: NA had attended the final meeting of the working group and detailed the issues that the project had raised such as control by verbal orders and Masters using different control methodology.

Ship handling: STCW95 requires Masters to handle their ship in all conditions and the training that Masters receive in different countries was discussed in detail by those present.

Pilot Ladders: Nick Cutmore NC (IMPA) explained the progress of the IMPA Pilot ladder poster, which should be promulgated to all vessels in 2012.

Pilot Bags. Nick Lee (NL) (London) explained the tests which had been recently carried out by the PLA which had revealed that single strap shoulder bags caused no problem to the inflation of the coat. Although common practice, the carrying of any bag was potentially hazardous so not recommended.

ECDIS: KV detailed the increasing number of problems being revealed as ECDIS usage increased and the inherent
As mentioned in the T&TTC report, as ECDIS usage increases some serious problems are being identified. ECDIS is a computer designed to display the Electronic Navigation Chart (ENC) but whilst the ENC is strictly controlled, the user interface features that the navigator uses to navigate has been left entirely to the manufacturers! Consequently there isn’t any standard format for essential navigation functions.

Training problems have been well documented but other factors are now emerging that are just as serious and which tend to highlight the folly of permitting unregulated user formats.

Following the identification of serious display errors on some ECDIS, last year the International Hydrographic Office (IHO) sent a CD to all vessels to check that their ECDIS was correctly displaying the ENC data.

How can this happen? Basically, shipping companies have considered that purchasing an ECDIS is the same as a radar. You purchase the set, put it on board and call in a technician to fix it when it goes wrong and so they don’t take out an expensive software maintenance contract with the supplier.

Confusion abounds because the actual ENC’s do require an update and correction contract so many believe that this also covers the display software. Not so! The ECDIS is a computer running software and like all software, bugs are identified and fixes are made by means of software updates. Therefore if the company hasn’t got a contract their display software may rapidly become obsolete.

However, although a service contract isn’t currently a carriage requirement the IMO, realising that older ECDIS may not be able to display new features, issued SN.1/Circ.266, which states “ECDIS that is not updated for the latest version of IHO Standards may not meet the chart carriage requirements ...” Despite this the IHO tests have revealed that there are potentially thousands of vessels still sailing with faulty ECDIS. Some manufacturers such as JRC have openly admitted to bugs in their display software and have requested that users of their equipment contact them for relevant update.

Other companies have been more secretive and the IHO test has revealed the alarming fact that there are no records of which ships are fitted with ECDIS.

With even the manufacturers having no records of where much of their equipment is fitted there is growing concern that ECDIS implementation is a fundamentally flawed process!

### MONA LISA & e-NAV UPDATE

I recently attended the IALA e-NAV11 session with a different hat, having been sent by the PLA as their IAH&M representative. The working group that I was allocated to was dealing with e-navigation “information portrayal” working towards producing an IALA document “Recommendations & Guidelines on the Portrayal of e-Navigation Information”. IALA are particularly interested in the portrayal of navigation marks and virtual aids to navigation via AIS overlays. One of the members of our group was Thomas Porathe, a MonaLisa project leader. As you may recall from the last issue, part of this project is looking at greater shore control of shipping by collating vessels’ passage plans and transmitting them to other vessels so that passage tracks can be visible to all other vessels with VTS using the tracks to assist traffic management. Apart from the logistical complexities of such shore control it was interesting to learn from the IEC and CIRM representatives that IMO performance standards will have to be drawn up and approved for any such system to be universally placed on board. As I understand it, the manufacturers can produce any overlay, such as tide, wind and routing data, onto an ECDIS that might be considered desirable but for any overlay to be universally applied to all ship displays, formal IMO performance standards would be required and this would take years so many ambitious projects such as MonaLisa are some way from reality. However, the new ENC standards of S100 & S101 will facilitate such overlays onto ECDIS and IALA have applied to be a registered body authorised to input data directly into ENC’s so this would be how concepts such as MonaLisa might eventually be realised. Meanwhile, such overlays could be used on PPU’s and pilots in the Baltic have participated in some trials so, if projects such as MonaLisa are seriously about safety of navigation an immediate solution is available!
WHOLE BODY VIBRATION ON PILOT CUTTERS

JOHN HAYNES, AFNI

Modern cutters can handle rough seas but what about the crew?  
Photo: JCB

The professional maritime sector recognises the need to reduce the effects of Whole Body Vibration (WBV) but this is not a straightforward process for those operating planing craft. These vessels can expose crews and passengers to high levels of repeated shock and vibration which has been shown to increase the risk of injury. With the increased operating speeds of pilot cutters this is very relevant to cutter crews and pilots.

Professional maritime organisations use planing craft to perform a wide range of operations. The tasks performed by personnel after a fast boat transit are often physical and include ship boarding, law enforcement, sea rescue and more recently wind farm maintenance. The consistent objective is that crews are not injured and passengers arrive safely at their destination. Following a rough passage a pilot may have difficulty climbing and will be less effective onboard ship if suffering from back pain or injury aggravated by the cutter transit.

Anyone onboard a pilot cutter at planing speed needs to be aware of how much attention the professional sector is giving to vibration at sea. Millions of workers around the world are exposed to mechanical vibration transmitted to the whole body and Whole Body Vibration can affect back, neck, knees and joints. The UK MCA Marine Guidance Note, MGN 353 titled ‘Control of Vibration at Work’ states that, ‘Whole body vibration may be most apparent in smaller, fast craft such as fast rescue boats, RIBs or work boats, particularly when operating in choppy conditions.’ MGN 436 (2011) titled ‘Mitigating Against the Effects of Shocks and Impacts on Small Vessels’ provides an excellent summary.

In flat sea conditions there is vibration from the engine, gearbox and shaft but the crew and passengers are not exposed to harmful vibration. As we all know waves change everything. Waves can be created in seconds by another vessel’s wake, be wind blown and build up in a few hours or be a long ground swell that has travelled for days. Whole Body Vibration exposure on planing craft is usually caused by continuous ‘hammering’ from short deep seas or wind against tide conditions. Shock on planing craft is usually caused by random ‘hits’ from head sea impacts, crossing seas or overtaking following seas.

Modern cutters can handle rough seas but what about the crew? The ‘Human-Boat-Interface’ is the technical name for how you come into contact with the boat. Certain designs of suspension seating have feet off the deck, but generally there are three points of contact. Hands are in contact through a handhold, or for the helmsman through the wheel and controls. Feet are in contact with the boat through the deck. The backside is in contact with the boat through the seat base. Depending on the seat height and design, it may be carrying most of a person’s body weight. What if the seat or suspension mechanism is damaged or broken?

It is now possible to measure vibration on boats by using accelerometers and data loggers. But how much vibration is too much vibration for the human body? That’s a question that academics around the world have considered at length. The UK Health and Safety Executive consider Exposure Action Value (EAV) and Exposure Limit Value (ELV) to be the most relevant. The EAV is a daily amount of vibration exposure above which action needs to be taken to control exposure. The ELV is the maximum amount of vibration a person may be exposed to on any single day. In simple terms the greater the exposure level, the greater the risk and the more action will need to be taken to reduce the risk.

As part of its support for safety for seafarers in all branches The Nautical Institute has been working with FRC International to recognise best practice for professional fast boat operations worldwide. In May 2010 Institute professionals attended the WBV Seminar at RNLI Lifeboat College, Poole to assess the FRC approach to WBV awareness. Attendees from a broad range of professional maritime sectors recognised that there is an issue and supported an industry wide approach to understanding WBV exposure.

From this, FRC International has developed specialist WBV Awareness Courses, recognised by The Nautical Institute, that are relevant to all sectors affected by this major health and safety issue. WBV awareness courses are run as interactive workshops with the objective of understanding that Whole Body Vibration exposure is a global issue affecting all planing craft. These short courses define and benchmark best practice and provide a consistent approach to WBV compliance across the professional maritime sector.

WBV courses provide Continuous Professional Development and include various aspects of fast boat operations including measures relating to selection of equipment, operational procedures, training, health surveillance and duty of care. WBV courses also provide the back-
ground to the EC Vibration Directive legislation, effective 6th July 2010, which requires employers to control exposure to hazards including noise and vibration. The European Directive advises employers that they need to provide, ‘adequate information and training to instruct workers to use work equipment correctly and safely in order to reduce their exposure to mechanical vibration to a minimum.

**WBV MANAGER** is a one day awareness course aimed at managers, officers, supervisors and senior coxswain. This is an effective course for management at the shore-based offices of vessel owners and operators and encourages top to bottom engagement from all personnel. The courses explain that reducing vibration exposure needs to be part of an ongoing culture change that can benefit organisations at all levels.

**WBV CREW** is a one day awareness course aimed at all coxswains, crew and regular passengers. This is relevant to cutter crews and pilots as the course highlights the need for precautions with new and existing crew plus aspects relating to passenger safety. The course gives an understanding of WBV and focuses on the requirements for duty of care in the planning craft sector to ensure the overall safety of all personnel onboard.

Key issues for pilot cutter operators can be divided into operational, training, technical and maintenance. Operational considerations include considering alternative channels or routes and accepting slower transits in certain sea conditions. In simple terms increased speed usually means increased vibration exposure. Another consideration is how many transits a crew should undertake in rough conditions compared to benign conditions. Training considerations include coxswain education regarding helming in waves and varying boat speed plus briefing passengers on good posture and bracing. Technical considerations start with hull forms and vessel lengths that are fit for purpose in expected conditions. They also need to ensure that suspension seats are fit for purpose and have adequate ‘suspension travel’ to avoid bottoming out. Maintenance considerations of seating is also covered and pilots should have a process to raise concerns.

For many pilot vessel owners and operators the EC Vibration Directive has arrived unnoticed but the legislation affects all European employers. Recent attendees on WBV awareness courses include the Port of London Authority, Harwich Haven Authority and Trinity House. of Southampton Pilot, Chris Hoyle, attended in his role as UKMPA Technical & Training representative (see next page).

Following attending a recent “Manager” course in Southampton, UKMPA Chairman, Don Cockrill, said, “although all it is probably not necessary for all pilots to attend WBV training at either managerial or crew level, it would seem eminently sensible for every pilotage district to have a number of pilots suitably trained in order to be able to impart the relevant knowledge of many of the straightforward but important practical aspects of high speed transits on board their pilot boats to colleagues.

**FRC International.** www.frc-wbv.com

**EC Vibration Directive:**
www.vibrationdirective.com

John Haynes, AFNI, is Operations Director of FRC International and a presenter of WBV courses. He is a Yachtmaster Ocean and Advanced Powerboat Instructor. Subject matter expertise includes high speed craft consultancy, product development.
THE WBV MANAGERS’ COURSE

Chris Hoyle

I attended a 1 day Whole Body Vibration (WBV) Managers course as the UKMPA’s T&TC representative.

The delivery of the course was excellent with good involvement from the attendees who represented varied maritime specialities.

Presentations were followed by a discussion on WBV problems and awareness.

Subjects such as long-term exposure, incremental exposure, tolerable discomfort, operational limits and training where all covered.

The implications of EU legislation were discussed. For example The Exposure Limit Value (ELV) set down by the EU is recognised by the maritime industry to be unachievable and therefore exemptions to exceed these limits are issued by the MCA.

Employer, operator and crew duty of care were discussed along with safety culture and health surveillance.

The course highlights the need for the manager, operators and designers to be fully aware of the needs of the vessel’s crew and its passengers and the participants highlighted many key areas of relevance.

Summary of a Pilot’s View

Pilots fit in the passenger part of the crew x operator x passenger equation.

There will always be different districts operating their launches in different ways, therefore, pilot’s WBV exposure is very much influenced by the pilot boat designers, managers and crew.

Is the manager’s course worthwhile for pilots to attend?

Yes. Pilots’ representatives should attend the managers course in order to ensure that our employers and pilot boat operators are managing WBV correctly thus enabling them to have an influence on managing health and fatigue.

For the pilot body the WBV Crew Course may be better suited for general awareness and self-preservation. However, these courses need to be attended by crew, operators and designers to have an overall effect on a pilot’s welfare.

Edited from Chris’ full report which is available on the UKMPA website.

LIVERPOOL PILOTS GAIN ISPO ACCREDITATION FROM LLOYDS

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UKMPA Circular 4/2012

Incident Procedures and Legal Rights.

Whilst pilots might always strive to operate to the highest possible standards, the nature of pilotage means that incidents are inevitable. All members should therefore pay careful attention to the above Circular sent out in February. In addition to the contact information (also included on page 17) the circular updates essential information regarding post incident legal obligations and rights.

Basically a UK pilot must provide a breath sample if requested by the Police or the CHA, provide a report to their CHA and co-operate fully with the MAIB.

However, members should always exercise their right to silence if interviewed under caution by the police or MCA and exercise their right to silence if interviewed under caution by the police or to their CHA and co-operate fully with the MAIB.

The importance of being aware of these issues cannot be over emphasised so this circular is a “must read”. JCB
Commander B.R. Woodruff, RN (Retd.)

Basil Woodruff was a remarkable and unique man, a many of many talents and comfortable in whatever company he was in.

He was born into a family with a strong marine tradition, both his grandfather’s having been Trinity House pilots. He was a “Worcester” cadet where, like his grammar school days, he excelled at winning. For example, the gold medal for rowing. Before completing his training, war was declared and Basil found himself bound for Singapore to join a destroyer, HMS Stronghold, in the rank of midshipman.

Returning to the UK, Basil was appointed “interpreter” to a requisitioned French balloon carrying tug renamed HMS Ramier escorting convoys between Sheerness and Southampton, the balloon serving as a useful range finder for the German shore batteries! He used to recall that the routine was to count up to four on seeing the gun flashes then duck! Basil spent the rest of the war serving on destroyers and his next appointment was to HMS Lancaster which was engaged in escorting Atlantic convoys. On being promoted to Sub Lieutenant he was appointed to HMS Lamerton which, in between escorting North Russian convoys, took part in the Lafoton Isle landings. The ship then joined the Mediterranean Fleet and took part in operation “Torch” (North African Landings). He was then transferred to HMS Puckeridge which, whilst on passage between Gibraltar and Algiers, was torpoded with the loss of sixty two men. Promoted to Lieutenant he joined HMS Meteor, based at Scapa Flow, which was primarily engaged in escorting North Russian convoys to Murmansk but she also eventually joined the Mediterranean Fleet and in one action sank two German destroyers and damaged another.

Returning to the UK at the end of the war and being promoted Lieutenant Commander he married Connie, his childhood sweetheart, and together they enjoyed many shore appointments before Basil, then aged twenty eight, decided to leave the Royal Navy. There followed a succession of ‘short term’ shore jobs before he signed on as third mate of a ship tramping around the Mediterranean.

He subsequently obtained his Master Mariners FG Certificate and became a Trinity House pilot based at Gravesend transferring to Milford Haven in 1964. In the early years at Milford he was UKPA secretary. One of many ‘incidents’ during Basil’s pilotage career occurred one New Year’s Eve when he was called out to a regular trading German tanker whose master was certainly at the far right of German politics. Basil boarded respendent in Trinity House jacket and cap, Scottish kilt, stockings etc. That Master was never quite the same after that but it’s not known whether that was due to Basil’s dress or his pilotage technique!

On resigning the UKPA secretarialship he became very much involved in local politics, serving as a county councillor for many years. During this time, amongst other things, he served as chairman of the Pembrokeshire Coast National Park Authority, chairman of the Public Protection Committee, and chairman of the Mid and West Wales Fire Service. Additionally he served as chairman of the Governors of Milford Haven Comprehensive School and of the local Torch Theatre Committee.

His leisure interests were varied encompassing philately, beagle hounds, Scottish dancing and fund raising for the RNLI. In his youth, in addition to rowing, he had excelled at soccer, rugby and cricket.

At the well attended funeral service the clergyman, well known to Basil, in delivering the eulogy concluded by saying if he was asked to sum up Basil’s character in one word it would be ‘convivial’ but on reflection he thought it would have to be ‘very convivial’. So we say farewell to a remarkable, unique, multi talented and very convivial colleague.

He was predeceased by his wife Connie in 2007 and is mourned by his two daughters, Rosemary, Jocelyn and family and by his son, John and family.

B. Ian Evans (Milford Haven, Retd.)

OBITUARIES

Henry William (Bill) Phillips 1921-2011

Bill Phillips died on the 19th December 2011 aged 90.

Although born in Belfast, Bill grew up in Haverfordwest and following education at Haverfordwest grammar school, at the age of 15 he went to sea with Cory Bros of Cardiff, his first ship being the Coryton.

After obtaining his 2nd Mates Certificate he spent the war years with the RFA where he was sunk twice on Arctic convoys. He was 3rd officer of the RFA Aldersdale on the ill fated PQ17 convoy when it was sunk by bombers after the convoy had been forced to scatter and abandoned by its Royal Navy escort*. With the lifeboats gone they were forced to take to the jolly boat and ended up stranded for three months in Archangel and Murmansk.

After the war and having obtained his Master’s certificate he joined the Plymouth pilotage service. In 1960 Bill, along with Sid Shapcott was asked by Trinity House, to open Milford Haven as a port and in the 1970’s he was elected a younger brother of Trinity House. He was forced to retire following the 1988 Pilotage Act since, aged 67, the Milford haven port authority wouldn’t employ him.

Bill was active in local politics, being a county councillor for many years, Chairman of the local health authority from 1982-92 and Chairman of the Pembrokeshire College. He was also a freeman of Haverfordwest.

Having undergone life saving surgery which caused him severe speech problems he joked that he would sue the surgeon for depriving him of a promising singing career.

Bill was held in high esteem by all who came into contact with him. He leaves to mourn, his wife of 64 years, Cicely, a daughter Dorothy, son in law Noel, three grandchildren, Jenny, Rachel and Peter and two great grandchildren Liam and Daniel. Peter Ryder Milford Haven (Rtd)

* See next page
BOOK REVIEWS

CARGO LINERS
By: Ambrose Greenway

There have been a number of books published over the years covering shipping and the development of ships over the centuries but the vast majority have either covered general sailing and powered merchant vessel or specific companies or trades. Many of these books have been rich in photos but short on detail.

This book, subtitled "An Illustrated History", could at first glance be dismissed as just another such book but, in addition to containing a wealth of photographs, this book is a very well researched history of the development of powered general cargo liners and the trades they serviced.

Covering the period from 1850 to the 1970's when, within a decade, containerisation rendered the traditional cargo ship obsolete, the book's 178 pages cover the evolution of the cargo ship from the early steamers still fitted with masts and sails through to the sleek and elegant vessels which many of us remember with affectionate nostalgia!

Ambrose (better known to many as Lord) Greenway is a recognised maritime expert and his particular interest in merchant ships is evident in the detailed text descriptions which accompany over 300 excellent quality photographs. Cargo Liners is therefore not only a valuable reference work but also an essential addition to any shipping enthusiast's bookshelf.

Published by: SEAFORTH PUBLISHING RRP: £30 (HB) £18.99 (PB)
www.seaforthpublishing.com Tel: 01226 734555

A LIGHTHEARTED LOOK AT SEAFARING
By: Len Holder

Len Holder will be known to many through his work as a college lecturer at Liverpool, his membership of the Honourable Company of Master Mariners and as a former President of the Nautical Institute. Rather than a traditional account laid out in formal chronological order this book is a collection of anecdotes of people and events that have occurred during an interesting and varied career which has provided him with plenty of material for the book. One example which will appeal to pilots occurred when he was when teaching radar courses at the radar school in Gladstone Docks. In order to enhance perception in reduced visibility he used to get students to visually estimate distances of buoys to compare with the radar image. For one such session he had a group of pilots and upon asking them to estimate the distance of a buoy, the reply received was, "A number 4 Iron, a pitch and two putts!"

178 similar anecdotes make this book one that's very enjoyable to dip into between ships.

"A Light-hearted Look" has been self published by Len and is only available directly from him. All proceeds from the book are being donated to charity.

Price £10 from:
L. Holder, 88 Bell Baulk, Towcester, Northants. NN12 6YE
Tel: 01327 352647 email: lenholder@lenholder.freeserve.co.uk
BANK REJECTION

It would appear that my Royston Grange article in the October 2011 issue was published just too late to avoid an almost identical collision scenario which features in the latest MAIB digest! Fortunately on this occasion there was no loss of life but the following edited extract from the MAIB report highlights the need for caution when navigating in narrow channels. JCB

A 10,000 tonne container vessel, with a pilot embarked, collided with another vessel which was proceeding in the opposite direction of a narrow channel. Both vessels suffered extensive damage and were out of service for a considerable period while costly repairs were undertaken.

Prior to the collision, the container vessel had increased speed to overtake a small barge as she entered a long, narrower channel. The overtaking manoeuvre resulted in her being on the extreme starboard side of the channel, close to the bank. A short time later the vessel then took a sudden and uncontrollable sheer to port into the path of a vessel proceeding in the opposite direction.

Analysis of information obtained from the container vessel's VDR showed that she was influenced by bank effect and squat prior to the collision. The vessel's speed was excessive, and she was closer to the bank and in less water than the bridge team had planned for. In shallow water, with reduced under keel clearance, the vessel's pivot point would have moved aft, reducing her steering lever. Close to the edge of the bank the large forces associated with the high pressure area around her bow and the low pressure area around her stern caused the sudden sheer to port which the helmsman was unable to correct before the collision occurred.

Fundamental to incident was the decision to overtake the barge at the entrance of the smaller channel. This decision to overtake was taken to avoid following the slower barge along a channel where overtaking would have been difficult. However, the decision was made without sufficient communication between the bridge team or consideration of the consequences of the manoeuvre.

The Lessons

1. The cause and effects of interaction should be recognised and taken into account. Speed is critical, since the magnitude of forces created by both bank effect and squat increases with the square of the vessel's speed through the water.

2. The requirements of planning and executing a safe navigational passage must be clearly and fully understood and implemented by all bridge officers. SOLAS Chapter V clearly defines the requirements for the planning and conduct of a safe navigational passage and the key elements of these are:

   Appraising, Planning, Executing and Monitoring

   When a pilot supplements the bridge team, these requirements do not change; if anything, the ship's permanent team should be even more vigilant when monitoring the execution of the mutually agreed passage plan.

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See us at Stand SB62
The centenary of the *Titanic* disaster was marked by the inevitable plethora of books, TV programs, memorabilia and even smartphone "apps"! Many of these promised to provide new, previously unpublished facts and revelations but the only real facts are well known, the ship hit an iceberg and sank, the abandon ship procedure was chaotic and there were insufficient lifeboats to accommodate all on board I have therefore resisted the temptation to add my 10p's worth to the debate!

What I have found is the above photo (from AP) which is of interest to pilots in that it shows the *Titanic* under tow, reportedly departing Southampton so I would be interested to have confirmation of that and, knowing how knowledgeable some of you are, I'm sure that someone will also be able to tell me the tug's name!

Another fact of possible interest is that the pilot who brought the ship into Southampton was Wallace Martin CAWS who had joined the vessel in Belfast. Captain Caws, had a distinguished career as a Southampton pilot, serving for 43 years during which time he also served as the UKPA secretary. He was the last in the line of Caws family pilots who had conducted vessels in and out of Southampton for 200 years. Wallace Caws died in 1948.

The pilot who piloted the *Titanic* out to the Nab on that fateful voyage was George William Bowyer (1859 -1945). The Bowyer family were also well represented in the pilotage service with several family members continuing the tradition in the early part of the 20th Century.       JCB

This year also marks the centenary of the launch of the MV *Selandia*, the first ship to be powered by diesel propulsion.

Following Dr. Rudolph Diesel's pioneering new engine being produced in 1903, a few vessels had a diesel engine fitted as an auxiliary but the *Selandia* is now recognised as the first true motor ship.

Fitted with 2 x 1250 HP 8 cylinder engines, both the ship and the engines were constructed at the Bermeister & Wain shipyard at Copenhagen. A cargo / passenger vessel with a service speed of 11 kts, she had a LOA of 113m and was 7400 tonnes DWT. An unusual feature of the vessel was that she had no funnel, the exhaust gases being fed out through the main mast. Owned by the Danish East Asiatic Company (EAC) for their Scandinavia to Bangkok route she was apparently very popular with her 20 first class passengers as a result of her well appointed accommodation. Having embarked on her maiden voyage in February 1912 she had a long career before finally being wrecked (as the *Tormator*) off Japan in 1942. EAC still exist as EMS and still own a *Selandia*, their 4th vessel to carry that name.       JCB

As the *Titanic* once again finds peace at the bottom of the Atlantic the following should perhaps give us all cause to reflect when giving presentations!

“When anyone asks me how I can best describe my nearly forty years experience at sea, I say merely uneventful. Of course there have been winter gales and storms and fog and the like, but in all my experience, I have never seen an accident of any sort worth speaking about.

I have seen but one vessel in distress in all my years at sea. I never saw a wreck and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort.”

From a paper presented by Captain Smith in 1907.       JCB

Harwich pilot, Simon Browne, is planning to cycle from Ardnamurchan point to Lowestoft in support of East Anglian Children's Hospices (EACH) who provide specialist care for children with serious and life threatening conditions. “The idea for the ride came about whilst returning home from work one morning I was forced to take a detour, leading me to halt outside EACH centre and I was struck with the thought that only a few metres away from myself were people facing very real challenges, not a mere delay of a few minutes upon their way home. My cycle journey is around 650 miles which I hope to complete in 5 days in June”.

If you would like to sponsor this worthy cause donations can be made online at; www.justgiving.com/simon-browne0

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