THE PILOT

The magazine of the United Kingdom Maritime Pilots' Association

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In this issue:

UKMPA News

Diary date:

The 125th UKMPA conference

To be held in London on the HQS Wellington

25th & 26th September

DAY 1

The morning will consist of closed private sessions for UKMPA members with the open session in the afternoon dedicated to National, European and International regulatory and political issues

Evening:
A Conference Dinner will be hosted by our Honorary President, Lord Tony Berkeley within the House of Lords.

DAY 2

Will feature a variety of top level expert technical presentations to inform delegates of the latest developments affecting our dynamic profession.

As always, this is the opportunity to meet up with old friends, colleagues and acquaintances and to meet new colleagues from around the UK and further afield.

For full details, visit the conference website:
www.ukmpa2013.co.uk

Please note that this is an on-going site with additional information being posted nearer the date. Members should therefore check it regularly.

Editorial

Following on from Jonathon Pearce's DUKC ® feature in the Spring issue, on page 6 retired Southampton pilot, Nigel Allen, details how use of live Hydrographic and Meteorological data is now an essential element of everyday port operations. As Nigel aptly points out, over the past twenty years the ships have got bigger and bigger but the ports and their access generally haven't which has resulted in pilots having to adapt their skills, not just in learning how to handle these larger vessels, but also in making critical decisions with respect to additional tugs or aborting arrivals and departures when conditions approach the safe operational limits for manoeuvring. A consequence of both these factors is that the relationship between the Master and pilot is now as important as the actual ship handling element of pilotage. I recall many years ago when the concept of providing the Master with a formal passage plan was being introduced, an old pilot tapped his head and told me "Sonny, that's the only passage plan that I need and that's where it's staying". At the time that attitude was not uncommon but no pilot can now afford to undertake any passage without preparing a plan and discussing it with the Master during what is now commonly referred to as MPX (Master Pilot Exchange). It is equally important that the MPX isn't limited to a tick box exchange at the commencement of the pilotage act and pilots should ensure that a dialogue and interaction with the bridge team is on-going throughout the passage, especially if there are any changes to the original plan.

On pages 8-10, Dr Katherine Devitt has written an article highlighting the MPX based on a comprehensive survey of both Pilots and Masters and all pilots should take note of the findings.

John Clandillon-Baker
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Chairman's Report

Don Cockrill

You will be reading this with only a few weeks to go before the 125th UKMPA members' conference. If you have not yet booked your delegate place, you are strongly urged to do so. As will be seen from the programme on the website www.ukmpa2013.co.uk there is a full and varied programme including a presentation by Rt.Hon, Stephen Hammond MP – Shipping Minister.

September is a busy month for the UKMPA, with other significant events that I and other Section Committee members will be attending. I have been called to give oral evidence to the Transport Select Committee's inquiry into the UK Maritime Strategy. At the IMO I will be attending the 59th Navigation Safety Committee meeting for a few days followed by the IMPA executive meeting, all in the same week!

Additionally, the UKMPA will be attending the London International Shipping Week conference and also the dinner to ensure that the importance of Pilots as part of the shipping logistics chain is not overlooked.

October 1st will see the changes to PEC eligibility contained within the Marine Navigation Act 2013 come into effect. We will be meeting with the ports Associations and the MCA in mid September to draft the necessary additions to the PMSC Guide to Good Practice.

I look forward to seeing many of you at conference. Meanwhile, stay safe and "Happy landings".

CSL THAMES "any Deck Officer"?

John Clandillon-Baker

Unless you've been on another planet during the last year you'll all be fully aware that the marine Navigation Bill (2) (MNB) received Royal assent on the 29th April and will pass into law on 1st October. Consequently, in the UK, from that date "any deck officer" will able to apply for a Pilotage Exemption Certificate (PEC). Whilst the Bill was passing through the legislative process, the UKMPA raised many professionally sound arguments against deregulating the existing PEC requirements which were generally dismissed by spurious arguments such as that the existing requirements prevented junior officers from what obtaining what was considered by the Bill's sponsors to be an important additional "qualification" to their career progression! One major argument put forward by the UKMPA was that junior officers lacked the experience and skills required to handle a vessel in pilotage waters.

An incident where such inexperience was highlighted occurred in August 2011 in the Sound of Mull when the bulk carrier CSL Thames with an LOA of 175m and a draft of 10.6m went aground after the 3rd Mate on watch, altered course to avoid a yacht which he (erroneously) thought was on a collision course with the vessel which resulted in the vessel grounding on a rocky outcrop. At the time, although the Master was on the bridge, he was busy on the bridge computer which all pilots know is normal following departure from a berth and was also listening to music on a portable Hi-Fi where he'd pumped up the volume! The following extracts from the MAIB report into the grounding also highlight issues over ECDIS use and training.

At 0820 on 9 August 2011, CSL Thames completed loading a cargo of 28,962 tonnes of aggregates at Glensanda for discharge at Wilhelmshaven. A pilot boarded and, at 0840, the vessel departed. In addition to the pilot, the bridge was manned by the master, third officer and a helmsman. The vessel's deepest draught was 10.63 metres. At 0848, the pilot disembarked and the master set the engine to full ahead. Visibility was good with a moderate west-north-west breeze.

At 0935, CSL Thames entered the Sound of Mull. To assist with navigation during the transit, the master used two radars and an ECDIS. The ECDIS was set with the following safety parameters: a safety contour of 10 metres; a cross-track deviation limit of 0.2 mile either side of the planned track; and an anti-grounding warning zone that covered an arc 1° either side of the vessel's track out to a distance equivalent to 10 minutes steaming. The alarm on the ECDIS should therefore have activated if CSL Thames deviated more than 0.2 miles from her planned track, or the anti-grounding warning zone crossed a safety contour or other user-defined danger.

At 1006, with CSL Thames on a heading of 290°(T) at a speed of 12 knots, the master instructed the helmsman to engage the autopilot and then handed the con to the third officer, who stood facing the starboard radar display, with the ECDIS display to his right (see photo overleaf).

At 1010, the third officer interpreted from the ECDIS display that CSL Thames was about 1 mile from the next planned waypoint; he also estimated that a sailing vessel he could see on the starboard bow

would be ahead of CSL Thames when she was steady on her new course. Intending to leave the sailing vessel to port, he decided to turn early and, by adjusting the autopilot, initiated a slow alteration of course to starboard towards the next planned course of 314º (T).At 1014 as CSL Thames's heading was passing 308º(T), the third officer acquired on the radar an automatic identification system (AIS) target of the sailing vessel at a range of 3.6 miles and on a bearing of 318.5º(T). At 1016, with CSL Thames approaching her planned course of 314º (T), he decided to continue the alteration to starboard to place the sailing vessel onto the port bow. At 1018, CSL Thames was on a heading of 321º (T) when the third officer observed another small vessel right ahead at about 1 mile range. With the intention of leaving the small vessel to port, he continued altering course to 324º (T).

The ECDIS anti-grounding warning zone alarm then activated on the display, but no audible alarm sounded. At 1021, the third officer sounded two long blasts on the ship's whistle to alert the small vessel to the presence of CSL Thames and, at about 1023, the small vessel passed clear on CSL Thames's port side. The third officer then focused his attention on the sailing vessel ahead, which was now at about 1 mile range.

At 1025, CSL Thames grounded in position 56º 34.3'N, 005º57.2'W at a speed of about 12 knots (Figure 4). The contact with the seabed lasted 16 seconds and caused the vessel to vibrate loudly.

The report goes on to note that following a sounding check ingress of water was noted in a ballast tank and an inspection revealed a 3m long hull rupture. With the pumps able to control the ingress permission was granted for the vessel to continue on its voyage for permanent repairs to be undertaken after discharge.

The following edited extracts highlight the key observations made by the MAIB regarding the use of ECDIS on this vessel:

CSL Thames was fitted with two ECDIS units that were used as the

primary means of navigation, thus removing the need for paper charts to be carried. All bridge officers, including the master, had completed a generic ECDIS training course in the Philippines. This course was based on IMO Model Course 1.271

- No training or familiarisation on the type of ECDIS fitted on board CSL Thames had been provided by the ship's management company or by previous employers.

- The company had not provided any instructions or guidance on the use of the ECDIS fitted to CSL Thames.

- A safety contour setting of 10 metres was inappropriate for CSL Thames's draught of 10.63 metres.

- Although the ECDIS anti-grounding warning zone visual alarm activated, the audible alarm, which should have alerted the third officer to the fact that CSL Thames was heading into danger, did not function. This was because the ECDIS unit was not connected to a loudspeaker or buzzer capable of sounding an audible alarm, contrary to the IMO's performance standards.

- Despite having attended training courses that met the standards of the IMO model course for ECDIS, CSL Thames's master and bridge watchkeepers lacked an understanding of the ECDIS equipment's safety features and/ or their value. ECDIS provides the officer of the watch with an efficient and effective means of navigation. However, its ability to continuously provide the vessel's current position and projected track, and to warn of approaching dangers, can lead to over-reliance and complacency. The officer of the watch still needs to monitor the vessel's position and projected track at regular intervals and to fully understand the equipment's safety features in order to make best use of them.

With respect to this latter point of passage monitoring the report observes:
The third officer was unaware that CSL Thames was heading into danger. He had last looked at the ECDIS display immediately before initiating CSL Thames's turn to starboard at 1010. The ECDIS display anti-grounding warning zone alarm activated at about 1018. However, the focus of the third officer's attention was on collision avoidance, and involved him looking ahead through the bridge windows and monitoring the radar display.

While the third officer relied on the ECDIS as the primary means of navigation, he did not appreciate the extent to which he needed to monitor CSL Thames's position and projected track in relation to the planned track and surrounding hazards. The ECDIS display was orientated so that the OOW had to face to starboard to look at the screen. Although this might have been ergonomically satisfactory for routine navigational watchkeeping, the third officer's overriding priority during the period leading up to the accident was collision avoidance, which required him to look ahead. Had the ECDIS display been located in front of him, he would have been more likely to routinely consult it when monitoring the navigational situation.

Traditional navigational techniques require an officer of the watch to regularly plot a series of historical positions on a paper chart from which to project the vessel's track. The ECDIS display provided the third officer with an ability to immediately identify the vessel's current position and projected track at any time without the need for regular plotting. Furthermore, the third officer was aware the ECDIS anti-grounding warning zone feature was designed to automatically determine and alarm if the vessel was running into danger. Consequently, he felt no obligation to check the vessel's position and projected track during the 15-minute period leading up to the grounding.

With respect to this grounding's relevance to the PEC deregulation issue the report made the following observations regarding the bridge team management on the vessel (my emphasis in bold):

During the period leading up to the grounding, the third officer remained confident that he was in control of the navigational situation, and felt no need to defer to the master. However, at 1021, he was sufficiently concerned about the intentions of the small vessel ahead of CSL Thames that he sounded the ship's whistle. The master was sitting at the communications centre at the rear of the bridge and the activation of the ship's whistle should have alerted him to the developing situation. Had he taken more interest in the navigational situation faced by the OOW, he might have been prompted to challenge the third officer's actions, particularly as a sound signal of two long blasts has no meaning in the COLREGS in respect of collision avoidance in clear visibility. The master may then have identified that CSL Thames was running into danger and taken remedial action.

The Sound of Mull is a regular route for coastal traffic and does not pose a challenge for small vessels. However, CSL Thames was a large vessel and required careful navigation in view of the restricted sea room and the likelihood of her encountering other traffic. The master was confident of the third officer's abilities and, on handing him the con, was content for him to navigate alone. ***However, his confidence was misplaced. The third officer lacked experience and, given the navigational demands of the passage, needed the support of the master, who should have avoided sending the routine departure messages until CSL Thames was clear of the Sound.***

During the MNB stitch-up, sorry "consultation", period this MAIB report was submitted as an example of the dangers of de-regulating the existing PEC requirements but (if it was even read!) it was dismissed as being irrelevant since it wasn't considered to be a PEC issue!

On a more general note, following reading this report I wasn't alone in considering that some important elements had been overlooked by the MAIB and the status of the Sound of Mull, seemingly currently considered to be "open waters" is one area that, in my opinion, should have been investigated.

The Sound represents a boundary between the local authorities of Argyll and Bute Council on the Isle of Mull and Highland Council on the Morvern coast and yet it seems that neither Authority was contacted regarding what potentially could have been a serious pollution incident in their waters. This is even more puzzling since the waters around Scotland are currently being proposed as Marine Protection Areas and in 2010 the Scottish Association for Marine Science published an environmental study for the Sound which identified pollution as a risk to be considered. Again it seems that this body wasn't consulted during the investigation. Indeed there is no mention at all of who is responsible for shipping in the Sound of Mull. Is it actually open waters as I assume or is it under local authority jurisdiction and are there any bylaws covering navigation etc.?

The pilotage on departure took eight minutes indicating that the vessel was barely off the berth when the pilot disembarked yet the report does not expand on this nor question whether the pilotage regulations for the area are actually fit for purpose given the sizes of ships involved and the constrictions of the waterway etc.

Then there's the issue of draft. The report states: *"CSL Thames was a large vessel and required careful navigation in view of the restricted sea room and the likelihood of her encountering other traffic".* Under such circumstances the vessel was clearly "constrained by her draft" and the Master would have been justified in displaying the deep draft signal. Again there's no mention of this factor in the report! Returning to the actions of the 3/O much is made of the ECDIS and its location but it would only have required a sideways glance to verify the position regardless of any alarm function yet for the 15 minutes prior to the grounding no one looked at it?

The report states that the 3'O was looking out of the window and using the radar. A rocky coastline looming up ahead at 12 kts would normally invoke some sense of concern (although given the actions of Captain Schettino perhaps this no longer raises concerns on the bridge of a modern ship!) and the 3/O was using the radar. Why is there no mention of radar parallel indexing and other non-ECDIS navigation techniques?

In conclusion it is a sad reflection on our democratic process that groundings are seemingly considered irrelevant unless they involve pollution where it takes a seagull covered in oil to stimulate our elected representatives into taking notice of maritime safety issues.

John Clandillon-Baker

www.maib.gov.uk/cms_resources.cfm?file=/CSLThames.pdf

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And then another!!

Less than a year after the CSL Thames grounding the 89m LOA feeder containership, Coastal Isle, piled into the southern tip of the Isle of Bute at full speed which caused considerable damage to the vessel. In this incident the 1st Mate was on watch but was found in his cabin after the grounding, having left the bridge some 2 hours earlier!

So is this incident of relevance to the MNB deregulation issue? Since this incident occurred outside pilotage waters the answer would seemingly be no although, as with the CSL Thames, it again raises serious questions over the lack of navigation jurisdiction through the Scottish Isles.

However, of great relevance is that the MAIB investigation uncovered a very sophisticated fraud involving the illegal issuing of Panamanian Certification of Competency (CoC). The Turkish Mate, his post grounding relief and the 2nd Mate were all found to be in possession of these fraudulent certificates which had successfully passed the scrutiny of the company and other officials. The MAIB's report notes that an IMO study in 2001 identified 12635 fraudulent CoC's and, with respect to the MNB deregulation issue, states that: *"In order to ensure the navigational safety of the large number of non UK flagged vessels operating around the UK coast, it is imperative they are manned by competent crew members. Illegal and fraudulent certificates must be identified and weeded out as a matter of priority."* Given the Internet and computer technology now available these cases are possibly just the tip of a massive iceberg but is anyone concerned? In a press release following the MNB's Royal Assent, Maritime UK were gushing over with joy stating: *"The very positive effect of the new Act will be to reduce burdens on the ports and shipping industry and improve maritime safety."* So that's a relief!

John Clandillon-Baker

www.maib.gov.uk/cms_resources.cfm?file=/Coastallsle.pdf

Make weather data work for you

Nigel Allen

Following on from Jonathon Pearce's feature last month this account serves to highlight the importance of environmental factors in passage planning. (Ed)

Consider the following scenario between a shore side Vessel Traffic System (VTS) operator and pilot:

VTS: The ship on your berth has gone back half an hour and the two tugs from that vessel will come to you.

Pilot: My tidal window closes at 0950 hrs and the weather forecast is not looking very helpful either!

VTS: OK, the last low water was 0.2m above prediction and the current trend is 0.25m above prediction and the barometer is still dropping. If we skip the swing and go straight alongside port side to, how does that extend your tidal window?

Pilot: I'll get back to you.

This conversation will be familiar to pilots and masters alike. Operational changes that affect planned shipping movements can be disruptive and costly; accidents even more so.

Ships are increasing in size but many ports are not and, as a consequence, the margins for error have increased. Typically, a large container ship can cost more than $100M, the value of the cargo many times more, and daily running costs of these vessels are huge, with delays creating complications and rescheduling likely to be expensive.

Everybody in the chain is under pressure to perform and with such expensive assets sailing in and out of your port, it is essential to offer the best possible service you can. As the above scenario highlights, hydrological and meteorological information can impact operations during a vessel's approach to port, manoeuvring alongside and even its cargo handling operations.

A ship's arrival is planned days in advance and it is in the interests of everybody involved that things run to schedule, at the sharp end, decisions need to be made that produce a safe outcome. Weather is one of the most changeable factors and so it is important that this information is up-to-date and used to its best advantage.

The methods of providing reliable and accurate hydrological/meteorological information based on both actual and predicted conditions have improved and can be more easily shared with relevant parties. It was for this reason that, in December last year, a PIANC (The World Association for Waterborne Transport Infrastructure) working group published its report on the Use of Hydro/Meteo Information for Port Access and Operations.

The group of 13 experts met ten times over the course of four years and were asked to pay special attention to access windows for channels subject to tidal restrictions.

Time is one of the most important factors when considering an up-to-date forecasting system. With the new and more robust monitoring and data communications techniques that are available today, a port should aim to develop a system that can make a forecast and deliver that information to the end users in real time. In this way weather conditions can be pre-empted and operations adjusted to suit these conditions.

Each port has its own specific conditions but in all cases accurate, timely and reliable data is of crucial importance. Hydro/meteo information across the globe is ample and easily obtainable from meteorological institutes running a network of monitoring locations.

In most cases, however, a port will need more specific information in addition to this, so it may be necessary to add a dedicated monitoring location in the vicinity of the port. Further port specific data, such as waves and currents, may also be needed and a dedicated monitoring programme would be required, information from which would be input into the forecast system.

Bringing together all these forms of data from the various sources, is the first step towards a comprehensive picture of the hydro and meteo conditions in any port.

A quick search on the internet will reveal the existence of an array of easy-to-understand port websites displaying hydro/meteo information.

Take Port of Rotterdam's Internet Amethyst website, for example, which is periodically fed with data from the monitoring networks in the port area. I can even download free weather information on my iPhone that can be superimposed onto my chart data using an app called Pocketgrib.

There is now a level of information out there that simply wasn't available before. And if I can get up-to-date-information on my iPhone, think of the possibilities for a port.

The relative costs of setting up or updating a forecasting system in a port, compared with the value of the assets at risk, is quite small but vital if a port wants to remain competitive in terms of being efficient and effective.

So, back to our delayed ship:

Pilot: With the tide running 0.25m over prediction that extends my tidal window by 18 minutes and as we're not swinging, that reduces the time required to berth by 15 minutes, so despite the delayed vessel sailing we can still safely proceed. The master has also advised that he can move some ballast around which will reduce the maximum draught by 20cm, which will further increase our safety margin by extending my tidal window by another 15 minutes. Further, looking at various 'live' websites, it would appear that the wind will now shift to the northwest a little earlier than originally expected, which will also be helpful whilst berthing.

VTS: That's great. I'll advise the terminal that you'll now berth port side alongside, so they can make the necessary cargo adjustments. The two tugs ordered have just called in and are now confirmed as available. The pass with the outbound ship is scheduled for 0835hrs at the junction buoy. I've just spoken to the meteorological centre and they confirm a wind shift to the northwest around 0900hrs. Presently we have 250 degrees at 27kt, gusting to 33kt, trend steady.

Nigel Allen (Southampton. Retd)

Nigel Allen took part in the PIANC (Permanent International Association of Navigation Congresses) working group on behalf of the International Maritime Pilots' Association (IMPA).

The PIANC report is available at: www.pianc.org/technicalreportsbrowseall.php
Price: €90

This feature is edited from an article first published in Ports & Harbours magazine and is reproduced here with their kind permission.

a quick note about... IMPA & EMPA

It is often forgotten that all UKMPA members are also members of IMPA & EMPA and with so many issues currently common to pilots around the World, membership of both these associations is of great importance.

UKMPA members should therefore regularly visit the IMPA & EMPA websites which have both recently been updated and register for the members' areas:

IMPA: **www.impahq.org**
EMPA: **www.empa-pilots.org**

It ain't what you do, it's the way that you do it!

Dr Katherine Devitt

As the elements (such as those detailed by Nigel Allen on the previous page) involved in a pilotage passage become more complex, the importance of an effective and on-going dialogue between Pilot and Master MPX) during the passage cannot be over-emphasised. Dr Devitt's following research summary highlights the key factors. (JCB)

The vast majority of pilots take pride in doing a good job. But what constitutes a good job? Ultimately it must be to do with the safe navigation of the ship, but is it only about good seamanship?

Warsash Maritime Academy sponsored me to explore the effectiveness of the Master-pilot exchange (MPX), and the relationship embedded within it. I was interested in the non-technical skills required to be an effective pilot since my view would be that technical and non-technical skills must be interwoven together for the most successful outcome.

Interviews were carried out in the ports of Bristol, Medway and Southampton with thirteen pilots and nine Masters, and what emerged were some clear trends about what contributed to effective and ineffective Master-pilot relationships.

Failure to ask for, or provide relevant information

The 2008 MAIB report on the Sichem Melbourne incident noted that: *"The accident was primarily caused by a failure to exchange an appropriate level of information between the master and pilot before departure from the berth. Assumptions were made by both parties of the other's intentions."*

Failure to exchange information by parties involved may be caused by a number of factors such as:

- Lack of understanding
- Assumptions made and not checked
- Distraction with other matters.
- Commercial considerations
- Personality characteristics (such as "I know better than he does")
- Fatigue and stress

One of the factors emerging from the research was the importance of honesty about any equipment defects, and timeliness in providing that information. One pilot recalled ruefully that he had learnt early in his piloting career that he needed to be very specific in probing for defects, having initially asked whether the vessel had a bow thruster and been told it had. What he was not told at the time, and discovered later, was that it wasn't working. Now when he receives an affirmative response to his enquiry about the presence of a bow thruster, he follows through with the question, "And is it working, and to what capacity?" This failure to inform can often be linked back to commercial considerations – loss of a bow thruster might result in the need for a tug with its resultant costs.

Another pilot told of a Master who, having requested that he berth the vessel, was approaching the berth too fast – it was only after pilot intervention and the safe berthing of the vessel that the Master admitted he had never berthed that vessel before.

Overload of information

Although the MPX should be a continual process, too much information given at inappropriate times will defeat the goal of an MPX – to acquire the understanding necessary to take the right actions during the act of pilotage in order to make a safe transit.

Several pilots spoke of not being given enough time to familiarise themselves with the vessel before a pilot card was thrust under their noses, or to acclimatise themselves from having entered a darkened bridge from a brightly lit alleyway.

The importance of drip-feeding information was seen as very important. Interestingly, some Masters interpret too much information-giving as indicating less experienced pilots.

Failure to adapt to other cultures and languages

One of the main problems impeding understanding is the skill level of spoken English, and all the pilots interviewed highlighted communication problems with various nationalities. Problems were also identified where the bridge team were talking in their own language and the pilot was aware that there were issues about the ship that were not being communicated to him. The importance of non-verbal skills for the pilot cannot be under-estimated, whether that be checking that someone really does understand or is uncomfortable challenging the pilot.

Just because a pilot's native language is English does not mean that he is understandable to a foreign crew. Regional accents can cause a real problem, as can speaking too quickly. One Master highlighted difficulty in understanding a Scottish pilot with a broad accent, *"For ten minutes, he tries to speak English and then blah, blah, blah, I understand nothing... he's a very good pilot, he's very nice, he tries to explain everything very good, but he don't speak English!"*

Some pilots explained that they would vary their communication style depending on whether they thought they needed to be more directive, or friendlier. There can be a danger of stereotyping here, but Eastern Europeans appeared to fall into the first category, and Filipinos into the second.

The conclusion that emerged was that in an increasingly multicultural industry, the ability of a pilot to interact successfully with different cultures, nationalities and linguistic abilities is increasingly important. They also need to assess the speed, quantity and specificity of information exchange, to gather non-verbal indicators in order to check for understanding or loss of concentration, and to adjust their interaction style in order to get the best out of the Master-pilot relationship and these are fundamental to an effective MPX.

Failure to establish trust and rapport

The European Maritime Pilots' Association (EMPA) observe (researcher's emphasis is highlighted): ***"The master and pilot relationship is an intriguing balance of mutual trust and respect, largely unwritten,*** *which provides an unrivalled level of safety in a society that expects, and receives, the highest of standards from the shipping industry."*

The amount of time generally taken by the act of pilotage is only a matter of hours - not long - especially when there are a number of factors that can influence that trust. These include prior experience, perceived competence, interpersonal skills, and the ability to adapt according to the situation on board and the personalities involved. If the Master and pilot have successfully worked together previously, trust is likely to be already established. If the Master is not a regular runner to the port, or has had a poor experience with pilotage, this will colour the extent to which he trusts the pilot.

How a Master determines pilot competence is often based on a gut feeling about whether he feels the

pilot knows what he is doing. His assessment may include how much pertinent information the pilot gives and requests, whether he appears prepared with a plan, whether he communicates regularly and explains what he is doing, the quality of his ship handling, whether he *"takes care of the ship"* and is operating safely using a safe speed of approach. Masters also assess how relaxed and confident the pilot appears to be, as well as his appearance –the wearing of uniform was seen as evidence of professionalism. Several Masters mentioned the importance of a pre-printed passage plan with plenty of visual information (such as chartlets, an overview of the pilotage area etc.) such as that used in Southampton, as an indicator of whether they would have confidence in the pilot being properly prepared.

Creating rapport was seen as an essential skill in working effectively as a pilot, some saying that the relationship built with the Master was the most important part of the act of pilotage as it allowed them both to work together effectively with the bridge team. This was confirmed by many of the Masters interviewed. Failure to build relationships appeared to diminish some Masters' trust in their pilot. Some Masters recognised that they, too, had a part to play in good relationships – one said if he was grumpy, this might raise the pilot's grumpiness and affect bringing the ship safely alongside.

As well as showing an interest in the Master and bridge team in a sociable and friendly way, "small talk" about sport or the Master's home country, pilots emphasised the importance of joking and banter in putting the Master and bridge team at ease, relieving tension and establishing trust. Masters also recognised the importance of small talk and banter, though it was clear that in certain circumstances, such as being fatigued or carrying out complex manoeuvres, this would not be appropriate.

Mutual respect and valuing was important to all the interviewees, whether it was pilots needing to recognise a Master's expertise and ship knowledge, or Masters demonstrating that they valued their pilot. Several pilots mentioned the importance of handshakes, a welcoming smile, whether a cup of coffee is offered.

Monitoring and challenging

All Masters interviewed said that they, or their bridge team, always monitor the pilot. Interestingly, this was not the view of the pilots, though this does vary depending on the size and type of vessel. It is possible that more assertive pilot monitoring takes place where the Master is also the owner of the

vessel, especially if they believe there is no need to take on a pilot.

It isn't clear why there is a deviation in views. It could be that where vessels are regular runners into the port, a relationship of trust has already been built between Master and pilot, and therefore less monitoring is deemed to be necessary. Another assumption might be that no Master would be willing to say he did not monitor during the act of pilotage, either personally or vicariously through the bridge team. There might also be a difference in perception around what monitoring actually entails. Is monitoring watching for deviations by exception? Is it to do with the amount of questions an interested Master or bridge watchkeeper might raise? Is there a correlation between the lack of active engagement and a power distance culture where pilots – seen as the experts in their role – would not be challenged as a matter of respect for their seniority and role expertise? It's worth researching further.

Failure to recognise fatigue and stress

Fatigue and stress can impact on both the technical and the non-technical aspects of pilotage. The ability of both Master and pilot to assess each other's level of fatigue and stress is important due to the impact of these factors on MPX effectiveness. This is often through body language and non-verbal communication: speed of speech, high pitch of voice, excessive movement on the bridge or lack of it, shouting at the helmsman or engine room personnel, lack of acknowledgement of situational awareness, questions being repeated frequently, asking for excessive amounts of detail, yawning, "twitchiness", and grumpiness/shortness of temper and insensitivity.

Pilots were also aware of their own susceptibility to fatigue and stress. There were differing reasons for feeling stressed on board, which ranged from orders not being followed and relevant preparations not being made for arrival in port through to constant "wittering" of the Master and bridge team. The journey out on the pilot boat can take its toll if the weather is bad. Sometimes, jobs take longer than others due to waiting for a berth, or fog, or the delayed arrival of a vessel. Sharpness and awareness also diminish so that course alterations are made too early or too late. It was summed up by a pilot, who said, *"If I'm tired I know I'm probably going to be a little bit below par, and also if it's the early hours of the morning ... if I know it's going to be a difficult ship and I'm a little bit tired and it's in the middle of the night, I would say I'm not going to be as competent as if it was daytime and an easier ship."*

What has emerged from this study is the importance of non-technical skills, and in particular, self-awareness of one's own personality and style, the ability to use non-verbal communications to maximum effect, and adapting communication approaches to suit the situation and the individual being communicated with. These skills form the foundation of creating rapport and trust, and will contribute to a safe transit – something any pilot and Master would surely want.

Dr Katherine Devitt

Recently retired Senior Lecturer, Warsash Maritime Academy

This commentary above is summarised from a much larger research report. If you would like a copy, please contact the author at Katherine.devitt@ntlworld.com.

On board "Cambria" for the 83rd Thames Sailing Barge Match Race with 2013 marking the 150th Anniversary of the Race

John Clandillon-Baker

On Saturday 13th July your editor joined a Port of London team who had chartered the sailing barge "Cambria" to participate in the 83rd Thames barge match race which was significant in that this year also marked the 150th anniversary of the original race. Although not the oldest regatta, this race is claimed to be the 2nd oldest regularly organised sailing race in the World after the America Cup and the oldest sailing with traditional vessels.

Cambria is a sailing barge with a unique history in that she was the last British registered vessel to carry a commercial cargo purely under sail alone having carried a final cargo of cattle cake from Tilbury dock to

Ipswich in October 1970 under the command of skipper Alfred "Bob" Roberts who'd been skipper of her for F.T. Everard since 1954 and owner from 1966 - 1970. In 1970, sailing the *Cambria* became commercially unviable and she was sold to the Maritime Trust and laid up in London's St Katherine's dock as an exhibit.

Unfortunately a combination of fresh water and neglect led to her rapid deterioration and she was in a very sorry state when she was sold to the *Cambria* Trust for £1 in 1996 and she was towed to the Dolphin Yard at Sittingbourne for restoration. Here a group of enthusiastic volunteers discovered that the hull was more rotten than they had thought and when the Dolphin yard closed in 2005 it looked as if *Cambria* would join the many skeletal remains of vessels on the banks of the river Medway. A last minute offer from Peel Ports (Medway Port Authority) provided a berth in Sheerness dockyard and an application was made to the heritage Lottery Fund. Fortunately the HLF recognised the importance of restoring such a classic vessel and in 2006 a grant of £990,000 was made. In order that the restored vessel would honour the original design a decision was made not to include an engine and to retain the cargo hold area as a large saloon.

Cambria sails again

The restoration contract was granted to Tim Goldsack and on 1st September 2007 *Cambria* was towed to Standard Quay, Faversham where she provided valuable employment for apprentice shipwrights and riggers who worked alongside the professional craftsmen and the large number of volunteers. In 2011 the restoration was completed in time for *Cambria* to participate in that year's Thames barge match where, with the well renowned skipper, Richard Titchener, at the helm and his "Mate" Hilary Halajko along with crew from the Port Of London Authority (who have also been sponsors of the restoration) she established her credentials by coming first in her class. Having come first again in the 2012 race the pressure was seriously on when your editor joined the PLA team for the 2013 race.

83rd Thames Barge Match Race 2013

This year's race' held on Saturday 13th July, was particularly special in that it marked the 150th anniversary of the race and was held in commemoration of Mark Boyle who had revived the race in 1995 and organised it every year since then until his untimely death last year aged 52. Although the remaining committee members ensured that this year's race went ahead, without Mark the future of this event is now uncertain given the increasing amount of bureaucracy, risk assessments and support logistics required to hold a major sailing event in confined shipping channels shared with commercial traffic! Its demise would be a great shame, given the barge match race's unique heritage, but there is enthusiasm within the barging community to try to ensure its survival. Despite difficult sailing conditions, this year's race was very successful and was completed safely as a result of the comprehensive planning and marshalling arrangements so hopefully this will help to ensure that the race will continue to be held in the future.

The course

The course was the original one, starting from "The Muckings" about 4 miles downstream from Gravesend, outward down to Sea Reach, Round the SE Leigh buoy and then beck up river to finish at Erith. This was the first time since 1894 that the finish line had been set at Erith and a meal and the prize giving had been organised by the Erith yacht club.

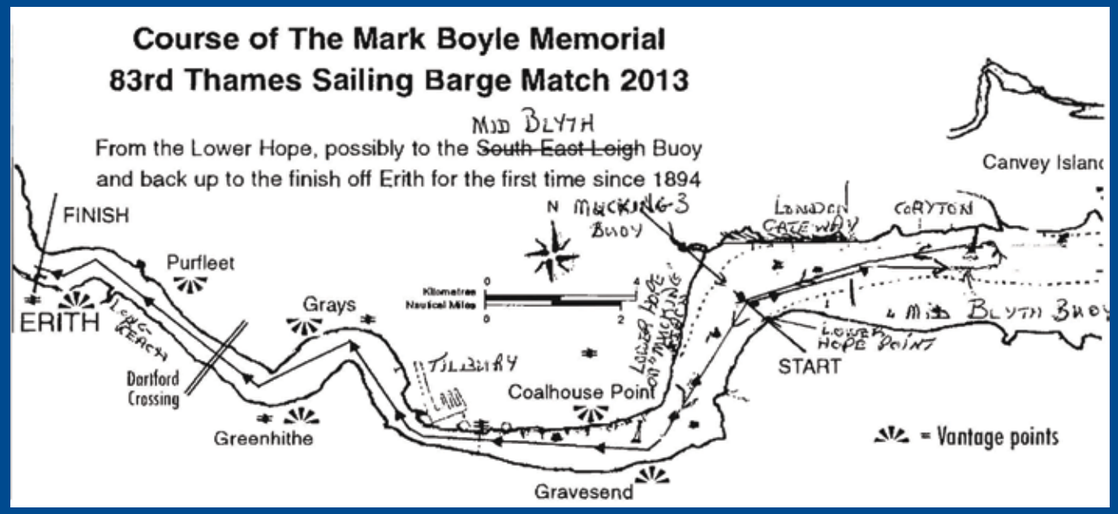
A record number of 16 barges registered for the race and the PLA team (ably organised by PLA's Civil Engineer and sailing barge enthusiast, Derek Maynard) which included two pilots, our lady pilot, Jean Buckpitt and myself, all joined Richard, Hilary and their experienced crew members "Stretch" & Ray on the Friday morning for a familiarisation sail to learn the ropes

and with Saturday's forecast sunny and hot with light airs we anchored overnight just upstream from the start line.

The Race

The weather forecast was entirely correct and as the rest of the barges motored down to join us at the start the river was flat calm. The start time was set for the ebb tide, two hours before low water and in order to gain the advantage of the inside of the bend at the Lower hope buoy we had anchored close to the Kent shore whilst other barges had chosen the middle to Essex side hoping to gain an advantage from the stronger tide. Richard Titchener calculated the weighing of the anchor well and we ended up drifting backwards across the line in second place some 3 minutes after the start gun. Fortunately, apart from a couple of coasters who were able to zig zag through the drifting flotilla the only large vessel was the dredger *Bruegel* working off the London Gateway container terminal and the Master was very co-operative in adjusting his dredge location to avoid impeding the race.

After about one hour, the first "cat's paw" of wind was observed indicating the early sea breeze so all sails were set and for the first time we were able to steer the barge. I was amazed at how little wind was actually needed to get the barge moving. The anticipation of the first breeze paid off and we slowly moved from 5th to 3rd place. As low water approached the decision was made to shorten the course to round the Mid Blyth buoy leaving it to port. Whilst this was a wise decision the



choice of buoy made rounding it "interesting" since the Mid Blyth buoy, having been replaced by the Tanker buoy and moved south to create a secondary channel, is now only 150m north of the Blyth Sands drying line!

My position for the race was down aft to assist with the lee boards and the mizzen and Richard also used me as a back up tactician with respect to the tidal flows, laying the marks and keeping an eye out for other barges under the mainsail! A good judgement of the tide enabled us to catch up with the two barges ahead of us and the three of us rounded the Mid Blyth buoy together but once round the mark we were faced with quite a challenge since the rest of the race fleet which were all converging on the buoy had priority over us. Richard therefore decided to keep as close to the bank as possible on the basis that the barges that hadn't rounded the mark would need to tack away before reaching us. This worked well and took us into first place until one of the barges, not having enough way on to tack bore away off the wind towards us to gain a bit more speed. In order to avoid a collision we were forced to go further to the south and as a consequence your editor found himself aground for the first (and hopefully last!) time in his career as of course did the other barge. Fortunately Thames barges are designed to sit on the mud so rather than this being considered a panic situation, Richard just calmly announced the fact to the crew and it was here that I was able to observe a truly skilled sailing barge Master use his knowledge and experience to sail off a lee shore! With no engine, many would have called for a tow off but not Richard. With the tide now flooding and all the sails still set, Richard lowered the windward lee board and as the tide refloated us, the lee board acted as a pivot to turn the barge to the North and we gently sailed clear and back into the race with just a loss of pride! Our "waiting for the tide" had taken around twenty minutes which resulted in our dropping from 1st to 11th place overall. *Cambria* has a reputation for being a fast barge and following her previous two wins there had been mutterings about the need for a handicap being placed on her by some of the other barge skippers. However, as Richard and Hilary pointed out, they always took the trouble to put her on a drying berth before any race to scrub the hull clean instead of hoping that sitting in a mud berth will clean the hull which isn't nearly so effective.

So, having given the rest of the fleet a 20 minute advantage we now had a race on our hands and here I was able to supplement Richard and Hilary's skill with getting the most out of the sails with my knowledge of the tide sets to help to gain a tactical advantage and, having established a good master / pilot relationship, Richard also permitted me to share the helm with him! Being younger and fitter than me, as well as an experienced sailor, Jean's skills meanwhile were being used to advantage assisting Hilary and most of the rest of the crew up on the foredeck where the several gybes required skill and timing in manipulating the massive pole on the "gennaker" in order to keep the barge sailing well as the sea breeze increased. This combination saw us overtake five other barges in the Mucking Reach and back in sight of the leaders as we entered Gravesend Reach. By this time the tide was picking up and the larger commercial ships started to move. A combination of liaison by VTS with the pilots and marshalling by the escort launches meant that even the 300m long Santa Rosa (Pilot Chris Young) was able to safely unberth from her Northfleet berth and steam out through the race in Gravesend Reach without any delay or close quarters situation developing, thus proving the value and effectiveness of the pre-race planning.

Back in the lead!

The last eight miles of the race from Gravesend to Erith saw us overtake another three barges to cross the finishing line 3rd overall and 1st in our Class. Even at the finish line, the skill of Richard was evident since not wanting to have to be towed back to the Marina anchorage we

crossed the line whilst rounding up into the wind ready to tack back the half mile down river which must have made an impressive sight for the many onlookers on the shore as the gennaker was dropped and the headsails set. Having sailed neatly into Richard's chosen anchorage position the barge was secured and we proceeded ashore for a meal laid on by the Erith Yacht Club washed down with some much needed "refreshment" prior to the prize's being awarded by Sir Robin Knox Johnston. We were all delighted that in addition to Richard receiving the prize for our class win, Hilary was also honoured with a well deserved prize for the most competent "Mate". Following a night at anchor we got underway early to take advantage of the ebb to sail back to Gravesend. Here again Richard's skill in handling the *Cambria* saw us sail clear of the marina in the gentlest of breezes and the passage was enhanced by the presence of a seal that popped up to accompany us while ghosting down Long Reach under the Dartford Bridge where the weekend holiday traffic was already starting to build up, probably not going much faster than our 4 kts! For the final berthing on Gravesend's Town Pier we were assisted by the barge *Reminder* which lashed up alongside us and dropped us gently alongside revealing another skipper's expertise in craft handling in a tideway.

We all then adjourned to the adjacent pub for a "safe arrival" refreshment before parting our different ways.

During the weekend I learned a lot and it occurred to me that a couple of days sailing on the engine-less *Cambria* with Richard and Hilary would be a valuable addition to our pilot training programme in that knowledge of the tides and using the elements is essential to the success of any pilotage manoeuvre, regardless of the type or size of vessel. However, I did warn Richard, who enthusiastically endorsed the idea, that working with a "whinge" of pilots might prove more of a challenge to himself and Hilary than their usual complement of socially excluded youth!!

John Clandillon-Baker

Obituary: David Eric Higgins 1937-2013

David Eric Higgins was born on 20th December 1937 near Colwyn Bay, North Wales.

Following his pre-sea training on *H.M.S. Conway* from 1953 to 1955, he joined the Port Line sailing to Australia and New Zealand. He then transferred to Ellerman & Pappyanni Line on their Liverpool to Mediterranean service where he served as 2nd Mate until joining the Manchester service as Helmsman (all trainee Manchester pilots commenced their training as helmsmen) in 1961. There he progressed through the grades to become authorised as a 1st Class pilot in 1990. It was at that time we changed our working system to a 'watch system' with Dave becoming a member of Red Watch, and there was a strong "esprit de corps" within each watch. Dave had a love of bowling, being a keen and active Upton Bowling Club member for some 40 years and one of the best players in the club. Up until very recently, he continued to attend matches, marking cards etc. As for his other pastime he liked walking (preferably with plenty of refreshment stops). Red Watch, as a group of colleagues occasionally went walking in the Lake District - and to Dave's amusement, some would arrive in a Jaguar and staying at the local YMCA; we called ourselves The Dinosaurs.

Dave especially enjoyed his days with family of two sons and three grandchildren. He was a loyal team member in piloting life, a good team mate in his bowling life a wonderful husband, father, grandfather and friend.

Grahame Kitchen (Manchester Retd.)

London International Shipping Week

As Don mentions in his report, he and others will be attending the London International Shipping Week in September where the UKMPA is also a supporter of the event. The importance of our presence at such events cannot be over emphasised as the following press release covering the official launch of the event makes clear.

London's crucial central role in the global shipping industry was highlighted when members of the international maritime community and representatives of the UK Government gathered to officially launch the first ever London International Shipping Week (LISW) on 1st August.

Norman Baker MP, Parliamentary Under Secretary of State for Transport (pictured above), spoke of the important role maritime business plays in both the UK and global economy as he addressed more than 100 guests gathered at the London offices of Norton Rose Fulbright, overlooking the Thames at sunset.

"The maritime sector currently contributes up to £14 billion to the UK economy," he told guests, who represented all sectors of the UK's maritime community including regulators, banking, broking, insurance, legal and shipping associations. He also pointed out that employment in the UK shipping industry has continued to grow despite the recession and has increased by 100% since 2004.

Pledging that the UK's Coalition Government "is keen to foster a closer and more co-ordinated partnership with both shipping and the wider maritime industry", Mr Baker revealed that it has established a maritime strategic partnership to bring together key Government departments and industry champions to focus on maximising growth and opportunities while maintaining a stable fiscal and regulatory environment. "The contribution of the maritime industry to the life and economy of the UK is fully appreciated at the highest levels of government," he said.

The Minister also revealed that the UK's ratification of the Maritime Labour Convention is expected to be formalised by the International Labour Organisation next week. Speaking afterwards the Minister said: *"I was delighted to join industry colleagues at the launch for London International Shipping Week. This week will showcase the great opportunities the UK has to offer the maritime business world and strengthen even further London's prominent global position and reputation. It's an opportunity not to be missed."*

Government will host a Welcome Reception at Lancaster House at the start of London International Shipping Week which runs from September 9th to 13th.

More than 80 international organisations have already pledged their support for this influential event and almost 50 meetings, seminars and social occasions are already scheduled.

For the latest up-to-date information on London International Shipping Week please see the dedicated event website:

londoninternationalshippingweek.co.uk

76th T&TC Nick Lee (Chairman T&TC)

The following are brief notes from the meeting that was held on 3rd April 2013 at Haven Masters Office, Avonmouth, Bristol. The full minutes are available in the members area of the UKMPA website.

Present:
Outgoing Chairman: Jonathan Mills
New Chairman: Nick Lee (London)
Secretary: David Roberts (Liverpool)
Tim Wingate (Aberdeen)
Chris Hoyle (Southampton)
Martin Chatterton (Bristol)
Liam Dempsey (Dublin)
Nick Cutmore (Secretary Gen: IMPA)

1. At the previous meeting Nick Lee raised the problem of arm rests failing on pilot launches but it seems there have been no further developments.

2. UKSON, David Roberts read Martin James' report, while there was a discussion on the use of sea-lanes it was agreed that the local CHAs and UKSON were monitoring developments well.

3. AIS; Chris Hoyle raised his concerns over what he sees as unqualified people proposing changes to AIS though IMO. While it is accepted it is good for marking accident areas quickly some developing areas require some assessment. The proposal to use AIS as the primary method to access tide gauge readings is seen as a measure to make the life of VTS easier to the detriment of Pilots. We have to be wary of how up to date the data is, which is a distraction at a critical time. Chris Hoyle discussed AIS errors which we are aware of but which shore based people have no awareness of, certainly the practice of using AIS information in preference to real time radar is a basic error.

4. E-Navigation; Nick Cutmore felt that e-nav was also supposed to be user driven but in practice has been seen to be more affected by shore based input. Similarly there is real concern over the reliability of AIS and even more so with ECDIS. Not only does the lack of a shore based checks for electronic charts and updates raise real concerns but it is clear that there are counterfeit units in circulation. Other areas where counterfeiting is raising problems is in basic ship equipment such as anchors and even modern developments such as magnetic hooks. There followed a discussion it was agreed that in local districts we are able check if the latest chart corrections have been made but this is of real concern to Deep Sea Pilots.

5. Electronic promulgation of NtoM, light lists etc; the committee discussed the likely problems which will be encountered when all navigation publications will be updated via the internet. The main problem raised was Pilots lack of awareness of the change.

6. PPUs; Jonathan Mills reported that the Medway were assessing Navicom's Harbour Pilot, including the inshore system and touchbook. Both Southampton and London were happy with the introduction and use of RTKs AD(X) system which requires a base station. Once again errors in use(the importance of mapping the unit's position) were discussed, and while the idea of standardisation was considered a good idea Nick Cutmore informed the meeting that if IMO were to get involved in this area it would lead to the acceptance of the lowest common denominator, he also agreed that there are liability issues.

7. Peer Support/Counselling; David Roberts gave a précis of developments, there is now a system in place where a Pilot will call a fully qualified counsellor who will then arrange a session of telephone and /or face to face sessions. The contact numbers and directions for immediate post incident advice is included with this issue.

8. Combination Ladder Securing (see page 17.); Chris Hoyle discussed the latest methods available such as; Limpet-a **vacuum system** manufactured by Welling where the problems which may occur if a line fractures were discussed. A **magnetic system** (Nick Cutmore was aware of the concerns over IT equipment being wiped by the powerful magnets but these have been denied). Nick gave an industry overview of fixed systems, such as ship owners being concerned about the need for hotwork to install lugs. Their placement may be straight forward on tankers who only do single discharge but this may not be the case for bulk carriers. If portable units are used then 3 are required, one each side of the ladder and one for the bottom platform as the ladder and platform are now required to be separately secured. The difficulty of implementation on existing ships was noted as a problem but it is hope that vetting of tankers in particular will bring this forward.

9. IMPA; Nick Cutmore discussed the final assessment of the survey and its uses to IMPA. There was a surprisingly good feedback on the ability of the ship's officer's use of Nav Equipment and ECDIS but 17% of bridge teams were given poor marks. Nick praised Pilots for being so evenhanded when assessing and completing the survey. IMPA is in the process of discussing maximum length Pilot ladders, the question has been raised if we should allow for a 15' list in such cases.

10. 4G & S band; A trial has been done for the MCA and it seems 4G is unlikely to affect the performance of S band radars.

REMEMBER...

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

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

See page 18 for contact details.

UKPA President Michael Joyce survives torpedo attack!

Harry Hignett

Retired Manchester pilot and author of both the original 1984 centenary UKPA history and the updated edition published earlier this year came across this account of the survival of a torpedo attack in 1918 by past President of the UKPA, Michael Joyce. Michael Joyce, who was UKPA president from 1910 to 1923, was on his way to London on board the Irish Sea ferry SS Leinster, to go the Admiralty with a deputation of river pilots when it was torpedoed and sunk shortly after departing from Dun Laoghaire. The following account is edited from an interview with Michael which was published in The Freeman's Journal of 11 October 1918. JCB

"I was a passenger on the SS Leinster on 10th October 1918, and we left Dun Laoghaire at 0900. At around 1000 we were about seven miles east of the Kish lightship when, without any warning, there was a terrific crash that shook the ship from stem to stern. I knew at once that the ship had been struck by a torpedo and therefore as a nautical man I thought it my duty to give a hand at the lowering of the boats.

Looking forward, I saw the deck on the forepart of the ship all torn up and the vessel was sinking by the head. I made my way to the boat deck and saw a number of stewards launching the port lifeboat and I assisted in the lowering of this boat. There was some difficulty in getting the ladies into it and one woman, who had apparently lost her nerve had to be forced into the boat while it was being lowered. I got in and took her bodily into the boat. While it was being lowered another torpedo struck the ship on the starboard side where other lifeboats were being prepared for launching.

The lifeboat, which I assisted in lowering, got clear of the ship after a struggle and the stewards manned the oars while I steered the boat with an oar, because no rudder had been shipped. At this time it was blowing fresh from the south-west and the sea was very rough and breaking, but our crew kept the boat's head up to the sea with their oars, and with the assistance of a sea anchor, which was got out. Although we shipped a good share of water from breaking seas we were always able to bale it out and keep the boat clear.

A wireless message had been sent when the first torpedo struck, and we therefore knew that help would be forthcoming. There were many people in the water, some of them quite close to us, but we found it impossible to get them aboard and it was heart-breaking to be in such a helpless position. We then saw a life raft drifting towards us with two men and a woman clinging to it who we managed to pick up. We then had about forty people in the boat. After about two hours a small gunboat, called Lively came bearing down on us. We informed the Captain that we were capable of taking care of ourselves while he proceeded to pick up as many other survivors as he could find. After some time he came back and got all our people safely on board. I subsequently learned that there were 109 rescued by Lively which proceeded to Dun Laoghaire. I escaped so well that, with the exception of small bruises and cuts to my legs and arms, I was able to slip ashore quietly and get a couple of wires away to my wife and friends at home to let them know that I was safe. The passengers and crew of the Leinster that day numbered 771 people of whom only 270 survived.

Michael Joyce

Michael Joyce was born on 4th September 1851 and at the age of 14 went to sea on the barque *Red Gauntlet*. Though he only spent five years at sea, they were very eventful years. He was shipwrecked four times, each time losing all he possessed. In November 1869 he was on board the Herald when about 150 miles west of the Bay of Biscay it ran into a hurricane and began to take on water. An Italian barque sank within sight of the Herald and her crew were drowned. Eventually a French brig saved Joyce and the other survivors from the Herald. He had another narrow escape from death while serving on a sailing ship, which capsized during a gale in the Atlantic. For five days Joyce and other surviving crew-members clung to the waterlogged ship, until picked up by a passing vessel. He was then twice shipwrecked in the North Sea! On the first occasion his ship was blown ashore by a storm and then on another voyage his vessel went aground due to the removal of all buoys and light-ships during the Franco-Prussian War.

Possibly due to these unfortunate experiences, Joyce returned to Limerick in the early 1870s and began an apprenticeship as a river pilot. Following examination by the Pilot Committee of Limerick Harbour Commissioners on 8 March 1878, he was granted a pilot's licence. In 1900 he was also elected M.P. for Limerick. A member of Limerick Harbour Board and its Pilotage Committee, he became active in the United Kingdom Pilots' Association and was subsequently elected President of the Association, holding that post from 1910 until 1923. He died on 9th January 1941.

Pilot Ladder Securing Systems Kevin Vallance

Thanks to those of you who responded to my request for feedback on the magnetic securing system for pilot and accommodation ladders. The experience of those that have used them is that they work well and seem very effective.

As mentioned in the T&TC report on page 14, the practicalities of a permanent fixture are of concern to ship owners and unfortunately the new IMO regulations regarding the securing arrangements for combination ladders apply to vessels constructed after 1st July 2012 or where replacement, modification or repair has occurred since that date.

With respect to older vessels, there's seemingly an "ostrich syndrome" with both ship owners and inspectors who would appear to be reluctant to take the issue of pilot safety seriously and seek a solution to what is recognised as a serious risk!

This is unacceptable because in addition to the magnetic system the same company that manufactures the magnetic unit has developed a vacuum pad securing system that works off the vessel's compressed air line which makes it ideal for use on tankers.

Known as the "Blue Box" the suction pad is used to secure the bottom of the accommodation ladder to the ship's side and ensures the accommodation ladder rests firmly against the ships side in a cost effective, safe and practical manner as shown in the diagram.

The company is registered with all the Classification societies and also manufactures pilot ladders and other on board equipment. If you board any vessel where the combination rig isn't secured to the hull, you could inform the Master about these units and provide him with the company's details: **www.perdontrading.com**

Kevin's Vallance has written an excellent article on this issue which will be published in the next issue of the EMPA magazine.

UKPMA Executive

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INCIDENT PROCEDURES AND LEGAL RIGHTS

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

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

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

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

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

For full details, please refer to UKMPA Circular: 5 of 2013

Social Networking

LinkedIn

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

twitter

The UKMPA is also now in the "Twittersphere": @UKPILOTS

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