



# THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

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Image: Felixstowe from Shotley Gate by K Roberts



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# Chairman's Report John Pearn



Looking back, 2016 was a year of note. Despite all the political drama the one thing I will sadly remember it for is the tragic loss of London Pilot, Gordon Coates on October 5<sup>th</sup> whilst boarding the vessel *Sunni*, in the River Thames off Gravesend. The MAIB is currently investigating the incident. Whatever the outcome of the report, we owe it to ourselves, and also no less importantly to our families, to act on the lessons learnt.

Ironically this accident took place midway through the IMPA pilot ladder safety survey. The subsequent survey report when forwarded to IMO highlighted the fact that the issue of pilot ladder compliance is not about statistics but more importantly about pilot Safety. The results of the survey have shown that there has been very little improvement on levels of compliance throughout the industry. UK pilots provided the second highest number of returns, just behind France. The volume of responses provides a great momentum to IMPA's message at IMO.

We all need to re-double our efforts and vigilance. Reporting issues

of non-compliance and where necessary refusing to board vessels with unsafe boarding arrangements. Sometimes a quiet word with the captain is not sufficient, as was recently demonstrated by a coastal vessel that secured his ladder by using chains around the steps. He had assured a pilot on the Forth that he would stop this practice, yet the vessel then turned up on the Tees with exactly the same arrangement. A pilot on the Medway also had a very lucky escape when the pilot boat caught the ladder and both side ropes parted; fortunately he had not yet stepped onto the ladder. Ironically, its illegally placed tripping line was still attached to the bottom step, so they were able to retrieve the ladder.

Please do not hesitate to report deficient ladders to the MCA. I would also ask that you copy the UKMPA into any reports as this allows us to raise the issues with MCA and most importantly warn the pilots in the vessels next port.

The 2016 Conference in Cowes was a tremendous success, with over 200 participants. The second day, organized by the Technical Committee members Nick Lee (London) and Gareth Wilson (Tees), focused on dealing with casualties, with Scott Birrell (Liverpool) gallantly volunteering to be our MOB volunteer. The day culminated in a demonstration on how to deal with a casualty.

Looking forward, the UKMPA, in partnership with Saviour Safety, has now developed an Immediate Emergency Care Course. Two ports, the Tees and Bristol, have already arranged courses, with a number of other ports showing interest. Nick Lee and Gareth Wilson are making a presentation to the UKHMA spring seminar about the Immediate Emergency Care Course, which will hopefully generate more interest as well as raising the profile of the safety issues which pilots face on a daily basis.

The UKMPA Section Committee and Technical Committee continue to work hard on your behalf. Following a successful trial of the Pilot Certificate on the Tees last year we are continuing to push for its introduction to ensure that national occupational standards are applied throughout the UK. In parallel with this, some ports are attempting to access government funds by developing a Pilot Trailblazer Apprenticeship Scheme. The UKMPA is working closely with Port Skills and Safety to ensure that standards are upheld and comply with National Occupational Standards.

Preparations are now fully under way for this year's UKMPA Conference which will be held in Middlesbrough on the 20<sup>th</sup>-21<sup>st</sup> September. I hope as many of you as possible are able to attend.



# 128<sup>th</sup> Annual Conference

Mike Roberts

The Association's Annual conference was sponsored by Seasafe Ltd and hosted on the Isle of Wight, a picturesque location where delegates also enjoyed some summer weather.

Association Chairman John Pearn opened the conference on 17<sup>th</sup> September 2016 at 0930 with a gavel presented to the Association from the Spurn Pilots. He commented that the gavel symbolised the need to 'Stand together' as Association Members and promote co-operation between people of different organisations.

John briefed on the work of Section Committee Executives over the past year and the long list of meetings and organisations they had met, briefed or carried out projects with. Importantly for us as an association were the continued meetings with the Department for Transport and with the Maritime and Coastguard Agency. John congratulated the Liverpool Pilots on their 250<sup>th</sup> Anniversary and the award of the Freedom of the City of Liverpool. Important also was the opportunity to meet Louise Ellerman, a Merseyside MP and Chair of the Transport Select Committee.

John outlined the continued developing relationship with media contacts. Some members of the section committee have completed media training. Don Cockrill, now our Secretary General, mentioned ongoing work on renewal of the Association's website. Members will receive an automated email inviting them to join the new website. A circular will also be sent out to members advising them when the website is active.

Executives of Section Committee briefed delegates on the duties carried out in their areas of responsibility. Peter Lightfoot, Association Secretary, welcomed new members to the Association and a new district formed by Tyne Pilots joining us. He recorded that elections of Regions 3 and 5



had been held and that Bob Watt and Peter Lightfoot had been re-elected, along with deputies John Parnaby and Matt Hill. He urged that should members change address or other contacts such as email or telephone numbers that they email the Association with the new details. Hywel Pugh gave us the good news that membership is increasing. Bob Watt, Association Treasurer, in handing over his position to Jason Wiltshire, explained the Association's financial state and stated that professional subscriptions would rise by £1 per month.

Mike Morris, Vice Chairman of the Association and Vice President of EMPA, provided information on the insurance portfolio. Discussion with insurers and professional legal advisers has shown anomalies between some Competent Harbour Authorities and the act of pilotage. The DFT have been advised and a Circular is to be sent out to members on the matter.

The Chairman of the Technical and Training Committee (T&TC) spoke about the work of his team. He commented on the work of the Marine Pilots Certificate and how the inspection of compliance of National Occupational Standards (NOS) would be achieved. It is envisaged that in larger ports compliance of NOS would be done by auditing the port's CPD system.

For smaller ports this would be on an experiential system and auditing of an individual's compliance with the NOS would be necessary. All applicants would need to have a check trip to comply with the performance element. This would mean training a team of check trip examiners. An awarding body still needs to be chosen to revalidate pilots. One good example would be attendance at an Association conference, because of the excellence content of its educational sessions.

The other project that the T&TC



has been involved in is the Government's Trailblazer scheme and the introduction by some port groups of a Apprentice Pilot Scheme. The Associations involvement is important due to our expertise and because it will help ensure agreed industry standards are met. Members with seagoing qualifications and experience currently enjoy a precedent.

EMPA President Stein Inge Dahn addressed delegates on the hard work and achievement of EMPA, in particular with the proposed introduction of the Ports Regulation. The Regulation proposes competition in pilotage and is supported by some maritime organisations.

The hard work of EMPA members in discussing and working with MEPs has resulted in this proposal's rejection, the argument being that pilotage provides an essential and unique service to shipping, which if open to competition would jeopardise maritime safety, security, the protection of the environment and the efficiency of ports. The important factor is that the proposed competition has been rejected on safety grounds, an important

objection that is now on record. IMPA President Captain Simon Pelletier spoke about the strong link IMPA has with the UKMPA, not only by being members but having our Chairman on the IMPA safety committee. Simon during his three years as President has been able to meet half the IMPA membership and has enjoyed the diversity that each country or region brings to the organisation. It is the strength in numbers which brings the respect IMPA now enjoys.

IMPA is well respected at IMO and Simon welcomed the appointment of the new IMO Secretary General and was impressed with his sensibility, feeling he was someone who understood what pilots do.

The IMPA team has been working hard with IMO on a number of proposals. We have now been able to maintain that pilots may only climb nine metres. We are continuing to work with IACS on the rigging of pilot ladders. E-Navigation is now categorised and minimises interference with shore-based navigation. He judged E-Navigation to be pragmatic and useful. He said pilots had been pivotal in developing

technology but that the role of technology and the local expert are very different. Technology may mean less risk but it has not eliminated risk and technology at best is only keeping pace with risk.

He reminded members that as Pilots we have an important duty to perform and are responsible for the protection of the marine environment and the safety of navigation. We work with bridge teams but are not subservient to them. This brought him to his next point. IMPA has been discussing with the Carnival Corporation complaints by our members at the introduction of CSmart BRM methods, which seek to place the pilot in an indirect or passive mode where regulation requires them to be proactive.

He concluded by mentioning meetings and organisations with which IMPA has been involved recently. These include PIANC, IALA, International Chamber of Shipping and bridge procedures review.

After the conclusion of the AGM and speeches by EMPA and IMPA Presidents the educational sessions began.

Professor Claire Pekan of Southampton Solent University explained the findings of project MARTHA, a follow on from the Horizon project into fatigue. Project

MARTHA looked at short term and continuous sleep deprivation. Students were required to wear an ACTIGRAPHY watch to measure sleep quality and fragmented sleep, to ascertain possible side effects and health implications. These were also studied on different ranks on board ships. One of the most staggering findings was the lack of motivation at the end of a voyage rotation.

Vimal Choy, an Engineer from Svitzer, talked about design concepts in tug fleets. The most common tug in European waters is the Azimuth Stern Drive Tug (ASD). Design requests were for more bollard pull. We heard how Svitzer is developing designs that look at hybrid technology and increasing power while using the same length of tug. The ASD's hull and hydrodynamics has been given better positioning stability and performance. He demonstrated why different designs of tug, for example Voith clients, had moved towards other designs, such as the ROTA tug.

Jason Woodward, a consultant from Safer Harbour Towing, spoke about how to reduce risk to tug crews. He provided analysis of recent accidents that exposed what the main contributing factors had been: speed, being out of position, and poor communications. These led to accidents resulting in capsizing, girting and swamping. He showed

how pilots contribute to safety when they understand how different designs of tugs operate differently. Understanding tugs' different operational capabilities improves a pilot's efficiency, which is effected by involvement in tug liaison meetings at ports. The Port Marine Safety Code presumes that this happens.

Nick Jeffrey, General Manager of Solent Towing, gave an honest presentation on the findings of the company into the loss of their tug the *Asterix* in Southampton. Even as a well-run company complying with a safety management system, including crew training and operational limits, they had suffered a loss. He said one of the contributing factors was the emergency release system which even though tested and operational did not function due to the amount of onload weight. There was also a lack of clear communications and sharing of information between the pilot and tug skipper. He ended by mentioning a crew member of the fleet who has been awarded the Merchant Navy Medal for bravery in the rescue of one of the crew from the capsized tug.

The second day of conference was devoted to safety and casualty rescue from the water. The following article by Gareth Wilson discusses what was involved.

## IIEC Course Gareth Wilson

In 2013 the UKMPA took part in a project looking at Pilot Boat operations, with special reference to a pilot falling in the water and the cutter crew's training for subsequent action and care.

It became apparent that Pilots and cutter crews are working in areas beyond the usual eight minute NHS Ambulance response, and in fact are unlikely to have medical assistance via search and rescue services or ambulance in the first twenty minutes following illness or injury.

This delay puts considerable pressure on cutter crews and Pilots, because rather than recovering someone from the water a rescue involves prevention of death from major loss of blood or asphyxiation, which can occur after about three minutes. Current thinking is rightly focused on how to prevent hypothermia. Research has shown that it takes at least thirty minutes of immersion in UK waters for crew members to become core hypothermic. Casualties recovered



before that time may be just 'cold'. Physiological reactions to cold-water shock play a major part in survivability rates after an unplanned dynamic entry into the water! While this sounds dramatic, the effects are documented and sadly highlighted in some recent tragedies.

Standard HSE or STCW First Aid courses are designed to enable crews to look after the patient in the eight-minute gap before an ambulance arrives. They rely on crews' recall of course content from many years before, and also on practical skills learnt that may never have been practised. Standard first aid courses and their associated equipment cannot guarantee survival for Pilot or crew while operating at sea.

Looking to improve things, the Technical and Training Committee commissioned Paul Savage, one of the UK's Leading Maritime Casualty Care experts, to review the current system and develop a bespoke training package and a set of matching equipment.

Paul was Head of Medicine of the RNLI for nine years and in that time revolutionised training of lifeboat crews and lifeguards. He designed and introduced a highly successful yet simple casualty care course that allowed volunteers from all walks of life to become effective,

immediate casualty-carers, working in hostile maritime environments. Paul has spent thirty years as an RNLI and Coastguard medic, and for his work was awarded an OBE in 2014.

Paul agreed that on a voluntary basis he would work with the UKMPA to develop a bespoke course. He established a set of treatment check cards to guide casualty-carers through required treatment, removing reliance on memory of courses on casualty care in the heat of an incident. This should improve current 'First Aid' training and move it towards an Immediate Casualty Care course, similar to the one that he introduced to the RNLI. Equipment and methods used in this course are similar to those expected from other Search and Rescue responders, so a commonality of approach and equipment, promoting effective treatment, handover and co-operation can be utilised at sea. This can only benefit the patient.



The course was designed using methodologies and research from several sources, including RNLI training and current best practices from the Royal College of Surgeons, the Resuscitation Council and Professor Mike Tipton, a leading expert in the reactions of humans in cold water. The equipment used to teach on the course allows more effective care than 'first aid', and has been evaluated and proved in maritime and military environments.



The concept of this bespoke course, named Maritime Immediate Emergency Care Course (Maritime IEC Course), was showcased by the UKMPA at our Conference at Cowes in September this year. Following on from positive feedback, the course has been finalised and the check cards and documentation has gone to print, enabling a 2017 booking programme.

As the course uses specific medical equipment, the course and equipment review go hand in hand. Pilot boat equipment can be upgraded ready for service on the last day of the course. The equipment is specific to the course and special training is therefore required.

To assist with Clinical Governance issues, standardisation and insurance, Paul has agreed to



become an Honorary Medical Adviser (HMA) to the UKMPA, personally teaching the courses in the districts to ensure standardisation of quality and approach across the country. All this exceeds usual 'first aid' training. Using Paul as an established SAR and Paramedic educator makes for the safest and most easily governed option.

The UKMPA continues to verify and review the course and the check cards and notifies us of any changes and updates. It will also further develop the course, through the HMA, and offer advice and gather feedback from the districts on medical incidents and interventions.

On successful completion of the course, candidates will be issued with an HSE EFAW certificate as well as a Maritime IEC certificate that meets HSE requirements and regulations for Pilot Boats. We are looking towards STCW certification in the near future. Currently if STCW95 EFA is required the course becomes a two-day course rather than one day, but the aim is to get full STCW95 EFA accreditation for the one-day course, though this will take time. Certification can be upgraded to STCW95 with a small charge per head.

The courses at present will be run by Paul himself and can be tailored to suit your district's needs. It is costed much the same as an HSE EFAW or STCW95 course. A review of your current equipment and renewal if required will be quoted on a case by case basis and delivered upon course completion. The course will be held at a location to suit you and in this way provides a fully mobile solution.



The course is presently a one-day course for a maximum of 12 people and is intense. No one watches someone else's practice. With three full sets of medical equipment utilised during training, your hands on skills will be tested and evaluated throughout the day. Some practical sessions are encouraged to be outside or on your pilot boats if possible.

Training for basic Search and Rescue techniques is a course component and ensures you can effectively and rapidly search for a lost casualty and request assistance from other SAR organisations.

In order to make booking easier for the districts while our website is being renewed, the course bookings will be managed through the following link.

[www.saviourmedical.com/ukmpa-maritime-iec-course](http://www.saviourmedical.com/ukmpa-maritime-iec-course)

There is an email "contact us" link from this page where you can communicate with Paul directly to discuss your requirements.

## 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.

IMPA: [www.impahq.org](http://www.impahq.org) EMPA: [www.empa-pilots.org](http://www.empa-pilots.org)

## Vacancy

As from the end of 2017, *The Pilot Magazine* requires a new Editor. Those interested in taking on this task, should contact:

John Pearn  
chairman @UKMPA.org

# 250 Years of the Liverpool Pilotage Service: 1766 - 2016 (Part 2)

Geoff Topp



In both World Wars the pilots continued to do their business under unusually arduous conditions of enemy activity and blackout. In each of these conflicts a cutter was lost with heavy loss of life. The *Alfred H. Read* was sunk by enemy mine in the vicinity of the Bar lightship in December 1917, with the loss of thirty nine pilots, apprentices and crew, and then, in November 1939, the *Charles Livingston* was driven ashore on Ainsdale beach in a violent storm, with the loss of twenty-three pilots, apprentices and crew.

Quoting from the MD&HB publication 'Port at War' published in 1946. 'Some of the most arduous and dangerous tasks which any of the Board's employees (pilot boat crew members and boathands) had to carry out fell to members of the Pilotage Service whose job, onerous and responsible enough at all times, was made infinitely more difficult by war conditions. The complete blackout of the riverfront and the drastic reduction of lighting on ships would have been handicap enough by itself. It was aggravated by the fact that the river was frequently crowded beyond all normal experience with ships cleared of the docks and lying at anchor awaiting

an outward convoy. The added strain which this put on a pilot bringing in a ship, in complete darkness, and especially in thick weather, can be imagined and it is an achievement that collisions were not frequent.'

Following on from the early steam pilot cutters were the three post-war diesel electric pilot cutters, considered to be among the finest of their type in the world, being of 700 tons and able to carry four times as many pilots.

Since the end of the Second World War the Pilotage Service has

adapted to changes in shipping, and in recent years has kept pace with the ever-increasing requirements of trade at the port. Pilots have constantly kept abreast of developments in ship design, types of propulsion, communications and electronic aids to navigation, which have both posed and helped to solve the problems of pilotage. In 1962 the beginnings of a new era arrived with the acquisition of two tender launches, the *Puffin* and *Petrel*, which replaced the tender pilot boat, or 'running boat' as it was colloquially known.

When a Point Lynas shore station was established in 1974 the Western Station ceased to be operated by a cruising pilot cutter. Operated by fast launch this western station is still essential to the safe and efficient operation of the pilotage service. Additionally, throughout their history, in strong northerly winds, pilot boats would often operate from Douglas in the Isle of Man. No matter what the direction happens to be of the strong winds experienced annually in the Irish Sea, by utilising the Liverpool Bar, Point Lynas and the Isle of Man, disruption to the pilot service by bad





weather continues to be minimised to this day.

On the 1 July 1982, some 210 years after the commencement of the official cruising pilot cutter, the pilot cutter No 3 *Amet Robinson* departed its station at the Liverpool Bar for the final time and ended the historic era of station-keeping pilot cutters. New faster launches had been built and a more efficient twenty four hour a day launch service established, which enabled pilots to arrive and depart the Bar station as and when ships arrived or departed.

There was a gradual decline to 139 pilots by 1986, just as reorganisation of all UK pilotage services loomed on the horizon. Then, utilising the national early retirement and port transfer scheme, the numbers were reduced by October 1988 to 65. In the next few years the number was further reduced to 55, which is approximately the number of pilots in the Service today.

The implementation of the 1987 Pilotage Act in 1988 substantially altered the pilotage arrangements throughout the United Kingdom, and port authorities acquired substantial new powers. The harbour authority in Liverpool exercised its new powers, despite pilot opposition, to impose employment on the Liverpool pilots. The desire to retain self-employment, the natural position required to complement the necessary independence of the pilot in the discharge of his duties, continued to burn strongly in the hearts of the employed pilots, and after an uneasy nine years and a difficult tussle with the harbour authority pilots returned to self-employment in 1997.

Today's Liverpool pilots have a sophisticated electronic simulator to help hone their skills, but they have, just as those original pilots did 250 years ago, to have the knowledge and the skill to allow them to bring ships safely in and out of the River Mersey day and night, day in day out, throughout the year, whatever the weather conditions may throw at them.

The most memorable occasion for the pilots recently was the visit of the Cunard 'Three Queens' in 2015, a tribute to the skill and professionalism of Liverpool pilots who planned and implemented the complex choreography and movement of the three liners using their modern simulator. This was just one more of the many momentous maritime occasions over all the years on the River Mersey quietly and anonymously completed by Liverpool pilots.

Liverpool pilots have relied heavily over the years, and still do rely, on a myriad of people working throughout the port, without whom they could not undertake their task, and their role is noted with appreciation here. Amongst these are pilot launch crews, tug crews, boatmen, and others in ancillary services, all of whom were, and are, part of the complicated process of ensuring the safe movement of shipping on the River Mersey and in the Port of Liverpool.

Over the past 250 years there have been the relatively modest number of approximately 1600 Liverpool pilots, and today's 56 pilots are looking to the future; in particular they relish the challenges of piloting the world's largest size container ships due to frequent the new in-river container terminal 'Liverpool 2' later this year.

In closing, it is perhaps appropriate to conclude with words used in 1966 on the occasion of the bicentenary of the Liverpool Pilotage Service: 'The Liverpool Pilotage Service continues to be second to none, and Liverpool can be confident that as long as the great port continues to trade, a proud Service will continue to hold itself ready to meet any future demands.'



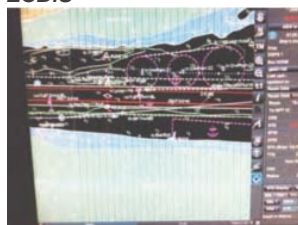
# Product Review: Transas Pilot Pro App

John Clandillon-Baker

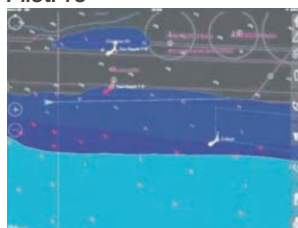
Several years ago Transas produced their iSailor app for iPads & iPhones. Based on their professional ECN vector charting system, the app provided a reasonably priced user friendly Electronic Charting System (ECS). Around 3 years ago Transas invited several pilots from different ports to participate in developing a professional version specifically for pilots. Released in 2013 the program has been regularly updated with new features and development is on-going so this review can only serve to highlight the primary features.

The question may well be asked that since all vessels will be fitted with ECDIS in the next few years what's the point of using a tablet device? The main answer is that with so many ECDIS platforms in use, no pilot can possibly be competent in using a ship's ECDIS and another factor is the simple clarity of display as revealed by the comparison photos below of the same situation.

## ECDIS



## PilotPro



## The Basics

The PilotPro uses the same chart cells as the iSailor and so deciding on whether or not to upgrade to the more expensive, subscription based, professional app is very much dependent upon the individual needs of a pilot. Obviously, like all ECS, the charts aren't to be used for navigation but provide a useful aid

to navigation and a valuable tool for the Master Pilot Exchange (MPEx). I've found that with both versions, the ability to rapidly scroll and zoom to the intended berth is particularly appreciated by Masters visiting the port for the first time. Both apps can run as standalone using the internal GPS for positioning, use a router connected to the AIS pilot plug or independent pod. Although primarily designed for leisure users the basic iSailor can provide a simple aid for pilots with most ports only requiring a single chart area (cost £18.99).

The manual is available on-line: [www.isailor.us/faq/i/Transas\\_iSailor\\_User\\_Manual.pdf](http://www.isailor.us/faq/i/Transas_iSailor_User_Manual.pdf)



## Pilot Pro

At the time of writing this article the PP app costs a one off charge of €300 (approx. £240.00) and each chart folio costs €150 (£120.00) per annum which provides monthly chart updates. An additional data module which provides on-line weather and AIS along with a tide and current database costs €90 (£72.00) per annum.

So, what extra features do you get for the pro subscription app? The answer is a lot and far too numerous to detail in this article but, again a pdf manual is available on-line and can be downloaded from [www.transaspilot.com/en/support](http://www.transaspilot.com/en/support) which will enable potential users to assess

the product with respect to their specific needs.

## Hardware required

**Tablet:** Currently, the app is only available for the iPad although the basic iSailor is now also available for Android devices. The iPad positioning (iOS positioning) is more than just GPS and is a really good feature of the iPad. This gives the iPad the edge on ordinary laptops. - Excellent if you lose everything.

**Router:** Although Pilot Pro will run well using the iPad, internal GPS, many of the features such as the docking mode, will only function if the iPad is connected to a router via the ship, AIS pilot plug or external input. Several routers are available ranging from the basic AIS pilot plug router to the will stand alone, sophisticated units such as Inshore Systems' (Navicom Dynamics) **Channel Pilot** and **Gyro Pilot** units which I will be reviewing in a future issue.

## Key features (without any additional equipment)

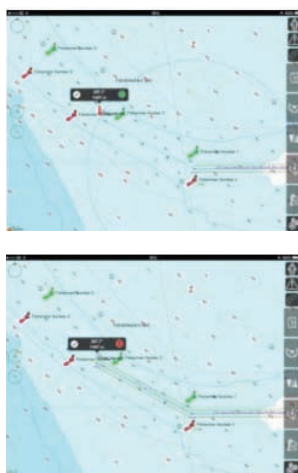
The main feature is of course the vector chart with enhanced detail being revealed when zooming in. Both zooming and scrolling are very smooth, a feature which I've found particularly useful for showing Masters the intended berth during the MPEx procedure. Transas have an agreement with the UKHO and their charts contain exactly the same info but displayed in a slightly different way. Updates are monthly rather than weekly but otherwise Transas charts are just as good.

**Chart Correcting:** Although the charts are updated regularly as per NTM's it's very easy to do manual chart corrections such as depths and buoys etc.

**Setting routes:** This is also very simple using drag and drop to place /adjust waypoints as shown over the page. Once set, speeds can either

be set individually for each leg or globally for all legs. The ship's dimensions and "conning position" can be manually input for critical passage monitoring.

**Soundings & contours:** Spot soundings appear when zooming in with increasing detail with the zoom. The soundings displayed can be filtered as required.



**Safety depths** can be set and any soundings shallower than the depth chosen will be displayed in red (see above screen shots where the safety depth was set to 7m). Safety contours can also be set but these follow the charting contours so, for example setting a safety contour at 4m will highlight the 5m contour in red and setting it to 6m will highlight the 10m contour. All these features are quick and easy to set/adjust from the charting menu. However, the major drawback of using the app as a stand alone unit is the lack of heading input so there's only a course over ground (COG) vector, resultant from the internal GPS. Consequently it is useless for manoeuvring.

**Optional add-ons:** For an additional annual charge, overlays for internet AIS, tide heights and flows and wind are available with access via the local mobile phone network coverage area. With respect to the AIS internet feature there's frequently a time lag of a few minutes so initially your ship will be seen astern of your actual position. This can be corrected by clicking on the target and selecting "set as own ship". This will correct the AIS target to the own ship

position but not that of other targets so their displayed positions may be inaccurate

#### Key features (With pilot plug router or stand alone pod)

Whilst the basic PilotPro chart is excellent, it's debatable whether or not the additional features merit the extra cost of the PilotPro compared to the basic iSailor app if solely used as a stand alone aid. As a basic add-on, Transas now recommend the PilotsTech pilot plug wi-fi router ([www.pilotstech.com](http://www.pilotstech.com)) which has an integrated rechargeable (charger supplied) lithium battery with a life of up to 70 hours between charges. I have found this unit to provide very reliable connectivity. Once connected to the pilot plug and the connection settings have been entered, the app will remember these for future use and automatically connect to the iPad when plugged in and switched on.

**AIS pilot plug input:** In addition to accurate AIS information from vessels within range, the app will pick up the own ship heading, Course Over Ground (COG), GPS speed over ground (SOG) and the rate of turn (ROT). It also supplies the app with the vessel's dimensions and the position of the AIS aerial which is important for use in the docking mode.

**AIS:** The AIS information is comprehensive, permitting targets to be interrogated and enhanced information can be accessed if the optional Internet AIS pack is purchased. Double tapping on a target results in a meeting point being generated.



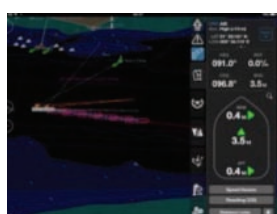
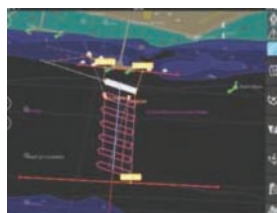
**Heading, COG, SOG:** I've found all of these inputs to be highly accurate and on vessels fitted with ECDIS I've carried out comparisons and found these inputs to be identical. However, it must always be remembered that a ship's AIS is generally low grade and rarely incorporates DGPS.

**ROT:** I've found this to be the most unreliable feature with many vessels not providing the required data through the pilot plug. There is a facility within the app to calculate the ROT but whilst this provides an approximate guide it is not accurate at speed and should never be relied on. A report into a grounding in Canada highlighted ROT inaccuracy issues on a PPU: [www.bst-tsb.gc.ca/eng/rapports-reports/marine/2014/m14p0014/m14p0014.asp](http://www.bst-tsb.gc.ca/eng/rapports-reports/marine/2014/m14p0014/m14p0014.asp)

Despite the above caution I have found that when in the docking mode and at slow speed (where smoothing intervals are less critical), the calculated ROT is reasonably accurate and thus provides a useful aid to the process.

**Docking Mode:** For a simple app I've been very impressed as to how effective the docking mode is given that the data is being generated from a single aerial input. The orientation can be set between N Up, Course Up or Head Up and I've found Head Up to be the optimum display with data readouts displayed alongside. Distance lines can be set from the bow and stern and/or the shoulders to jetty lines which, like routes are quick and easy to set up. Accuracy of the calculated bow and stern vectors varies in accuracy but, although nowhere near as accurate as a proper PPU and should never be used in isolation it provides a reasonably accurate guide to assessing a manoeuvre.





Note the lack of ROT input

Note the jetty lines and distances but the red readout indicates a temporary lack of input from the AIS router.

### Conclusion

Although the Pilot Pro app in no way approaches the sophistication and accuracy of a top range PPU, it does provide an excellent and relatively low cost aid to pilotage, especially for estuarial and channel transit areas. From the outset Transas have developed the program in consultation with several pilots from around the world and consequently the app is evolving all the time as a result of feedback from users. For example, they are currently planning to expand the existing basic chart track recording facility into a full recording/replay feature.

Overall I've been favourably impressed by the ease of use of and

it's features. This review obviously just touches on the periphery of the increasingly sophisticated apps which can be run on tablet devices as an aid to pilotage and I only have experience of the iSailor and PilotPro apps linked to the PilotsTech router and Navicom Dynamics Channel Pilot and Gyro Pilot external input devices. The other main tablet charting and docking apps are: Marimatech's SafePilot chart with their associated CAT1 & CAT ROT units. SEAIq Charting app compatible with all external input devices ADNav's ADQ2 pilot plug router Digital Yacht: Pilot Link AIS router

Since I've never used any of these other charts/devices I'm unable to offer any comparison with the Pilot Pro app.

## Obituary: Gordon Coates 1953-2016 (London Pilot)



Gordon went to sea at the age of 16. In 1970 he joined tramping company Turnbull Scott and spent three and a half years with them on a variety of vessels, doing various courses ashore at Tower Hill London.

He received his Second Mates Certificate during this time and later his Master's Certificate. After that he spent a few years working in the North Sea, but moved on to

Rowbotham tankers, trading all over north-west Europe and the West Indies. He then moved onto Stolt's and, following that, eventually went into pilotage with the Port of London Authority. He gained his Class 1 Pilot Authorisation as soon as he could and would remain with them for the following 21 years, moving up classes and becoming a Duty Port Controller working in the Port Control Centre as a Supervisor and Duty Harbour master.

Besides his family back in Gloucestershire (Lorna his wife and Julia his daughter), Gordon had two great passions in life: Lydney Rugby Club and his allotment. He watched his team play all over the south-east and was almost as proud of the vegetables he harvested.

After the service, Lorna described her husband as an incredibly loyal, steadfast and generous man who developed a passion for the sea life as a young boy. "He loved being a pilot," Lorna said. "He especially liked the lack of paperwork but most

especially the camaraderie."

Gordon is survived by wife Lorna, daughter Julia and his two Dachshunds Nixa and Nora.

Dearest Gordon,

What can I say?

One of the best in the PLA.

Of all the pilots I have known, You were one of the few who didn't moan.

You took each job without a fight, Except for Sunk jobs, late at night. Werther's Originals, Daschunds and Westies:

During night-time shifts they were the besties.

Without your humour and smiling face

Port Control is a sadder place.

Take care kind Gordon, enjoy your rest;

To have worked with you, I have been blessed.

**Elaine Lipscombe,**  
**PLA pilotage co-ordinator**

**Hywel Pugh**

# Eulogy: Bill Bailey 1928-2017 (Milford Haven Pilot)

Bill was very much his own man, quiet, gifted, independent of thought and action, and a most competent seaman.

Unusually for a merchant seaman, Bill was born and brought up in Smethwick, Birmingham, where he joined the sea cadets. Early in 1944, just after his sixteenth birthday, he went to sea as a cadet with the Eagle Shipping Company, which owned a fleet of oil tankers. This was an interesting if very surprising choice, because in World War Two oil tankers were choice targets for U-Boat captains. His choice was influenced by the saga of Operation Pedestal, the code name for a convoy sent in 1942 to replenish the besieged and starving population of Malta. This convoy included the tanker *Ohio*, with a cargo of kerosene, the essential fuel for Spitfires on which the survival of the island depended. Manned by Eagle Oil Shipping personnel she was torpedoed and bombed, sustaining a flooded engine room and the remains of a German bomber on her foredeck, but miraculously she remained afloat. With a destroyer lashed to each side she was towed into the Grand Harbour at Valetta.

Bill then spent the rest of the War in the North Atlantic, bringing vital oil supplies to the UK. Although civilians, merchant seamen, especially in the North Atlantic, were in fact at the front line twenty-four-seven, week in week out, which required courage of the highest order. That this was so is evidenced by the fact that the rate of attrition for merchant seamen far exceeded that of any of the three armed services.

After the War and whilst his ship was in dry dock in Falmouth, Bill met Valerie. They were married in 1949 and had two daughters, Linda and Anne. Sadly, Valerie crossed the bar ten years ago.

Bill remained with Eagle Oil until 1958, then spending a few months

on ferries based at Holyhead. He joined the pilotage service at Falmouth, where he remained until transferring to Milford Haven in 1963.

This was a time when the port at Milford Haven rapidly expanded and developed from handling tankers of a maximum of about 60,000 tons up to steam-driven tankers exceeding 250,000 tons. Bill was involved in developing methods enabling these leviathans to enter the port. In their early days these large steam-driven propulsion systems were not reliable, which, taken together with commercial pressure from the oil companies and a compliant port authority, pushed safety afloat to its absolute limits, and incidents occurred.

One incident involved the *Esso Copenhagen*, of about 250,000 tons. It had a damaged rudder and propeller and was towed to Rotterdam for repair. Bill was nominated to get her out of the Haven, and I acted as his assistant. A powerful Dutch salvage tug was engaged to tow her, local tugs being deployed to assist with control in the Haven. Whilst turning seaward at West Angle buoy, the Dutch tug parted his towing wire and we headed for Watwick Beach. Bill's superb seamanship prevented a stranding, with all its possible consequences, before the Dutch tug connected a new towing line.

I acted as Bill's assistant when another incident occurred, this time involving the *La Loma*, a 260,000-ton tanker sailing from Texaco on a spring ebb tide and drawing 46 feet. On leaving the berth the engines failed completely. Returning to berth was not an option.

With coolness and consummate skill Bill, with the aid of four local tugs which by today's standards lacked manoeuvrability and power, swung her head west, then piloted her safely out of the Haven, anchoring her three miles offshore and thereby saving us

from what had all the makings of a potential disaster.

Bill was a gifted man with many interests. He always had dogs, and he also had a macaw and an African grey, but his passion was yachting. He successfully modified his first boat, a Wing 25, to improve its sailing qualities, so that it could in effect sail itself. His next boat was *Taona*, which in retirement Bill, Valerie and the dogs cruised to Ireland and Cornwall. Returning from one of these cruises they called in at Padstow, and while there the weather deteriorated. As a gale was forecast, they decided that Valerie should return by road and Bill sail the boat home. South of St Govan's Head and in very bad weather the tiller broke and, because of the adverse weather, Bill was unable to fit the spare. He informed the Coastguard, who contacted a coastal tanker to provide a lee for Bill while he fitted the spare tiller. Unfortunately, in its attempts to do what it was asked, the tanker collided with *Taona*, damaging the rigging to such an extent that the mast became dangerously unstable. Into a full gale blowing Angle lifeboat was launched. On its arrival at *Taona* the lifeboat decided that conditions were too dangerous to tow the yacht and that Bill's only option was to abandon his beloved boat. But the bad experience did not curb Bill's love of the sea. In due course he bought another boat which he named *Kerno* (Cornwall), modified her and continued sailing until about six years ago.

Bill was an extremely accomplished all-round seaman, equally comfortable whether piloting a 1,000-foot long, 250,000-ton VLCC, or sailing a 30-foot long five-ton yacht. He will be missed not only by Linda, Anne and their families but by all who knew him. On behalf of all of us, I say cheerio to a much-respected and consummate seaman.

*Ian Evans*

## Obituary: **Albert Cools 1945-2017** (EMPA Secretary General 1993 to 2005)

Albert followed the usual career path of the Brabo (Antwerp) boatmen and Dock Pilots Company as a boatman, and then in due course qualified as a Brabo Dock pilot in Antwerp. He piloted all manner of ship types and sizes, including those, which at the time, were the largest bulk carriers and container ships frequenting the port. He first became a member of the EMPA Executive in 1993, taking on the very important role of Secretary General. He continued in this position for twelve years, during which time his commitment to the interests of pilots was absolute. As a Director of Brabo he was also

closely involved in the European Boatmen's organization on behalf of his organisation. Over the years he took a necessarily keen interest in the politics of the EU, particularly in debates on provision of port services. He was also a keen advocate of the need for the improved safety both of pilots and of boatmen, something which he definitely helped to achieve over the years.

During my years of membership of the EMPA Executive, and particularly during my term as President of EMPA, Albert was a vital liaison link with our office in Antwerp, an office

that was kindly provided for EMPA by Brabo, within their premises. His support towards all our EMPA activities was hugely appreciated. And, once the serious work had been attended to, Albert was always a pleasure to be with socially, a happy, positive and fun loving colleague who will be greatly missed by all who knew him.

Our thoughts and very sincere condolences go to his wife Mady and family.

**Geoff Topp**  
(Liverpool Pilot – Retired)

## “Wheel to midships!”

This authoritative direction was heard loud and clear during a programme on Quest TV. The voice belonged to Rory Jackson, a Southampton pilot, and 'Mighty Ships' was the programme's title. Here was yet another example of a media presentation of a British pilot at work, allowing viewers a fascinating insight into what a pilot does.

Tonsberg's *Wallenius Welhelmsen*, a 265-metre leviathan car-carrier,

having steamed into Southampton water and had taken on board a Southampton pilot. Those without any seafaring knowledge could see a quick rapport established between the ship's Master and the Pilot. It was immediately clear that there was an atmosphere of mutual respect and inter-dependence between these two professionals on the bridge. Rory's unambiguous but courteous "Begin thrusting to starboard, Captain!" was convincing evidence of this.

There have been several occasions recently when UK pilots at work have featured on television and the radio. Pilots can celebrate the special nature of their work by informing the Editor of any contact with the media, so that a record can be kept and other pilots alerted to tune in to these broadcast instances of what their colleagues are up to.

## UKMPA Merchandise

To order any of the below, please email: [membership@ukmpa.org](mailto:membership@ukmpa.org) (All prices include p&p)



Baseball Cap: £8.00



Tie: £10.00



Lapel Badge: £3.00



Cufflinks: £15.00



Beanie Hat: £8.00

# Liverpool Pilots Cycle 250' for 250 Years

Dave Roberts

I should begin this article with a warning: when you make an off the cuff suggestion on a pilot launch it can gain momentum.

We were discussing the various ways we could commemorate the forthcoming 250<sup>th</sup> anniversary of our Pilot service and I made the suggestion that we could ride 250 miles on our bikes. So it began.

Eventually a plan was hatched: we would break the 250 miles into four rides and try routes which have some significance in our history. Hopefully we would encompass the district. The stages we chose varied in length and terrain in the hope that as many of our colleagues and friends would join us. Here's a taste of the fun we had.

## Round the Mersey 55'

The first leg began on 29<sup>th</sup> February at our spiritual home beneath the Liver Buildings, a position which 250 years ago would have been in the river and in the approaches to one of the original creeks where sailing

ships berthed in the embryonic city. Well wrapped up we rode along the river front cycle path which, except for a detour around Garston Docks and Liverpool Airport, takes riders traffic free along the banks of the river to Runcorn Bridge. Runcorn presented a few problems, number one being crossing the bridge. There is a cycleway separate from the roadway overhanging the river. This is not for the faint hearted and certainly not for those with even a hint of vertigo, though as you can imagine all my fellow Pilots spent the crossing discussing the state of the tide and the ships in the Manchester Ship Canal on the southern bank of the river. Recent traffic developments in Runcorn caused problems as it seems all the town's roads are being altered to accommodate the new river crossing a mile upstream; the necessary diversion UP to Halton castle was not appreciated. Lunch in Frodsham gave the cyclists a chance to warm up and refuel before a tasty climb up Bellemonte Hill in

order to pass the old Mersey View nightclub and allow a sight of the whole estuary — we all found that illusive bottom gear, too.

Any ride near the Mersey is also a trip through the industrial revolution. After riding through some quiet Cheshire roads and around Stanlow refinery we joined the tow path of the Ellesmere Canal to the Ellesmere Port boat museum where the canal meets the ship canal.

In the gathering gloom and cold we pressed on past our Pilot Station at Eastham locks — a warming cuppa would have been nice. A ride from Ellesmere Port to Birkenhead isn't exactly picturesque, but all credit to Cheshire and Wirral councils for recently improving the cycle-only paths along the canal and for marking a Wirral circular ride which took us around Bromborough Dock and Port Sunlight. Finally we passed Birkenhead Priory (which overlooks Cammell Laird drydocks) and Monks Ferry, one of the original river crossing points, before reaching our present-day offices near Woodside Stage, Birkenhead.

Aside from a few punctures all went well, but our 'rider of the day' was without doubt Tom Tebay. He nipped into the shed the night before the ride, found a bike and between ships joined us to complete the 55 miles in his fleece and gardening gloves — who needs lycra and carbon fibre?

## Source to the Mouth 55'

The source of the Mersey is at the confluence of the rivers Tame and Goyt, close to the centre of Stockport. In the shadow of the M60 and below the imposing railway arches there is a sign marking the start of the river. Our group from Liverpool and Manchester Pilots gathered along with our colleagues from Briggs Marine, our pilot launch provider, for the second ride.



Kevin Walsh, Dan Wardle, Alan Windsor, Scott Birrell, Tim Nuttall, Paul Stephenson, Rob Baker, Mark Wilbourne, Mark Harding, David Roberts, John Slater, Bill Hughes, Tom Tebay



*Paul Stephenson, Mark Wilbourne, Tim Nuttall, David Roberts, Scott Birrell, Chris Thomas, Rob Baker, Peter Simpson, John Slater, Peter McArthur*

It was a bright May day and we arrived at the source by car, van and mainly train and set off via Mersey Square (the river passes beneath the town's shopping centre) and eventually on to the riverside path. When I planned the ride I noticed numerous water treatment works were along the river (let's be honest, following the Mersey within industrial Manchester isn't going to be exactly picturesque, is it?). Well, as we cycled along the river on a well-maintained path, we passed impressively clean river banks, Mersey canoe trips and numerous golf clubs. It seemed the old sewage works were now bird watching centres and the low lying land around the river was used more for sports (Sale Sharks and Manchester United training grounds) rather than industry.

After lunch at Flixton we joined the four-mile section where the river is also part of the Manchester ship canal. We crossed the lock gates at Irlam, saw the highest tidal point of the Mersey in Warrington, and followed the St Helens canal to Spike Island where barges with goods from Lancashire used to enter the Mersey and where now in the nearby classrooms of the Catalyst museum teachers show groups of school children the influence of the industrialisation on our life today.

As it started to rain our ride was brightened by retired Pilot Jim Pauling joining us. He set the pace for the last few miles from Cressington to our destination, the Pumphouse at the Pier Head. Another 55' completed and once

again another impressive ride on good paths where we all learned something more about the history and geography of our river.

#### **Lynas to Woodside 105'**

Many of my colleagues had been tempted by the previous routes, but the ride from our 'Western Station' at Point Lynas in NW Anglesey back to Birkenhead was only for the hard-bitten riders amongst us. After some trepidation the night before the ride we made our way to the Pilot hostel overlooking Freshwater Bay. In favourable August weather, and just days after celebrating our 250<sup>th</sup> anniversary, four Pilots and two launch Cox'ns set off to ride around the North Wales coast and Wirral peninsular. Thankfully for my poor little legs, the majority of the hills were in the first 20 miles on NE Anglesey, and breakfast in Bangor after riding over Menai Bridge was very welcome. As the clouds cleared so we enjoyed the traffic-free route along the coastal cycle path with some impressive new cycle bridges over roads and the railway. We were most grateful along this stretch for the support of Pilot Dan Wardle, who waited where ever his mighty 4x4 could join the route, topped up our empty drink bottles and encouraged us to keep up the pace before the break for lunch in Rhyl.

We were joined for lunch by Ben Hayes, a sensible guy just doing 53 miles. After another flat traffic-free ride through Prestatyn golf club,

*The Mersey at low water beneath Runcorn Bridge*



*Pictured at Point Lynas—Chris Thomas, David Roberts, Scott Birrell, Alan Windsor and Lee Sparks*



behind Point of Ayr lighthouse we finally met the old coast road from Mostyn Docks to Queensferry. Not the finest surface, but at least with some encouragement from Lee (Wiggo) Sparks we upped the pace to 20 mph. Thankfully we rejoined a traffic-free route again as we crossed the river Dee and rode on the newly constructed boardwalk path over the marshes to Burton and eventually Parkgate, where we were joined by our Chairman Chris Booker and, now astride his bike, Dan Wardle. We then took the Wirral Way to our destination, the Egremont Ferry Hotel on the banks of the Mersey. Refreshment was welcome and well deserved.



*At Snae Fell: Chris Thomas, Alan Windsor, David Roberts, Paul Stephenson, Scott Birrell*



*Dan Wardle, David Roberts, Lee Sparks, Chris Thomas, Scott Birrell and Ben Hayes*



*Raynes Jetty, Llandulas*

### Isle of Man TT Circuit 35'

The final stage of our challenge involved a sea crossing from Liverpool to Douglas, where we enjoyed a day away on the picturesque Isle of Man. In northerly gales Liverpool Pilots land and board ships off Douglas, so it was a treat to visit the island in good weather and for once see something of the countryside. We chose to ride the TT circuit. This iconic road circuit took us

all around the island, and the mileage conveniently completed the 250 miles in our anniversary year.

The circuit provided an excellent road surface, just what we needed to make the time in the saddle as comfortable as possible. After a pleasant crossing on the Steam Packet's Manannan we rode out of Douglas and along the twisty lanes that TT riders take at approaching 200mph. It is no exaggeration to say that on our bikes we had to watch out for some of the dips, nasty bends and narrow bridges. We now have every respect for the motorbike riders for their skill and bravery to complete the course, though after a ride around Ramsey harbour we could have done with a few extra horsepower as we climbed the seemingly never ending road up to Snae Fell. Admittedly the freewheel down, past Laxey and back into Douglas, was very welcome.

I hope you will allow me to thank everyone who joined the rides, in particular Chris Thomas and Scott Birrell for the miles they covered helping me check the routes in advance. We were grateful for the financial support of Liverpool Pilots for a final meal in Douglas and the medical cover from Dr Guy Sissons on the Isle of Man.

There were numerous tales from the ride. I have mentioned Tom Tebay's effort on ride one and Jim Pauling on Ride two, but if jerseys were being presented (as they do for the Tour de France) our King of the Mountains would be Paul Stephenson for his ride up Snae Fell. King of the breakfast would be Scott Birrell — three Greggs sausage rolls in Bangor with 80 miles still to ride took some doing, and all credit to Cox'n Alan Windsor for completing the coldest tyre change of the 250 miles, in a bus shelter in Rock Ferry. I am sure the rest of us would have been in a taxi.

I am pleased to say I was not lynched after the final ride. Instead we looked ahead to more rides in 2017. The 250th anniversary provided an excellent excuse for Liverpool Pilots to get together with friends and colleagues, enjoy some banter and if nothing else to try to keep fit.

I hope the grimly smiling faces in the photos don't put you off cycling. Perhaps there is a route around your district or to your neighbouring Pilots that you could get together and ride? I wish you safe cycling in the year ahead, for in doing so you have the opportunity to learn more about the history of your service.

# Book Review Tim Wingate

## 'Shiphandling with Azimuthing Podded Propulsors' Capt. Aniker. Dekas Pilotage Company, January 2015.

Captain Aniker gives as his reason for writing the book his concern, like many others in our profession, that training, knowledge and experience in ships fitted with Azi pods is very limited. Ignorance of these pods has the potential for leading to accidents. A relevant Accident Report Summary, highlighting this problem, is provided in an appendix.

Chapter 1 is an introduction to azimuthing propulsors, whilst chapter 2 relates to hydrodynamic and design aspects of podded vessels. Both chapters contain comprehensive explanations of technical details of various manufacturers' products, such as hydrodynamic design, which will be useful for those who wish to gain in depth knowledge beyond the basic functions. Readers will clearly see that this aspect of the book is thoroughly researched and is well presented, with clear diagrams, illustrations and images.

The author describes the advantages of Azi pod systems and ships. He cites more efficiency, including environmental benefits, significantly more manoeuvrability when compared like-for-like traditionally propelled vessel. I feel he gives limited details of the disadvantages of these systems when compared to traditional means of propulsion. He could have mentioned, for example, poor course keeping due to shape

of stern in some types of podded vessels, an inability to steer when units are stopped/suffer loss of power. He does not mention very large ROTs developing extremely quickly, which can lead to loss of control, or a compromising position when in confined waters. There is no reference to the potential for damage to infrastructure, such as quay and lock walls due to the high power output, particularly when departing a berth/lock.

From a pilot's point of view, Section 3 should prove of most interest: Manoeuvring with Azi Pods. Explanations are clear, diagrams are large and detailed without being cluttered and are well presented. Photographic images of a variety of control systems are also included. There is a section dedicated to manoeuvring with only pods, both single and twin. Additionally, there is a very interesting example of entering a lock with a side current on a twin-podded ship. I also particularly enjoyed the supplementary information relating to berthing a podded ship, fitted with a bow thruster, in various wind conditions. This section shows how the Azi Pod units can be used by setting them at a variety of angles to not only compensate for the wind but also to assist the bow thruster, which will no doubt be of significantly less rated

power than the main podded units at the stern. Mechanical limitations and potential system malfunctions are also discussed.

The Appendix, credited to SE Alaska Pilots Association and to the Maritime Pilots Association, contains various tables giving suggested examples of terminology to be used by a pilot when conning a podded ship, both in manual and joystick (DP) mode. Most of the information is in table form and is, like the rest of the book, very comprehensive.

To be able to use all of the suggested terms in practice would need the Master and Bridge Team and pilot to be highly experienced and skilled in manoeuvring podded vessels and not forgetting trust. This is because most of these systems are designed to be operated in a hands-on manner by a single operator. The pilot would also need to be very familiar with the way a particular ship handles in various load conditions, too. Some knowledge of the more basic terms would be of advantage to any pilot.

Overall, Captain Aniker can be congratulated on the effort he and others credited in the book have gone to prepare such a comprehensive and professional book based solely on a desire to assist fellow mariners.

## Social Networking

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.

Follow @UKPILOTS on Twitter for pilot safety and other industry information.



# State Awards



Our past Chairman Don Cockrill has been awarded the MBE for his tireless efforts to pilotage and our Association. His award was published in the Gazette on 30<sup>th</sup> December 2016 proudly announcing that Captain Don Cockrill be awarded Membership of the 'Most Excellent Order of the British Empire', MBE, for voluntary services to Maritime Pilotage and Ports Industry.

He received his investiture at Buckingham Palace on 7<sup>th</sup> March 2017 from Her Majesty the Queen.

Association Members who received the Merchant Navy Medal on 15<sup>th</sup> November 2016, awarded by The Princess Royal at a ceremony at Trinity House, were:

Captain Susan Harrison,  
Harbourmaster/Pilot,  
Crouch Harbour Authority,  
Captain Peter McArthur,  
Pilot, Manchester Ship Canal.

Under Don's leadership the UKMPA has grown into a respected professional Association utilising the skills and experience of its members to proactively engage with UK port stakeholders, for the benefit of all the industry. Don has worked as a Pilot in London since 1991, since when he has been an active participant in the UKMPA, being elected to the executive committee in 2004 and serving as Chairman from 2010 to 2015. He now occupies the role of Secretary General.

He continues to work assiduously for his profession. He recognised that the best way to promote pilotage was to demonstrate the added-value contribution that pilots as senior professionals can bring to the ports industry. Not satisfied with just

participating in meetings he has actively sort opportunities for the UKMPA to contribute in other fields. The UKMPA conferences raise money for charities such as Mission to Seafarers and Save the Children. During the Ebola crisis, he alone recognised the risk of exposure that maritime pilots face, being the first person to board visiting vessels. He instigated a system to regularly inform pilots of the risk level of vessels arriving from West Africa. His contribution has been insightful, professional and constructive. Leading by example, he encouraged other UKMPA executive members to enthusiastically engage with other industry stakeholders.

Industry regulators, ports associations, accident investigators and others

now welcome the UKMPA's constructive participation. He has also inspired UK pilots' involvement in international arenas. Don is a familiar and welcome participant in the UK delegation at the International Maritime Organisation. As a result of his dynamic leadership UK pilots are held in high regard abroad, with UK pilots now holding vice presidencies of both IMPA and EMPA.

Don is also a Member of the Honourable Company of Master Mariners, acting as mentor to young entrants into the merchant navy and is also on the technical committee. He has ensured that the UKMPA remains valid to its members and is now highly respected by the wider maritime community. *John Pearn*

## Incident procedures and legal rights

All active members should have received a 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: 7 of 2016

# Pilot Boat Rescue Mission

The article in this magazine on the IIEC rescue course highlights some of the hazards we need to be prepared for. Sometimes the pilot launch can be the first to respond to a casualty.

On the 21<sup>st</sup> January 2017 the Harwich Pilot Boat was proceeding to sea to board pilots but was diverted to respond to a casualty: it was a canoeist

suffering from fatigue and the onset of hypothermia.

The pictures demonstrate the need for all of us to be familiar with techniques and equipment. Involved in the rescue were Coxswain G Rodger, Crew deckhand A Wiles and Pilots M Robarts and A Girolami.



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### Members Details

If any of your personal details such as address, email or telephone number have changed, please inform us at the earliest opportunity, so that we can update our membership records. New details should be sent to [membership@ukmpa.org](mailto:membership@ukmpa.org)



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Chairman, Technical & Training Committee	Nick Lee	(M) 07929 053944	technical@ukmpa.org
Insurance	Drew Smith Circle Insurance 71 Berkeley Street Glasgow G3 7DX	0141 242 4844	drew.smith@circleinsurance.co.uk

# UKMPA Regions

REGION NO.	AREA COVERED	PORTS
1	London, South of England and Southampton including the Isle of Wight	London, Medway, Dover, Littlehampton, Portsmouth, Southampton, Cowes
2	All ports between Crouch and Cromer	Crouch, Harwich Haven, Gt. Yarmouth
3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Humber, Seaham, Tees Bay
4	Scotland	Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Sullom Voe, Lerwick, Orkney, Stornaway, Clyde
5	Northern Ireland, North West England, North Wales including Anglesey and Deep Sea Pilots	Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester
6	South Wales and South West England, Westward of the Isle of Wight	Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Plymouth, Dartmouth, Teignmouth, Poole

If you require local secretary's details, please contact the UKMPA secretary: [secretary@ukmpa.org](mailto:secretary@ukmpa.org)



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