THE PILOT
JANUARY 2009 No.296
The official organ of the United Kingdom Maritime Pilots' Association

Editorial

As I compile this issue the world is rightly hailing pilot Sullenberger of US Airlines a hero for his skill in landing his crippled airliner on the Hudson River. At the same time the maritime headlines detail the criminal conviction of Captain Chawla and Chief Officer Chetan from the VLCC Hebei Spirit. The Hebei Spirit was at anchor whilst a crane barge was being towed along the South Korean coast. When the tow parted the barge drifted down onto the Hebei Spirit and despite valiant attempts to avoid a collision by paying out the anchor cable, a collision occurred which caused Korea's worst pollution incident and the immediate response was to arrest the Captain and crew. I am in no doubt that had the accident on the Hudson involved a ship rather than a plane, the pilot would have been arrested and the media focus would have been on trying to find someone to blame rather than seeking a story of heroism regarding the pilot who may have displayed equal skill levels to those of pilot Sullenberger.

In the maritime world there is no longer any such thing as an "accident" and the Cosco Busan accident has highlighted this since, despite having retired, the pilot. John Cota is still facing criminal prosecution. But is he really a criminal? Entering into a dense fog bank and having lost confidence in the radar, John Cota turned to the ship's electronic chart whose operation was unfamiliar to him. A misinterpretation of the chart display resulted in the accident and subsequent pollution for which he is now being held liable.

It is highly probable that had John Cota had his own electronic chart and been trained in its use, this accident wouldn't have happened and one outcome of his trial will probably be a recommendation that all US pilots carry a Portable Pilotage Unit (PPU).

This quarter's feature on POADSS reveals how technology can support a pilot and the question is no longer, do pilots really need a PPU but how much longer can pilots continue to conduct passages based on hand written, non dynamic, plans?

John Clandillon-Baker FNI

MarNIS & POADSS

As you will be aware, the UKMPA have been involved in the European Maritime Navigation Information Services (MarNIS) project for four years and EMPA have been the project leaders for the development of the Portable Operational Approach and Decision Support System (POADSS) which developed from the Innovative Portable Pilot Assistant (IPPA) project which ran from 2000 – 2003.

Our "front man" on the POADSS project has been Southampton pilot, Nigel Allen who, along with other pilots from within EMPA, has achieved the rare distinction of producing a fully working unit on time and on budget. The project culminated in a successful live demonstration in Lisbon last October and the future now rests with how the manufacturers wish to develop the concept to the requirements of individual pilots and ports. POADSS is a highly sophisticated aid which incorporates the latest technology and although we all know it will never happen it actually has the potential to transfer the whole VTS to the pilot on the bridge. At its current state of development it is somewhat hampered by the necessity to have much of the hardware in a separate Interface Unit (IU) but since this unit has already been downsized within 12 months from a tea trolley (see issue 291 October 2007) it is probably only a matter of time before all the necessary components can be included in a single display unit. Nigel must be congratulated for his unflagging enthusiasm and dedication and Maarten Betlem and the Lisbon pilots also deserve a special mention for successfully concluding a complex project which has been a credit to the professionalism of pilots.

The following article details the key elements of POADSS and has been edited from the detailed final report produced by Dutch pilot, Maarten Betlem.

Southampton pilot Nigel Allen (left) trialling a prototypes POADSS unit
Photo: N Allen's collection

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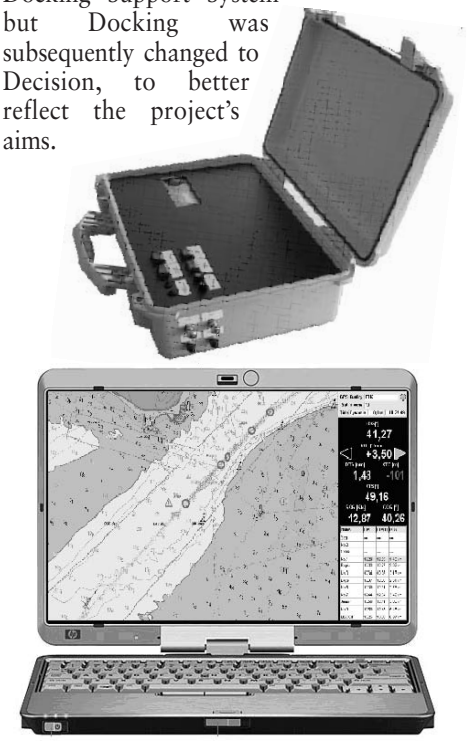
POADSS within the MarNIS Project

The work on POADSS was undertaken as part of the MarNIS project under Work Package 4.2 (Port's safety and infrastructural info on board vessels)

The other Work Package 4.1 in this Cluster was "Modern Vessel Traffic Management" and during the project intensive consultation took place between the two Work Packages to achieve the most beneficial results for both parties.

The MarNIS project is also linked to other European maritime research projects such as WATERMAN and EMBARC.

Initially the acronym POADSS stood for Portable Operational Approach and Docking Support System but Docking was subsequently changed to Decision, to better reflect the project's aims.



The POADSS unit consists of three main elements, two onboard units and the ashore unit. One onboard unit is an Instrument Unit (IU) and the other is a laptop for displaying the available information and for receiving and transmitting data to and from the shore based unit by means of mobile broadband. Ashore this information exchange is organized by the POADSS Ground Server Station which sources data from VTS, tide / swell gauges etc. Thus, together with its own stored data, an independent comprehensive overview of ship's static and dynamic information data, as well the surrounding traffic image and environmental conditions results in a comprehensive overview of all relevant parameters of the particular ship on her passage.

What will it do?

Most pilotage units monitor the vessels horizontal position (2D), whilst the POADSS also monitors the vertical position (3D) and all dynamic motions.

In summary, there are 4 main new applications:

- Integration of an Inertial Measurement Unit (IMU) with Global Navigation Satellite Systems (GNSS) to accurately determine all dynamic movements of the vessel
- Wireless broadband to exchange information in real time (Web Map Services)
- Dynamic high density bathymetric data displayed on an electronic chart (enables a true dynamic safety contour)
- Dynamic Under Keel Clearance (DUKC) software

The POADSS is intended to improve navigational safety and efficiency, reduce voice radio communications, access relevant information to maximise the usability of fairways and thus enhance the efficiency of the overall traffic flow.

POADSS has incorporated as much available 'off the shelf' hardware and software as possible in order to facilitate data exchange with the shore server. (pic 1)

The Shore Server Station provides the following support:

- VTM Stakeholders;
- Dynamic Passage Planning and resource management
- Information inputs to support Dynamic Passage planning
- Data logging.

Interoperability with the VTMS centre is a key element and by using Web Map Services (WMS) the overall VTS traffic image can be overlaid on the POADSS Electronic Navigation Chart (ENC).

WMS can also provide real time meteorological and hydrographical conditions along with temporary navigation notices

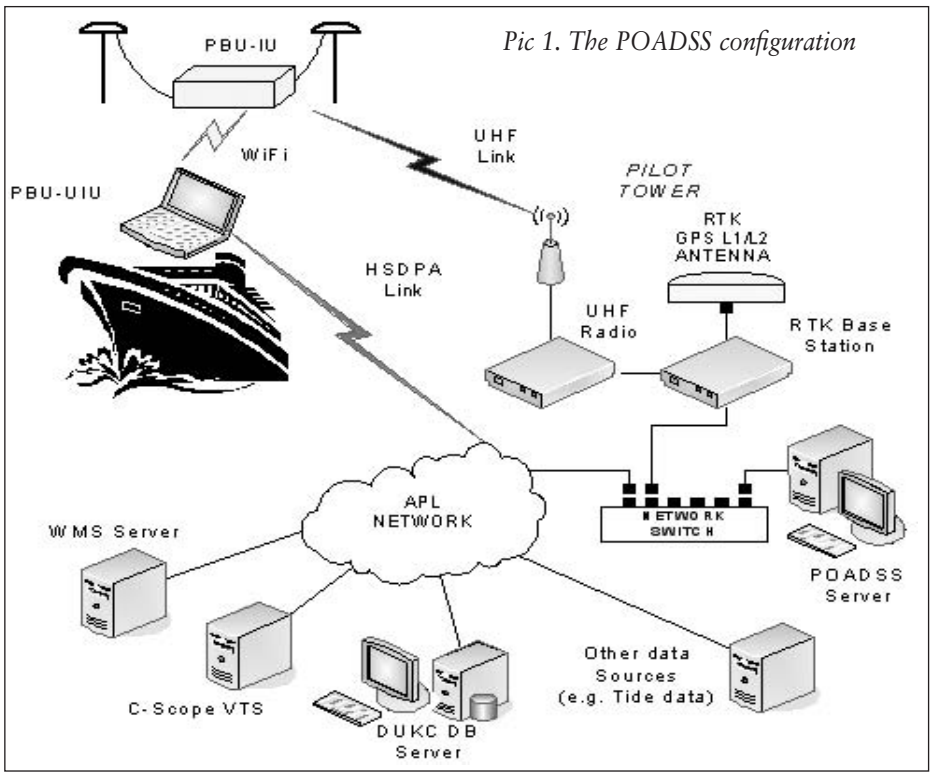
If the broadband connection is lost AIS information remains available via the vessel's Pilot Plug Connection.

The Dynamic Under Keel Clearance (DUKC©) module is divided into two elements: predicted and actual. The predicted DUKC, is computed for each ship and passage prior to the passage and stored on the shore server and can be accessed at any time during the passage. The actual DUKC is established with cm accuracy by the POADSS Instrument Unit (IU)using the latest position, heading, speed, heave, roll (heel) and pitch (trim) and displayed on the laptop. Crucial for an accurate DUKC is the exact determination of the onboard position of the POADSS IU in relation to the ship's dimensions, as well as, the ships stability data and the centre of gravity.

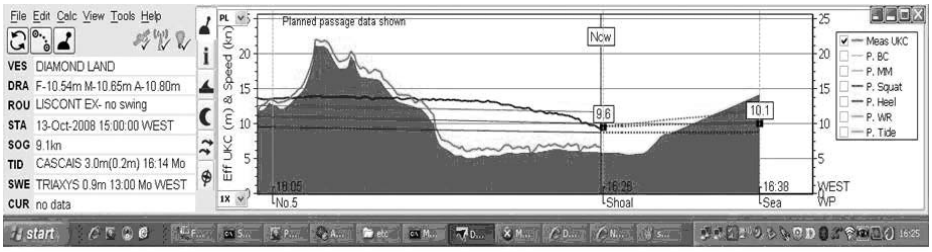
The predicted DUKC and the actual UKC are presented in graphical diagrams (Pic 2)and comparison of both values will confirm that the actual UKC is within an acceptable safety limit to the predicted DUKC. In practice the real time UKC is always greater than the predicted UKC because the latter is based on increased parameters to ensure safety.

Functional requirements

The ENC is the most important part of the display since the information must be accurate and not mask other essential information. However operating the POADSS mustn't distract attention away from the essential task of overall safe navigation and therefore training is of



Pic 1. The POADSS configuration



Pic 2: The DUKC can be displayed as an overlay feature

fundamental importance. The POADSS software has therefore been developed to be 'Port specific' which results in it being much easier to use whilst piloting.

Special consideration must also be given to integrating POADSS into the Bridge Resource Management structure in order to reduce the chance of single person error.

System components

The existing two POADSS units contain the following modules:

The Instrument Unit (IU)

- Integrated Global Navigational Satellite Systems (GNSS) / Inertial Measurement Unit (IMU) component;
- Satellite Antenna;
- RTK Antenna;
- AIS Unit;
- Electronic Motherboard;
- Internal Communication to the User Interface Unit;
- Battery Pack.

User Interface Unit (Laptop)

- Windows XP;
- Dedicated Electronic Navigation Chart System/ ECDIS kernel;
- External Communication by means of Mobile Broadband to the POADSS Shore Server;
- Internal Communication to Instrument Unit by means of a Local Area Network. (WiFi);
- Dedicated POADSS software application, divided in:
  - Information Mode;
  - Planning Mode;
  - Navigation Mode;
  - Docking Mode.

The POADSS Shore Server (PSS) contains

- Server
- Network Switch;
- Tide data Server;
- DUKC Server;
- VTS – WMS Server;

The increasing use of Portable Pilotage Units (PPU's) worldwide has resulted in a growing need for such units to be operated within a legislative framework. Achieving this will require close co-operation with international organisations such as the IMO and IEEC and this will be an important aspect of the implementation of the POADSS. Likewise, the POADSS Server station will need to conform to agreed standards in order to ensure the provision of quality assured information.

Since this project began, there have been rapid advances in the technology available for stand alone PPU's carried by pilots and many systems are already capable of accessing much VTS and hydrographic information without the separate IU box.

However, although the matter of PPUs has been raised in IMO NAV and STCW meetings, the IMO has not issued any definitive guidelines or regulations on what constitutes a PPU or how they should be used by Pilots. Currently the only formal requirement is that there must be an AIS "Pilot Plug" installed on the bridge of a ship that can be used by a Pilot with a PPU.

State of the Art

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Consultation with pilots

The POADSS project involved consulting with pilots currently using PPU's which produced the following findings:

■ Most pilots prefer screen displays that are very simple and pragmatic. In general, little extraneous information is shown other than what is needed for the current situation or task-at-hand. For this reason the interest in having radar imagery or VTS information superimposed on the chart display is very port specific. However, some pilots (particularly river pilots) wanted to predict points for meeting or overtaking other ships. The AIS is crucial for this predictor facility.The display chosen by the pilot may be basic but the software allows the pilot to choose what to show and what to hide. Pic 3

■ Transit times varied within the survey group from 45 minutes to 13 hours. From arrival on the bridge the PPU is usually up and running within 2 - 3 minutes but if a pilot has to set up his own DGPS this might add another 2-3 minutes. The GPS antenna is normally clamped onto the railing on the bridge wing and if there are two antennae they are usually placed in a fore and aft fashion, and spaced one to four meters apart. This arrangement and distance are set into the software. If a specialized docking system is deployed, this might take up to 15 minutes to set up but in such cases two pilots are usually employed and one sets the equipment up while the other goes to the bridge.

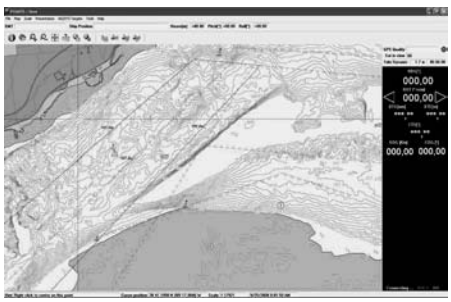
■ Few pilots currently use radar integration but in Rotterdam VTS radar information is integrated in the PPU due to the large number of barges not fitted with AIS transponders.

■ Currently, relatively little VTS-related information is displayed on PPU's. and digital VTS services are not widely available. This may change with the wider introduction of long range mobile broadband services such as Hyperlan or Wimax in the future.

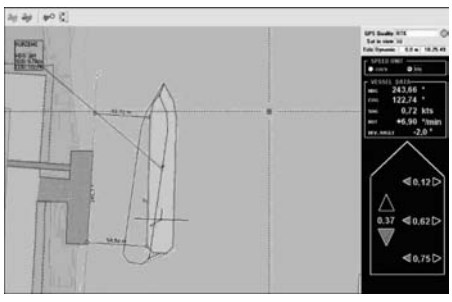
■ Precise docking systems are widely used in Europe and Australia but far less so in North America. These systems are relatively expensive (about €50,000) and require that the chart data be large scale and highly accurate (+/- 1 meter or better). Pic 4

■ Some pilots specifically mentioned that an important advantage of using PPUs was video playback. Specifically, video playback of a pilot's recorded voyage data can be useful for reviewing a passage, analysing an incident to establish "lessons learned" and for training.

■ Some pilotage organizations take training very seriously while others less so.



Pic 3: Highly detailed information can be displayed if required



Pic 4: Docking systems require enhanced features

All believe that a minimum level of hands-on training should be a prerequisite for carrying a PPU but there are differing opinions on how much and who should conduct it (e.g., a manufacturer or experienced pilots).

■ Some pilots expressed their opinion that if mandatory PPU use is implemented there needs to be an agreed system of assessment and that there should be an approved standard operating procedure.

■ The master must give permission to use the POADSS, in particular if it is using any ships systems such as AIS.

■ Civil liability is mostly excluded for the maritime pilot, with the exemption of negligence or flagrant fault. With a normal proper functioning POADSS, the legal position of the pilot isn't changed with respect to his position without the use of the POADSS.

■ The responsibility of the pilot is to use all sources of information available to safely conduct the vessel.

■ VTS and other organisations are in principle responsible for the content of the data and liable if the content proves to be incorrect. It doesn't make any difference whether this information comes via the ships sensors (ie VHF) or via the POADSS.

Survey Conclusion

Each pilotage organization had significantly different requirements for a PPU and consequently there is no single "fits all" solution. However, each pilot group had a good understanding of what are their specific requirements were and the overall requirements for PODSS were considered to be that it should:

- Be developed for vessels whose dimensions reach the limits of a fairway;
- Supply three dimensional position information of the vessel.
- Should be capable of undertaking Dynamic Passage Planning (DPP) including prediction of Dynamic Under Keel Clearance and display of the actual UKC.
- Monitor and assess the available position accuracy
- By using the POADSS in conjunction with Dynamic Passage Plan the maximum draft could be considerably increased and tidal windows widened without compromising the safety of the vessel or the safety and efficiency of other traffic.

POADSS can provide all of the aforementioned requirements and therefore the commercial benefits of POADSS to the shipping industry are potentially considerable.

POADSS Conclusions

1. The development and demonstration of the POADSS have been successful and the majority of the determined objectives have been met.
2. The assembly of the POADSS Instrument Unit requires more research to come to an optimum. Off the shelf units are currently not designed for a portable unit which makes them cumbersome as well to expensive.
3. The development of Fibre Optic Gyro's and Micro Electronic Motion Sensors (MEMS) is advanced and it is expected that within the next five years MEMS will be available with the required accuracy, reliability, dimensions, weight and cost for use in the POADSS.
4. Currently positioning and calibrating the POADSS correctly onboard is complicated.
5. The development of the POASDSS has resulted in the maximum of applications, which can be included within a PPU.
6. Resulting from the above the installation of a permanent 3D GNSS/IMU on board should be considered. However the cost/benefit of the installation needs to be clarified to the ship owner/operator.
7. The use of Web Map Services in Lisbon was very successful. The presentation of additional data in the form of graphical layers on top of the ENC is considered as the most efficient way of presenting this kind of information.
8. The application of Dynamic Under Keel Clearance was also very positively received during the demonstration in Lisbon. The presentation of the computed DUKC ashore with the actual UKC simultaneously on the POADSS laptop is seen as a major step forward for navigating in shallow waters.
9. All the information/data exchange depends on a reliable wireless broadband link. In Lisbon a commercial broadband link was used which proved to be very good but not perfect. The coverage depends on the number of users and the capacity of the accessible relay stations. It is anticipated that Wimax will be implemented in the next few years, but Harbour Authorities and pilots may need to come to special arrangements with the providers or a dedicated Wimax network can be installed. A satellite connection is considered as being too expensive for POADSS applications.
10. With the development of E-Navigation there is a good opportunity to integrate the POADSS into Integrated Bridge Systems and to install some components of the POADSS onboard. This could possibly result in a dedicated pilotage console within the integrated bridge layout.

PENSIONS NEWS

Happy New Year to you all. I am sure 2009 will present a challenge to us all.

The Secretariat

I am pleased to report that there have been no changes within the Secretariat and Loretta is fast approaching her first full year with the PNPF.

Alternate Trustees

The last quarter of 2008 saw the resignation of Peter McArthur, a Manchester pilot, as an Alternate Trustee of the PNPF. To date no member has put himself forward to fill the vacancy.

Benefit Statements 2008

We are currently in the process of obtaining and confirming year end earnings for active members and should be in a position to send out benefit statements by the end of February.

2009 Pension Increases and Calendars

Just before Christmas all pensioners and widows were sent letters confirming the percentage increase they would be receiving from 1 January 2008, as well as a calendar for the year. If you have not received yours please let us know at the Secretariat and we will put another in the post.

Rule Changes

During the course of 2008 the Trustees made four changes to the PNPF Rules, which are summarised below:

Rule 11(2) – "A" Members.
The Trustees have adopted an upper age limit of 55 for new joiners.

Rule 18(6)(7)(8)(9) – Basic Meaning of Pensionable Service.
The Trustees have introduced part-time membership of the PNPF for employed pilots (new Rule 18(6)&(7)) and self-employed pilots (new Rule 18(8)&(9)). This Rule also details the adjustments that will be made when calculating the benefits to reflect the part-time membership.

Rule 44(4) – Transfers.
The Trustees have agreed to give members the option of transferring out their additional voluntary contributions to another registered pension arrangement.

Rule 49(4) – Pension Sharing.
The Trustees have amended this rule which now allows ex spouses to retain a Pension Credit in the PNPF.

The Rules are due to be reprinted shortly and an amended version will be sent out to all active members in due course.

Member Communications

I, like all of you, attempt to do my best to be environmentally friendly and so I must apologise for the number of trees that have been felled during 2008 to provide the member communications you have been inundated with in respect of the legal proceedings. I cannot see this changing in 2009 as we must be seen by the court as endeavouring to keep all concerned appraised of the situation.

Fund's Solicitor

Last year I advised you of Andrew White's retirement and the appointment of our new solicitor at Mayer Brown. The Trustees have decided to amalgamate the litigation and day to day legal admin under one roof and Claire Southern at Lovells is now the Fund's solicitor.

Pre Budget Report (PBR)

In his November Pre Budget Report the chancellor announced a number of changes to savings, pensions and taxation to be implemented over the next three years.

The main pension related announcements were:-

State pensioners entitled to the Christmas bonus will be paid £60 in the new year, which equates to bringing forward the April increase to the state pension to January.

The level of the full basic state pension will rise in line with prices by £4.55 per week to £95.25 per week in April 2009.

In April 2009 the age related tax allowance will be raised in line with prices to £9490 for 65 – 74 year olds and £9640 for people age 75 and over. The government has estimated that by April 2010 only 40% of pensioners over the age of 65 will be paying income tax.

The lifetime allowance and annual allowance will be frozen from 2011/12 to 2015/16 at the 2011/12 values of £1.8m and £255,000 respectively.

The government will be launching a campaign to get an estimated 1.5m individuals on low incomes, particularly pensioners, to register to receive interest on their bank or building society accounts tax free and to claim back any overpaid tax.

High earners get dealt a blow in the PBR in that from 2010/11 the basic personal allowance for income tax will be reduced for gross incomes above £100,000 per year. Those earning at least £100,000 per year would see their personal allowance reduced by at least 50% and no personal allowance would be available for incomes of £140,000 or more per year.

From 2011/12 the rate of income tax on earnings above £150,000 will be 45%.

Negative Retail Price Index (RPI) Inflation

The government's economic estimate for September 2009 is that inflation, as measured by the Retail Price Index, will be negative. The basic state pension is increased by the September RPI or 2.5%, whichever is greater. This means that in 2010/11 there will be an even larger real terms benefit for state pensioners. So its not all doom and gloom!

Debbie Marten
Debbie@pnpf.co.uk

Retirements

July 2008 to October 2008

J Harrigan	**Aberdeen**	***August***
DL Holgate	**Tees**	***October***
J O'Brien	**Forth**	***October***
EM Swallow	**Teignmouth**	***July***

Technical & Training

The Technical & Training committee met in November and this was the last meeting that Gareth Rees (Southampton) chaired before stepping down as chairman. I would like to place on record the dedication and skills that Gareth has shown and given to this committee for more than 10 years, (4 as chairman) and I hope I can match his input. Having worked closely with him over the last 4 years and having seen at first hand his hard work and dedication to the UKMPA T&TC wing, he will be a hard act to follow!

During his time on the committee he has fronted many projects the biggest was his involvement in the ETCS / EMPA project which he ended up chairing for the final 2 years. ETCS is an excellent document and it is unfortunate that it is gathering dust on the shelves of EMSA. If ETCS did one thing, it addressed the required IMO A960 pilot training standards in Europe, and the shortfall in future pilots. ETCS is complete, ready to be implemented, and up to IMO A960 requirements. When the DfT finally lose faith in the ability of the ports industry to deliver an approved pilot training program in the UK, which they have failed to do for over 10 years, we the UKMPA have one to give them. It could be up and running by January 2010, all the DfT have to do is ask us. We are the experts! "Pilots training Pilots"

Gareth will be staying on as a co-opted member of the T&TC working on the AZIPILOT project for the next 3 years and will assist if and when there is any viable movement in the Pilot training stalemate.

Over the last number of years the T&TC have moved into various high level projects both within the UK and Europe which have and will generate income for the association. Gradually we are gaining the confidence of important bodies. As pilots we all have a vast wealth of experience and knowledge. In today's world experience and knowledge cost and at last we are receiving remuneration but more importantly recognition for our hard work.

There is an increasing problem in that when the T&TC attend meetings we are viewed as a union and not a professional body. I have nothing against UNITE and in fact I for one will record my thanks to the T&G (as they were then) for their assistance to the Belfast pilots in gaining self-employment, some 2 years ago. What a difference 2 years has made, for me, my family, colleagues and also the port. I will always retain my union membership it is that important, but I believe the association must move forward and look at becoming an institution or professional body. The doctors, financiers etc all have their professional institutes which govern themselves. Should we not also be going in the direction of self managing our profession? "The Chartered Institute of Marine Pilots" – perhaps?

To all pilots, I ask you to promote your importance and believe in yourselves. You work for the ship owner and regardless of who remunerates you for your service; the ship owner foots the bill. We owe it to them to be the best, they are our customer. As pilots you are probably the most important member of their bridge team and no one should strip you of that dignity or position!

Notable agenda items discussed in November 2008:

MarNIS is finished and a big thank you to Nigel Allen for the efforts he has put into the project. He has a separate article in the pipeline which will explain the outcome and future for us, but his work I believe will take piloting to a new height both in efficiency and safety.

A889 SOLAS V – Nick Cutmore from IMPA addressed the meeting and there was a major discussion on pilot transfer arrangements. This culminated in a circular survey for views on changes needed. There was a reasonable response to the survey and this has allowed us to submit to NAV 55 through the MCA the views of the UKMPA pilots. It is worth noting that we had the sole right to submit for the UK. The response has been good and it looks like our submissions will be used as the backbone for any changes. This subject will be a hot topic until the

IMO meeting in July 2009.

I would ask any pilot who comes across a ladder which he is concerned with or any new type of ladder or ladder part to take a photo of it and forward to myself. Photographic references are very handy when talking with persons not 100% familiar with pilot ladders. I am really short of combination ladder pictures including the hatch type ones and the new breed of real ladders.

Pilot coats – SeaSafe have been developing a spray hood for back fitting to their coats. Jeremy Dale assures me that a new design prototype has now been tested and will be available for retro fits and new coats from early spring 2009.

There were discussions regarding the dead weight of the coats if the bottle does not fire. Jeremy again has confirmed that it is acceptable to slightly inflate the lifejacket by mouth, to counteract the weight of the coat. Regardless of this if you fall from a great height you will go under, probably 1-1.5 meters as your body decelerates.

One last point and a very important one – back packs and shoulder bags will impair the lifejacket operation should you fall in. It might even break your ribs, cause you breathing problems or worse. Please stop wearing them when climbing ladders, use a heaving line. One further plea - there are many bad media shots and video footage of pilots, climbing ladders with back packs, climbing with your coats open, ladders trapped etc. If you are involved in filming, think safety and try and look professional before the camera starts to roll.

Pilotboat seats – The RNLI have introduced a new seat for their all weather boats which is available for purchase. They are quite expensive but a lot cheaper than a broken spine or back which occurred to a Cork pilot recently when their pilot boat fell of a wave. It is estimated that he will be off work for 1-2 years!

National Occupational Standards – very little movement here except that after closing nearly 18 months ago as Port Skills & Safety Limited (PSSL) they have reappeared under the new brand name of Port Skills and Safety (PSS) and have moved from Africa house to Carthusian court London. It is hard to keep a straight face after an 18 month re branding which results in the removal of the "L". On the bright side they have little under a year to get their proposals on pilot standards up and running (January 2010). The deadline set by the PMSC steering group in conjunction with the DfT. Their foundation degree course is still been suggested as a way forward, but the education level it is pitched at is well below the standards we require for the profession.

Deep Sea pilots – Roger Francis reported a shortage in recruits and staff, which is probably the start of what we will see in port pilots soon. On a positive note all the deep sea pilot companies met recently and they appear to be working with each other. Roger spends a great deal of time on traffic routing schemes and wind-farm traffic problems at various committees.

Pilot boat Survey – It is 10 years since the original survey went out from Gareth, and it was decided to revamp the records so local secretaries will be receiving a pro-forma soon asking for details. Dave Roberts from Liverpool will be fronting the survey. Two Australian pilots were recently hosted on a 3 month world tour including some UK ports looking at pilot boats so they could buy two new ones.

Bridge resource management – various BRM courses are appearing from the colleges both in the UK & Ireland. BRM for Pilots is a requirement of IMO A960. At the time of writing there is no course in the UK or Ireland which is approved A960 compliant. The UKMPA and MCA are aware of this fact. Anyone who is thinking of going on a course please get in contact with me or Dave Williams on the section committee for advice. *(For latest news on this see page 12 – Ed).*

One last request – if anyone has any problems with ship designs, rudders, dead slow speeds, pilot ladders, pilot coats etc please tell us! An e-mail to any of the team will start the ball rolling and we can help, advise or make other aware. All the T&TC committee contacts are on the UKMPA web site.

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Mobile 07815083101

Dead Slow Ahead!

Further to reports of high Dead Slow Ahead speeds here is one daunting copy of a pilot cord received from IMPA. The DSA on this 2007 built, 246.80 LOA ship is 12.5 Kts in ballast! One aspect to note is that in the comments box below it does state that the minimum RPM is 28 which is less than the DSA RPM but would probably still result in a speed of 8 – 9 kts which is the maximum safe speed for tug handling. It is also worth noting the maximum number of consecutive strts is only 6!There is an increasing trend for these container ships to be designed with high DSA speed but this may not be the minimum speed that the vessel can run at. I have come across several ships with high DSA speeds and when advising the Master that we would need to stop the engine in order to reduce speed to make tugs fast he has advised me of the possibility of having a minimum speed. So without any consultation, the naval architects have introduced a new speed, which of course doesn't have a designated slot on the engine telegraph and we pilots are obviously expected to be clairvoyant and know that the DSA may no longer be the slowest speed available. So, during the MPEX process, pilots should now check with the Captain whether the DSA speed declared is actually the minimum speed available. All very confusing but it is an extremely important factor to be aware of prior to manoeuvring the vessel. Of course if starting from stopped, the engine will run up to the designated DSA revs prior to the Master bringing them back to minimum and this obviously has serious implications manoeuvring alongside, especially if mooring lines have already been passed to the shore. A serious accident as a result of such design speeds is almost inevitable.

JCB

To the Top of the Mast

Type of Engine: MAN B&W, 9K90 MC-C (MARK VI) Maximum Power: 29231 kW (44100 HP)

Manoeuvring Engine Order	RPM	Ballast Speed (knots)	Loaded
Full Sea Speed	100.4	23.9	23.1
Full Ahead	85	20.9	17.2
Half Ahead	70	17.8	15.0
Slow Ahead	55	14.6	12.9
Dead Slow Ahead	45	12.5	10.8
Dead Slow Astern	45		
Slow Astern	55		
Half Astern	70		
Full Astern	85		

Time limit Astern: NOT LIMITED
NO CRITICAL REVOLUTIONS

Maximum No. of consecutive starts: 6
Minimum RPM: 28

Full Ahead to Full Astern:
Astern Power: 50 % Ahead

ANY TEMPORARY DEFECTS AFFECTING THE MANOUEVRING OR CONTROL OF THE SHIP
AND FOR SQUAT EFFECT DETAILS - see other side

Pilot's signature

Master

Ship to ship transfers in the 1970's

As many of you are probably aware there have been several proposals tabled during the last few years to permit ship to ship oil transfers at several locations around the UK coast especially for the export of oil cargoes from Russia where the depth of the Baltic precludes the use of large tankers. For many years such operations were occasionally carried out off Lyme Bay but following pressure from local environmentalists, these transfers were suspended voluntarily by the operators several years ago. Whilst the debate continues over the granting of permissions for such operations, retired Clyde pilot Ewan Ramsay sent me some photographs of oil transfer operations that the Clyde pilots undertook in the 1970s.

The 33,000 tonne French Shell tanker Isidora *(pilot J Barron) approaches the VLCC* Richard Maersk *(pilot E Ramsay).*

Having made contact the helm of the smaller tanker is placed hard to port to secure the bows.

Ewan Ramsay on board the Richard Maersk *during transfer operations.*
All photos: E Ramsay

Although the actual transfer took place at anchor, the two tankers secured to each other whilst underway and in the following account, which may of course be very valuable if such operations are permitted to resume, Ewan explains how the operation was handled by the pilots:

The operation to moor the two tankers together started with the smaller ship making a rendezvous with a tug off Ardrossan and picking up 3 large Yokohama Fenders to place alongside on the port side and two smaller fenders — one over the port bow at the end of the forecastle head and the other on the port quarter.

The Pilot on the "small" ship then proceeded towards the VLCC and Pilot on the VLCC steered a course so that the wind was 10 degrees on the port bow. The larger ship adjusted speed to suit the smaller ships minimum speed (normally about 5 - 6 knots in the case of a motor ship). The smaller ship then approached from the starboard quarter, usually giving helm orders of port 10- midships- port 5 midships- port 10 –midships and reducing speed until both ships were abreast and in position alongside each other. Once the fenders touched and with both vessels relatively stopped alongside each other the pilot on the smaller ship put the helm hard to port while the bow was tied up to the other ship. Once the bows were secured together the stern moorings were passed and secured

Once 'all fast', the Pilot on the VLCC took over the Piloting of both ships to the designated anchorage area where the transfer took place.

With respect to other vessels, operations were always undertaken in daylight outside the Cumbrae Heads, where there is plenty of sea room and virtually no crossing traffic so thankfully we never encountered any close quarters situations.

Following completion of loading the Dutch tanker Sepia *(pilot N Campbell) departs from the* Richard Maersk.

The Dutch tanker Nacia *approaches a Bergeson VLCC* OBO. *(pilot J. Morrison) These vessels were the largest two vessels to undertake the transfer operation. The Isle of Arran is visible to starboard.*

Britain's largest gas import delivered to the Isle of Grain

by Medway pilot John Gurton

The Al Khuwair *arrived on the 17th November for commissioning of the phase 2 gas tanks at Isle of Grain with a delivery of 215,000m3 of LNG. This represented the largest ever import of gas by ship into the UK. A daylight berthing was agreed as this was first of this larger type of LNG vessel (plus the bonus for Centrica of publicity!) to berth at the facility. With a draft of 11.7 m there were no UKC problems on passage.*

The view from the bridge

Swinging off the berth

All Fast

Only two pilots were suitably trained for berthing the ship, myself and John Harrison-Nayes, having received four days simulator training at H R Wallingford.

The roster turn fell to myself with LNG trained pilot Michael Johnson as assistant or "bagman". John Harrison Nayes and pilot David Lloyd also joined as "trippers".

Boarding was arranged at the NE Spit boarding ground for 0730 for the transit up to the North and then via the Long Sand Head and the Sunk Deep water route into the Black Deep. Of interest here is that boarding used to be undertaken at the Sunk boarding ground but since the removal of the Sunk VTS, the gas majors' risk assessment of that area deemed that they would rather have a pilot on board when passing through the busy Sunk traffic scheme.

The passage plan had been forwarded to all interested parties 24 hours previously but this had to be adjusted en route because the vessel's sophisticated engine load programme kept cutting in and reducing the speed. This was not operationally a problem on the rising tide and there was no conflicting traffic to hinder the arrival.

The 60 mile passage via the Long Sand Head , Black Deep, Knock John and the Oaze Deep was undertaken at an average speed of 15knots.

The first escort tug *Svitzer Victory* (65t) was picked up at the West Oaze Buoy and made fast centre lead aft for the Medway Approach Channel passage. Additional tugs were made fast us upon entering the Channel: *Svitzer Warden* (70t) on the Starboard bow and the *Svitzer Harty* (70t) on the starboard quarter. The Channel passage past the *Richard Mongomery* wreck went smoothly in benign conditions, (SWl'y 10kts) with the expected cross channel set monitored with frequent walks out to the starboard bridge wing! The tug *Svitzer Morag* (50t) joined us at Garrison Point to secure on the centre lead forward for the final approach and swing.

Speed was gradually reduced during this phase, 8kts at the Point, 5kts through the Harbour and down to zero through the water (1.8kts ground speed) off the Jetty.

The vessel has twin screw diesel propulsion with twin rudders so steering at low speed was very effective and the astern movement produced no "cut". The Owners instructions forbade using the engines separately except in an emergency and so, with no bow thruster fitted, the swing was all down to the tugs. With all way taken off the ship she was turned in good time at approximately 20 degrees per minute, but having set down heavily on the tide, a long half ahead movement was required once the swing had been completed in order to effect a good approach speed for the berth.

In the relatively confined space available in Saltpan Reach our tried and tested use of the assistant pilot is invaluable. Michael Johnson provided vector information and monitored the tug orders throughout the swing and approach. On the final approach to the berth use is made of the Docking System display board and both pilots work together.

Total moorings were 3, 3, 2 each end and all the time that such vessels are berthed at the LNG facility there are dedicated tugs and pilots on "stand by" in case of an emergency. "Now, could you sign my Invoice please Captain"?

AL KHUWAIR DETAILS:

Built 2007:
Samsung Shipbuilding & Heavy Industries Co. Ltd
Launched: 2008

Gross 135848	**Net 41972**
DWT 107500	**Formula DWT179976**
Dimensions:	
Length Overall: 315m	**Breadth: 50m**
Depth: 27m	**Draft: 12m**

On passage through the "Black Deep". Senior Medway Pilot John Gurton

All photos:
John Gurton's collection

Merchant Navy Medals

The 2008 Merchant Navy medal recipients with Admiral Lord West of Spithead

All photos: John Nelligan

Further to last year's Merchant Navy medal awards which saw retired Liverpool pilot Dave Devey receive the medal for "services to UK and European pilotage" (see pilot 292) December 4th last year saw two UKMPA serving pilots receive the award from Admiral Lord West of Spithead at St Michael Paternoster Royal Church, City of London.

London pilot John Freestone received the medal for "services to Thames pilotage and youth sail training" and of particular note Tees Bay pilot, Colin Pratt received the award for his bravery in rescuing fellow pilot Paul Dunn (see issue 295) from the freezing waters of the N. Sea.

On April 17, 2008, Colin was in the pilot cutter when Paul lost his grip whist boarding the coaster Karina G, and in the darkness and heavy seas fell into the sea. Although a lifebuoy was thrown to him from the pilot cutter, the cold had numbed him so rapidly that he completely lost the use of his hands and was unable to attach it to his harness to enable him to be winched back on board. Without hesitation, Colin donned a survival suit and in the pitch dark and heavy swells, jumped into the sea where he secured the rescue line to Paul. Once safely on board the cutter, Colin wrapped him in blankets and kept up a stream of conversation to stop him losing consciousness as they sped back in to port.

He then accompanied Paul to hospital and waited with him until his wife arrived. In his 20 minutes in the water, Paul's body temperature had fallen to 31°C (the norm is 37°C and 29°C is regarded as being fatal), and clearly he could not have survived much longer. The nomination for Colin's medal praised his "unselfish act of courage which undoubtedly helped to save the life of a colleague".

London pilot: John Freestone

Tees Bay pilot: Colin Pratt

In addition to Colin and John, nine others also received the award:

Michael Grey	(services to marine journalism and merchant seafaring)
M. Coombs	(services to cruise liners and the South Atlantic Medal Association)
Capt M. J. Morton	(services to coastal shipping)
Capt E. M. Scott, RNR	(services to merchant seafaring and the exploration and scientific research)
CPO J. W. Summers	(services to polar exploration and research)
A. R. Todd	(services to marine surveying and consultancy)
B. J. Wattling	(services to cruise liners)

Honorary awards were made to:

Miss A. P. Haines	(services to the welfare of merchant seafarers)
Cdr C. F. Heron-Watson, RN	(services to the welfare and education of the dependents of needy merchant seafarers).

OBITUARIES

Richard John Howlett
1932 - 2008

Born on the 23rd September 1932 in Wandsworth, London, Richard Howlett was educated at Kings College Wimbledon, joining the HMS Worcester in 1947 prior to going to sea with the Royal Mail Line in 1949. He rose to 2nd Mate by 1959 when he decided to get more River Thames experience so he joined the famous LCC sludge vessels for 2 years and then the Trinity House Pilot vessels until he was accepted as a Trinity House Cinque Ports Pilot in 1964.

Richard was a Rotarian, a devout Christian and a valued member of our Pilots Committees being brilliant at all forms of statistical analysis so necessary in the 1980's pilotage political scene. In 1988 Richard became a Port of London Authority Pilot beginning a new and immensely happy life when he met Joyce whom he married in 1990. Unfortunately a few years later Richard had to have a hip replacement, then found he could no longer manages a 9metre pilot ladder and had to retire early.

Sadly, it was the beginning of a series of illnesses that Richard coped with in his usual inimitably cheerful way, one complaint followed another but he was always found laughing and joking, even managing to visit his son and family in South Africa until finally with his body weak from years of ill health he was diagnosed with liver cancer and died on the 28th June 2008.

Richard leaves his wife Joyce, his son Jonathan and daughter in law Caroline, his grandchildren Samantha, Natalie and Vincent and his daughter Sarah, together with four step grandchildren. He will not be forgotten.

John Godden, Cinque Ports & Port of London Pilot (retired)

Captain Dan McCann

Londonderry Port and Harbour Commissioners has mourned the passing of Foyle Pilot Captain Dan McCann of Shrove, Greencastle in Co Donegal. Dan spent 32 years as a pilot on the Foyle, having first gone to sea at the age of 14 in 1967, on board the *Owenro*, joining his elder brother John, who was captain of the ship.

Dan served on at least 20 ships over the next 9 years and worked for shipping lines such as Gem Lines and Coes. His travels took him to North Africa, the Mediterranean and Scandinavia before getting his Master's Certificate to become a Captain in 1976 at the age of 23. That same year he joined the Foyle Pilots, 55 years to the day after his own father had become a Foyle Pilot.

Piloting on the Foyle was an integral part of his ancestry. Dan was at least the sixth generation of Foyle Pilots on his father's side – the first recorded reference being to Roger McCann in 1808, from whom he is directly descended. Dan was also the fourth generation of Foyle Pilot's on his mother's side, descending from Neil Gillespie who was first recorded as a Foyle Pilot in 1811.

Until he retired from ill-health earlier this year, the ships he piloted through the narrow channels of Lough Foyle included all classes of vessels including high profile visitors like the Royal Yacht *Britannia*, and *The Bounty* in August 2007.

Dan will be deeply missed by his fellow pilots, boatmen and Londonderry Port and Harbour staff. Harbour Master Bill McCann, a nephew of Dan's, described him as someone who was "conscientious, safety conscious, an excellent ship handler with a calm steady temperament which meant he worked well in often hazardous conditions with ships' crews from all round the world."

Fellow pilot Captain Con O'Donnell – who grew up with Dan in the same rural community - said that as a man, Dan's life and loyalty was centred in his home and family but that when it came to his work as a pilot, "he brought the same loyalty and dedication to the job and to his colleagues."

All those who knew him will remember Dan McCann as a gentle, kind, generous, straight and honest man. He had a mischievous sense of humour and an ever present twinkle in his eye.

The sea was Dan's profession but also his hobby and indeed his passion. For many years he spent his summer holidays fishing for salmon in Lough Foyle. Then for the past ten years he and his wife Michelle spent their free time sailing in their yacht "Aronele" along the west coast of Scotland and Hebridean islands. They planned to venture further afield after retiring.

That was not to be, however, as Dan became seriously ill in October last year and peacefully passed away at home on 11th Sept, aged 56 years. He is survived by his beloved wife Michelle, his sons John and Barry, daughter Meadhbh, daughter-in-law Fawzia and grandchildren Saoirse and Oisin, brothers Charlie, John and Desmond, and sisters Joan, Marie, Eileen and Katriona.

Submitted by Trish Hegarty, Press Officer for Londonderry Port and Harbour Commissioners.

Pensioners Deceased

August 2008 to October 2008

AE Barnes	***Port of London***
E Fowler	***London South***
D McCann	***Londonderry***
JE Morris	***Manchester***
DG Palmer	***Harwich***

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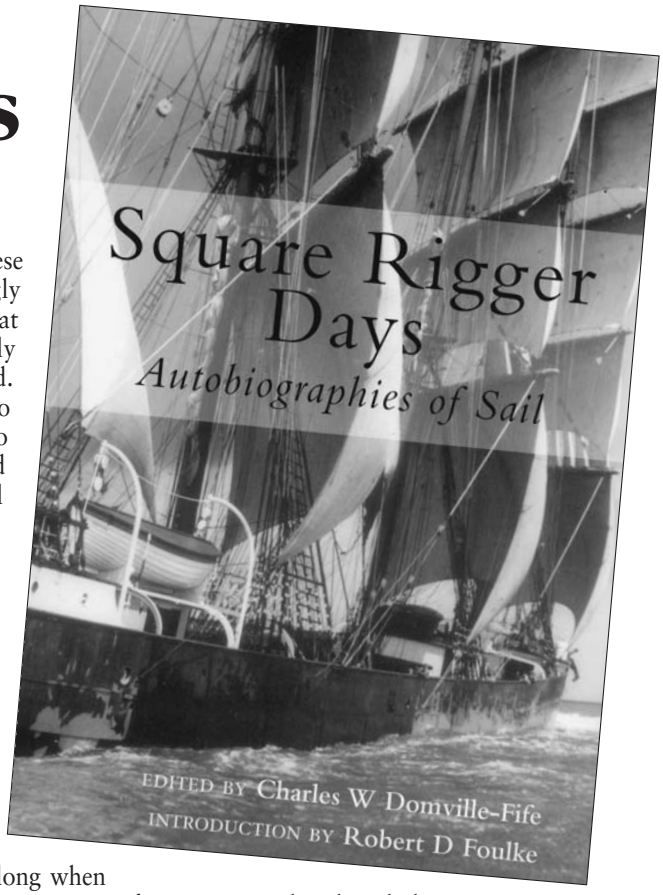
BOOK REVIEW

Square Rigger Days

Charles Domville-Fife



This book, subtitled "Autobiographies of Sail" was originally compiled in 1938 by Charles Domville-Fife to record the final days of commercial sail but unlike the wonderful books produced by Basil Lubbock which recorded in detail the ships and their trades, this book is the stories of those who actually sailed on them.

They say that truth is stranger than fiction and the last days of sail underpin this statement. Hell ships, coffin ships, scurvy (even 100 years after Captain Cook it was still claiming seafarers), starvation, mutiny and murder, it is all documented in this book from first hand accounts. Even on board the well run ships the conditions were worse than basic and the seamen spent most of the voyage cold, wet and hungry and life for the officers was little better.

The nostalgic glow of history concentrates on the beauty and romance of the last sailing ships but the reality was far removed from this idyll! The irony is that despite the fact that these magnificent "windjammer" cargo carrying ships marked the culmination of centuries of evolution in sailing ships they were doomed just as their design reached the peak of efficiency. Consequently the so called golden age of sail only lasted a mere 60 years between 1850 and 1910. The competition from steamships had a devastating impact on the way in which sailing ships could be operated and as crews were tempted away from sail by the higher wages, shorter voyages and the greater comfort offered by steamships, manning and operating these ships became increasingly difficult with the result that many sailed seriously overloaded and undermanned. Commercial pressures also required them to be sailed to the limits of their design and this in turn required a special breed of Captain who would carry the maximum amount of sail at all times. Tragically, coasts around the world are littered with the wreckage of the ships lost to such practices and many more disappeared without a trace in the vast expanse of the World's oceans.

Reading this book, the biggest mystery is how they managed to survive so long when those sailing them had the option of transferring to the relatively easy life on steam ships? Whereas many of the crew were the victims of "crimping" having been poured on board in a drunken stupor and only woke up when it was too late to "escape", the Captains and officers, after a short spell of leave, frequently returned for voyage after voyage.

The answer can only be the indefatigable human spirit, still evident today in endurance yacht racing, which by means of a few bits of rope and canvas, harnesses the wind to push man and boat to the limits. Square Rigger Days therefore provides a valuable record of those final days of commercial sail and this edition is lavishly illustrated with photographs, many of which have been sourced from private collections and have not previously been published.

An essential addition to any mariner's bookshelf.

Square Rigger Days.
"Autobiographies of Sail"
Edited by Charles Domville-Fife.
Hardcover: 256 pages
Publisher: Seaforth Publishing (18 Oct 2007)
ISBN-10: 1844156958
Price: £25.00

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