

# THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

AUTUMN 2012

Editor: John Clandillon-Baker FNI

No: 310



*AUTUMN!*

*Photo: JCB*

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# UKMPA

## News & Information



### CHANGE TO THE RULES & CONSTITUTION

Members will be aware that over the last 15 months, Section Committee has been in negotiation with UNITE to agree the wording of the revised UKMPA Constitution and Rules. This has been necessary following the amalgamation of the TGWU and Amicus.

I am pleased to be able to inform you that full agreement has been reached and the new UKMPA rules became effective on 1st October 2012. A copy of the rules can be downloaded from the UKMPA web site in the members' area under Reference/UKMPA/Rules 2012.

Of particular note are the new membership categories which will enable the UKMPA to welcome applications from UK pilots who are not authorised under the 1987 Pilotage Act and also UK pilots who are working abroad but who wish to have association with the UKMPA.

For those who may wonder, the revised rules are implemented as the result of an earlier national UNITE ballot on the revised UNITE rule book hence there is no requirement for a vote at a UKMPA General Meeting to accept them.

Don Cockrill

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### YOUR SECTION COMMITTEE

There was insufficient space in the last issue detailing the UKMPA conference to include the updated list of Section Committee members and their duties. Contact details for SC members are page 21.

<b>Section Committee Portfolios</b>			
Chairman		Don Cockrill	
Vice-Chairman		John Pearn	
Secretary		Mike Robarts	
Treasurer		Bob Watt	
	<b><i>SC Member</i></b>	<b><i>Deputy</i></b>	
Region 1	Mike Morris	Hywel Pugh	
Region 2	Mike Robarts	Jason Wiltshire	
Region 3	Peter Lightfoot	John Parnaby	
Region 4	Simon Campbell	Bob Watt	
Region 5	Martin James	Graham Langley	
Region 6	Martin Chatterton	Chris Douglass	
Without portfolio		Martin Jachnik	
Conference	Peter Lightfoot		
Industrial Relations	Don Cockrill	John Pearn	
Insurance	Simon Campbell	Bob Watt	
Legal issues	Don Cockrill	John Pearn	
Minutes	Mike Robarts		
IMO	Don Cockrill	John Pearn & Sec Com.	
T&TC	Martin Chatterton		
The Pilot	John Clandillon -Baker	Richard Wild	
Web site	Joe Wilson		
UNITE Docks/Waterways	Don Cockrill	Jeff Miles (London Pilot)	
Recruitment & PR	Mike Robarts		

## THE WORLD'S MOST EXCLUSIVE CLUB?

The hosting of the 2012 IMPA Congress in London by the UKMPA at the end of September was a once in career event and thanks to the brilliant organisation skills of the organising committee, in particular John Pearn & Don Cockrill, the event was a fantastic success.

Not having ever attended an IMPA Congress before I couldn't let this chance pass so early on I volunteered to be a host during the week long event and wouldn't have missed it for anything.

As important as the presentation sessions was the social programme and the chance to meet and chat with other pilots from all around the World.

In 2012, IMPA membership stands at 7604 from 49 countries and at the Congress there were over 300 pilot delegates from over 30 countries. During the week I was struck by the overwhelming friendliness that existed between the delegates and, upon reflection, pilotage is probably unique in that it has no boundaries imposed by political or religious beliefs.

We all have the same skills and handle the same ships because, within a period of a few months, a ship that loads in the UK could visit other European Countries, Africa, America, transit the Panama Canal for Asia and the Antipodes and in every port the vessel will be piloted by a professional whose skills will enable him to competently face the challenges unique to their port. There are probably around 15,000 pilots ensuring that 95% of the World's trade is moved safely around the World and this surely makes maritime pilotage totally unique and pilots must therefore be members of the World's most exclusive club.

A full pictorial feature covering the Congress is included in the centre pages of this issue.

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On a more sombre note, the feature this quarter highlights the dangers posed to tugs making fast to a centre lead forward. Although the tug's Master is ultimately responsible for the safety of the tug and his crew, pilots also have a responsibility to ensure that the vessel's speed is safe and to advise the tug Master of any additional factors which may compromise the safety of the tug.

JCB

## SAFE TUG OPERATION

*Every day pilots handle ships with the aid of tugs and whilst the vast majority of the manoeuvres pass off safely such operations are inherently dangerous and tragically when tug operations do go wrong they almost inevitably end up with a loss of life to the tug crew. It is therefore essential that all pilots are fully aware of the dangers posed to the tug, particularly when picking up the tow line from a forward centre lead.*

*In this feature, which is edited from an article included in the Summer issue of International Tug and OSV magazine, Capt Henk Hensen FNI FITA considers tug operations near a ship's bow – the risks, the tragedies, what we can learn and what we should be doing now to prevent further catastrophes and with respect to this pilots play an essential role. The article is reproduced here with the kind permission of both the author and the IT&OSV magazine. JCB*



*The tug Fairplay 1 capsized under the bow of the passenger ship Italia. Photo: Jan Mordhorst*

Tug operations near the bow of a ship having headway are very risky. The higher the ship's speed, the larger the risks. This is nothing new. On 6th September 1954, the tug *Fairplay 1*, came under the bow of the cruise ship *Italia* and was run down whilst attempting to make fast at the bow of the ship which still had considerable headway. There were two casualties so this accident highlighted the risks to persons on the tug. This disaster and similar accidents prompted the German Ministry of Transport and Traffic to commission a study into how these accidents can happen, and in particular to find out how they can be avoided.

However, despite the study being carried out and the lessons learnt from it, tragically such accidents still occurred. These led to more studies, but the tragedies continue to occur. How is that possible? Do we accept that in this sophisticated world, with all the knowledge we have, people on board a tug may lose their lives during tug operations in or near a port? We should not!

Therefore, with the victims firmly in mind, this article will focus on these accidents, and try to suggest ways in which they may be avoided. First, let us take a look at the studies carried out.

### 1964

The periodical **Hansa** published an article by Capt W Mockel following tank tests which had been carried out with a model of a tanker using tug models of different types and propulsion systems. The first model tests simulated tugs that had already come alongside the ship's bow, and tried to come free again. Then they studied tugs approaching the bow from aft in order to make a tow-line connection. The tests were carried out at speeds of 6 knots and below, with separation distances between tug and ship of only a few metres. The results were very interesting. Among the findings were the following:

- A conventional tug without a bow thruster cannot turn away from the fore body of the ship once the tug is alongside in contact with the tow. Tugs with a very powerful bow thruster can get clear under certain favourable conditions, but the only tug which could get clear virtually under any condition was the Water Tractor tug equipped with Voith Schneider propulsion under the fore body.
- When a tug is overtaking a ship at close range, the forces and turning moments working on the tug change very quickly when it is passing the forward shoulder. The most dangerous position is when the tug is passing the forward part of the bow, where the out-turning moment working on the tug quickly changes to an in-turning moment. If, at that position, the tug is steering towards the ship, then it becomes difficult for the tug to avoid a collision.
- The higher the speed of the tug, compared to the speed of the vessel, the higher the turning moments are. The turning moments increase with the square of the speed.



*"Correct and safe procedures should be followed by all parties when making a towline connection forward with a ship making way".*

*Photo: Alfred Memelink. www.memelink.co.nz*

Subsequent accidents have continued to highlight the inherent dangers of passing a towline near the bow of a ship at speed is very dangerous for all types of tug and further studies have confirmed the effects and conclude that when tugs come alongside the bow, the only safe escape manoeuvre for the tug is 'full astern'.

#### 1976

Dr Dand, in the UK, undertook model tests with two types of ships and two single screw tug models at speeds of approximately 6 knots. Among the conclusions were:

- Near the fore body of a ship is a hazardous region for the tug as it may 'drive' itself under the ship's bow if the application of correcting rudder and reduction of power are not rapid enough.
- Interaction forces vary, approximately as the square of the speed, and reduce with distance off. Their severity may be most easily reduced by a reduction in ship's speed.

#### 2011

On 1st August 2003, a further tragic accident happened with the ASD tug *Burcht* near the Antwerp locks. The tug tried to make fast at the bow of a container ship, came under the bow and capsized. One person drowned.

Model tests were carried out at Flanders Hydraulics Research in Antwerp. A model of a 65-tonne bollard pull ASD tug was used together with the model of a 229m long container ship and various ship speeds, different separation distances between ship and tug, and differing tug drift angles were investigated.

Some of the conclusions from these tests were:

- An ASD tug sailing in close proximity to the bow of a large container vessel will experience strong interaction forces.
- A tug master should be aware of these interaction phenomena since the forces are of sufficient magnitude to give rise to tug handling difficulties. The tug will experience either a repulsive or attractive interaction sway force, or a bow-in or bow-out interaction yaw moment. A combination of these forces will necessitate a steering force to enable station keeping.

#### 2012

On 11th November 2010, during stormy weather, the tug *Fairplay 22*, while trying to make a towline connection at the bow of the ferry *Stena Britannica*, came under the bow and capsized with two fatalities – the Captain and the engineer.

MARIN calculated the interaction forces on the tug for the Dutch Safety Board,

The calculations were carried out at various speeds and using various distances between ship and tug. The key findings were:

- The turning moment is at one location outward, but at a more forward-lying position, when the forward perpendiculars of ship and tug are level, there is a strong inward turning moment working on the tug. This inward turning moment is significant in relation to the manoeuvring possibilities of the ASD tug.

- If the tug is then steering with a drift angle of almost 10 degrees towards the ship, the hydrodynamic forces and turning moment working on the tug increase significantly, so consequently there is an increased risk that the tug cannot get away

from the ship.

- Suction forces and turning moments increase with ship's speed and decreasing distance between ship and tug. The recommended speed through the water should not be higher than 6 knots.

#### General conclusions

All the investigations carried out during the past 40 years have reached similar conclusions:

- There are strong interaction forces, including turning moments, around the bow of a ship making way. These interaction forces and turning moments can fluctuate and rapidly change direction.

- The forces and turning moments vary by ship type, so there is some difference in the outcome of the studies.

- The interaction forces and turning moments working on the tug increase with ship's speed and with decreasing distance between tug and ship.

- In shallow and narrow waters, the interaction forces increase as well.

- The interaction forces can be so strong that the tug's manoeuvring capabilities are not large enough to manoeuvre the tug away from the ship's hull. If a tug comes alongside the ship's bow, it may not be able to get free again.

- The only safe escape manoeuvre for the tug is always full astern.

- Tugs with the propulsion forward, such as Voith tugs and Azimuth Tractor Tugs ATT)\* can better compensate for the interaction forces, because when setting the propulsion units away from the bow the tug will move away.

- Conventional tugs, or ASD tugs operating as a conventional tug, when steering away from the bow, will experience a force towards the ship and the tug's stern will move quickly inwards. This is a consequence of the aft lying rudder(s) and propulsion. It should be noted that most of the studies focus on tugs which are approaching the bow from aft, which is not always the case.

#### Recommendations

- Be aware of the interaction forces. The problem is, of course, that these interaction forces change with ship type, draft, trim, speed, underkeel clearance, width of fairway and drift angle. Although tug masters have a lot of experience and know there is a lot of difference between, for instance, a loaded bulk carrier and a container vessel, it is difficult for them to assess where the safety limits lie.

- A safe speed of not more than 6 knots is recommended. That is a speed also recommended by the International Harbour Masters Association and the European Harbour Masters Committee. A speed of 6 knots is indeed, in general, a safe speed

for bow tugs. Problems can arise with ships having a very high dead slow ahead speed in combination with steering problems when the engine is stopped.

- Correct and safe procedures should be followed by all parties when making a towline connection forward with a ship making way.

- Tractor tugs, and tugs with propulsion units forward, are much safer to operate as bow tugs. They can better compensate for the interaction forces.

Various questions can be asked when reading reports, but in the cases of the *Barta*, which came under the bow of the *Magdalena* in 1988 and *Fairplay 22*, both reports give a good impression of what happened, and the following factors played a role:

- The ships' speeds and the consequent interaction effects between tug and ship.

- Visibility from the tug wheelhouse. The findings of the investigation of the *Fairplay 22* accident also show that the drift angle may have played a role, along with the visibility from the wheelhouse and wind influence. It is not clear to what extent each of them contributed to the outcome.

- Wind.

- The procedures used for passing a towline forward.

- Openings not closed and limited stability (*Fairplay 22*).

- Type of tug, operating mode and suitability played a role.

#### **A few remarks occur to the author at this point**

- The ferry sailed with a drift angle up to 10 degrees. There were wind gusts up to 50 knots. A tug positioning itself to take the heaving line will normally sail on the lee side close to the ship and parallel to it. It is therefore always important that the pilot or ferry master tells the tug the drift angle he is steering, so the tug master can take that into account.

- Although mentioned in the *Fairplay 22* accident report, more attention must be paid to the safest way to approach different ship types for making a towline connection forward, depending on tug type and operating mode.

- It is the ship's captain who orders the tugs. The pilot and/or captain form a team with the tug masters. This means that a pilot and/or ship's captain should operate in such a way that the tugs are never brought into danger by the ship. In this respect, the pilot and/or ship's captain have a certain responsibility for the safety of the tugs. However, it is only through proper training that they will be able to recognise the dangers and prevent them from happening.

- It is not only conventional tugs which



*The Fairplay 22 being recovered after the capsize, a tragic reminder of the inherent dangers of bow tug operations.*

may come under the bow of a ship making way. It also happens with modern ASD tugs, particularly when, like *Fairplay 22*, they are operating as a conventional tug.

#### **Three questions must be asked**

1. Do the results of the studies find their way to the training institutes, towing companies and, most important of all, to the tug masters?

2. Can these accidents be avoided under the present method of tug operations near the bow?

3. What can be done to ensure that such accidents do not happen again?

With respect to question 1, it is the author's opinion that, in the daily practice of tug operations, there is insufficient background knowledge about the risks related to operating with a tug close to the bow of a ship making way and what effect speed has on those risks. The situation can be

improved by a better information exchange between research institutes, training institutes, towing companies and tug masters. For tug masters, the situation can be improved by implementing the lessons learnt from accidents in their training. But do tug masters in all ports of any relevance around the world have a certified training system focused on ship handling, including refresher courses?

The answer should be 'yes', but is mostly 'no'. This means that many tug masters, perhaps all, miss a lot of vital information. Tug masters know of interaction effects from experience, and some simulator manufacturers are gradually paying more attention to them. However, the largest problem in daily practice is that a tug master often cannot judge when it becomes too risky for his tug and crew around the bow of a ship at speed. There is a very small margin between safe and unsafe, and the

	<p>Liverpool Pilots 2 day Maritime Resource Management course. Designed and delivered by pilots specifically for pilots.</p> <p><b>Accredited Training Providers for the Swedish P&amp;I Club UKMPA endorsed</b></p> <p><b>MCA approved Training Course</b></p>
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## MARITIME RESOURCE MANAGEMENT

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[www.liverpoolpilots.com](http://www.liverpoolpilots.com)



risks often are not realised or cannot be properly assessed. In addition, a tug master is often forced to come closer to a ship than he wants because of, for instance, improper heaving line usage or inexperienced crew on board the ship to be attended.

Speed is absolutely the most crucial factor. However, the possible minimum speed of a ship depends on several variables, such as the dead slow speed, the steering performance, wind and current effects. It is not always possible to sail at a minimum speed which is safe for both the ship and for the tug while trying to pass a towline near the bow.

With regard to question 2, accidents near the bow or bulb can be avoided under the present method of tug operations if a few safety measures are implemented:

- Studies should be conducted on the safest approach procedure for different ship and tug types.
- Proper and effective use of suitable heaving lines is needed. It is worth considering the use of a line-throwing gun on board the tugs. The tugs can then stay at a safer distance from the ship's bow when a heaving line is used.
- All around visibility from the wheelhouse is an important factor.
- Optimum teamwork between the pilot and/or captain and tug master is needed,

based on experience and (team) training. Simulators used for tug master training should have implemented realistic interaction effects.

#### **Most important are:**

1. A safe ship's speed, which may depend on tug type and/or operating mode. Tug masters should not make fast if they find it too risky to pass a towline near the bow.
2. A suitable tug. If this is taken into account, then the risks for tugs and crew will be reduced. However, the risks caused by a ship's speed and related interaction effects will still be there and can still cause problems.

Regarding question 3 there are a number of possibilities to prevent such serious accidents in future:

- The use of suitable and powerful tractor tugs – as already indicated by the research in 1964 – Rotor Tugs\* or modern reverse tractor tugs.
- The use of a new tug concept such as the EDDY tug\* which has one thruster forward and one aft. This tug can effectively cope with interaction forces.
- A change in the assisting mode of the forward tug, for example, where possible, using the tug on the shoulder where no accidents have ever been reported.
- It goes without saying that all openings must always be closed during operations.



*Optimum teamwork is needed to ensure safe tug operation*

Photo: JCB

#### **Conclusion**

The purpose of this article is to draw the attention of all responsible professionals to these tragic tug accidents and to stimulate discussion which may lead to ideas in addition to those mentioned above. Then, finally, an awareness of the dangers of bow tug operations, and how to overcome them, may be achieved.

Unfortunately, accidents can and will happen but in this modern world it is not acceptable that crew members are killed during accidents with bow tugs, when so much research, carried out over a period of nearly fifty years, has revealed the reasons why such accidents occur.

Henk Hensen 2012

\* I am planning to include an article on these tug types in the next issue. JCB



# WARSASH MARITIME ACADEMY

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The lake boasts 19 jetties, a straight and curved canal, buoys channels and a harbour with restricted access and a finger jetty. The fleet consists of 7 models, 4 remotely controlled tugs and a jack up oil rig.

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

Contact: Warsash Maritime Academy, Newtown Road, Warsash, Southampton, SO31 9ZL  
Visit: [www.warsashacademy.co.uk](http://www.warsashacademy.co.uk)  
E-mail: [wma@solent.ac.uk](mailto:wma@solent.ac.uk)  
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## VIEW FROM THE CHAIR DON COCKRILL

As I write this latest report to you, it seems incredible that a whole month has passed since the conclusion of the 21<sup>st</sup> IMPA congress in London which we hosted. Those of you who were able to attend will I am sure have enjoyed the experience from the opening ceremony, through the interesting (and entertaining) technical and administrative presentations of the week, the varied excellent social programme and the grand finale of the Gala Dinner. I have been inundated with expressions of thanks and commendations from numerous delegates and guests who attended the event which included not only pilots from around the world but a selection of Peers of the Realm, the IMO Secretary General, their Excellencies the ambassadors of Panama and Mexico and numerous significant figures from the UK and international ports and shipping communities. The UKMPA can be justifiably proud of the success of this congress, all of which is attributable to the team that worked with John Pearn and I in the years and months leading to it. Papers, photos and videos are all available via the UKMPA web site. Now, its time to look ahead and start planning your trip to the 22<sup>nd</sup> Congress in Panama in April 2014. See the UKMPA web site for further details.

Despite the huge amount of work required for the IMPA congress, life of course carries on as usual. The Marine Navigation (No2) Bill has continued to take up significant time in trying to educate MPs and others on the naïve, foolhardy and dangerous attempt to deregulate the existing eligibility criteria for PECs contained within the Bill. For some reason best known to themselves, the Bill's sponsors believe that the Bill will improve safety in ports yet it is documented (in the public domain) that behind the proposal lies nothing more than pure commercial and political gain. That gain (should the Bill's proposal succeed) will be at the expense of the safety of navigation within our ports, the protection of the port, riparian and indeed the littoral environments and will threaten the integrity and efficiency of our ports and their infrastructures.



Additionally, it is being spelled out very clearly by us that the proposals are counter to the ethos and requirements of STCW and the policies published by the Dft and the MCA regarding maintenance of standards of operation by PECs and maritime experts generally. It is thus essential that UKMPA members and others who understand the issues involved, spare no effort in continuing to work towards having the offending clause (2.1) removed from the Bill. MPs need to understand the dangers of the proposal. It will however be a shame if the Bill fails completely as it includes other legislative modifications which will be of great benefit to the national interest in regard to navigational safety, environmental protection, commercial (trade) efficiency and public safety and security.

Meanwhile, the date for submissions to the Transport Select Committee's investigation into Marine Pilotage has passed and I await news of whether (and when) oral submissions will be heard. Submissions by other parties are available on the UKMPA web site.

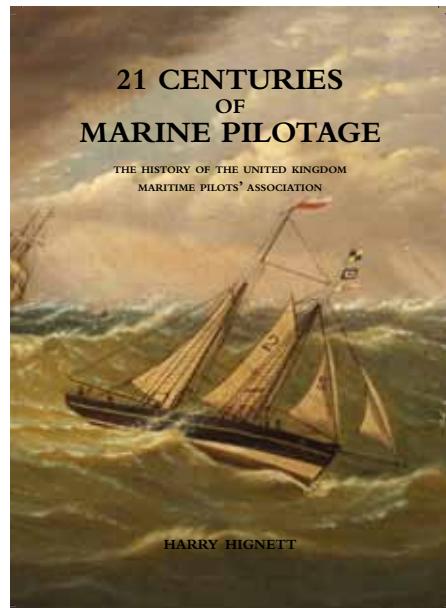
A number of UKMPA circulars have been issued recently, all were sent out by email and are also available on the UKMPA web site. In particular your attention is drawn to 24/2012 concerning the new UKMPA Rules. If you have not received the circulars electronically (they will not be sent out in hard copy) then please ensure that your Local Secretary has your correct email address and that so also does the UKMPA secretary.

Local Secretaries will have received notice from Mike our Secretary of my offer to attend local port pilots' association meetings if requested. Please let Mike know if you would like me to come and brief you to update and discuss the work of your Association and also to listen to any feedback or representations you wish to make to me. Needless to say that this is subject to my availability.

As indicated above, the work of the

UKMPA executive (Section Committee) has continued apace. Since I last wrote, I and/or SC (and T&TC) members have attended the Certipilot inaugural meeting in Malta, a liaison meeting with Nautilus International, various IMPA 2012 planning meetings in London and Cardiff, a specific technical meeting on the use of Hadrian's Rail systems on pilot boats (report to follow), VT PSG, UKSON, IMPA executive, The IMPA congress, CHIRP, the Trinity house / UKHO seminar on GenerationY, a number of meetings with MPS concerning the MNB, the All Party Parliamentary Maritime Group and a meeting with the International P&I Group. Additionally of course there are a number of on-going professional issues concerning members that are being dealt with.

Finally, I am hopeful that by the time you are reading this, we will have seen the publication of the revised and updated History of the UKMPA by Harry Hignett. An announcement will be made when it is published.



We are now moving into the winter months with more frequent bad weather and longer dark nights. Wherever you are at whatever time, do not forget that your personal health and safety comes before that of everything else, without exception. If the ladder looks suspect and non-compliant, do not use it no matter what pressures you may be under to do so.

Safe sailing and as ever "Happy Landings!"

# ECDIS

## A Deep Sea Pilot's View

**Kevin Vallance MNI**

**Member of UKMPA T&TC**

All British deep sea pilots have a minimum of five years' command experience, hold a valid Master Mariners certificate and are licensed annually by Trinity House. They are employed on a voluntary basis by shipowners who value the contribution to safety of navigation that pilots can make. This contribution is particularly appreciated by the Masters of container ships and car carriers who, because of their fast port turn round times and number of ports during a typical European schedule, would have problems complying with hours of rest regulations. However, all types of vessels,

including tankers, bulk carriers and passenger, regularly use our services to help mitigate fatigue levels and assist with passage planning.

Deep sea pilots are only allowed to operate outside of mandatory pilotage areas, and as such we normally "take the con" of vessels between the pilot stations. We have a unique view of how bridge teams operate away from the view of Port State Control, away from the view of the office and also subtly when the Master is not on the bridge.

One of the major challenges of ECDIS implementation is the need for the development of a different mind-set. Traditionally all navigators were taught to always have the largest scale chart available on the chart table. Unfortunately because of the minimum size of monitor allowed (270 mm x 270 mm) this concept must be re-evaluated. One advantage of

paper charts is that it is possible to look beyond the boundaries of the passage plan to get an overview of the area being transited.

Because of the reduction in sea time with which an OOW can now hold a certificate, there is often a lack of background knowledge and experience. For example, I witnessed one second officer put the position on the paper chart (as required by the SMS) by transferring a range and bearing of an aid to navigation straight onto the paper chart from the ECDIS.

Previously any junior officer could have referred to a senior with questions about "navigation issues". In my experience that is no longer the case.

Many of the initial causes for concern with regard to ECDIS implementation were answered with the statement that the problems would be overcome by proper training. Unfortunately many training providers do not have practical hands-on experience of using equipment on board. When monitoring internet forums about ECDIS, I have been amazed by some of the questions asked by "ECDIS trainers", one example being "why can't we use ARC charts for ECDIS?". And, I have yet to come across an officer who can show me how to plot position lines onto an ECDIS.

Many newbuild vessels from the Far East are fitted with full ECDIS systems, but all the ones I have worked on still rely on "paper charts" as the primary navigation source. It is usual to see fully compliant ECDIS monitors supplied with a homemade laminated instruction "For reference only" or "For training purposes only". The need for generic and type specific training for ECDIS is well documented, but in my opinion the marine industry (with the exception of manufacturers) will rue the lack of standardisation of equipment. The adoption of at least an "S-mode" or default setting is so glaringly obvious.

Unfortunately the "Nintendo generation" place a total trust on the information shown on the screen, not appreciating that the information displayed is only, at best, as accurate as the source data used for paper charts.

*This article was included in a special "Shipping Regulations & Guidance" supplement on ECDIS produced by Witherby's publishers which is available online at:*

[http://www.shippingregs.org/refdocs/  
ECDIS\\_Special\\_Report.pdf](http://www.shippingregs.org/refdocs/ECDIS_Special_Report.pdf)



# Lairdside Maritime Centre

## Port Safety

- Accident Investigation
- Risk Assessment Studies

## ISPS

- Development and facilitation of Security Exercises
- PFSO Training
- Auditor Training

## Port Operations

- Pilot Training
- Ship Handling
- Tug Operations
- Escort Towage

## Port Development

- Simulation and analysis of proposed Harbour Facilities
- Navigation Studies (eg Wind Farm)

for further information

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# VLCC's Return to Milford Haven

Ship Type: Crude oil tanker

Year Built: 2011

Length x Breadth: 330m X 60 m

Arrival draft: 12.3m

Gross Tonnage: 156651,

DeadWeight: 296793 t

After an absence of over three years, early September saw the VLCC, *Evgenia I*, arrive in Milford haven following a part discharge of her cargo of Nigerian crude oil in Rotterdam.

In press release Milford Haven's Harbour Master , Bill Hurst, stated “*The size and number of ships we continue to handle safely every day make a significant and often unrecognised contribution to both the Welsh and UK economy.*”

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Although Milford Haven regularly handles the Large LNG tankers, the handling of a VLCC can present different challenges so Milford Haven pilot Ed Neale has written the following account of the vessels arrival:

*There was no ship-specific training for this ship. We undergo rigorous training for the first 5 1/2 years of piloting during progression through the ranks. This training includes manned model and full mission simulator training specific to Milford Haven. Once reaching class 1 pilot, we undergo a refresher course every*



*The Evgenia 1 in the Haven with 4 tugs made fast.*

*Photo: Milford Haven Port Authority*

2-3 years for all ship types.

We have also had simulator training on LNG vessel models and in escort towage. The latter being undertaken with local tug masters driving the simulated tugs on another part of the ship simulator. Escort training has been undertaken at both Marin (Netherlands) and Wallingford simulators.

I was recently programmed to berth at the Murco terminal in Milford Haven. At 12.3 m draft, the part-loaded vessel was of similar size and weight to a fully loaded LNG carrier. Boarding the vessel took place 1 ½ hours before high water as per port guidelines. A second pilot, Andy Hillier, was also required and the pilot's PPU, E-Sea Fix, was used for the job.

As charge pilot I went through the passage plan with the master while Andy set up the E-Sea Fix system. Andy then took over communications and I was left free to con the vessel. The escort tug was made fast through the aft centre lead to the 200 tonne strong point.

With the remaining tugs waiting inside we were given permission to commence the approach to the West channel. The tide was setting in a NW direction across the entrance, so the 022 leading lights were used for the approach. Entering the west channel required small alterations of course to track along the 040 leading lights.

Inside the Haven the three

remaining tugs were made fast, two on the starboard side and one at the centre lead forward, connecting bow to bow. To attach the forward tug's line the tug first fires a “rocket” line, a pneumatic powered plastic projectile with a thin line attached. The crew are advised to stand clear prior to the firing of the projectile. Once all four tugs were made fast I took over communications with the tugs and the terminal.

By this time the ship was heading in an easterly direction with about 2 miles to go to the berth. Between the ship and the berth there is a dogleg in the channel, which requires the ship to be steered towards the LNG terminal. In the picture opposite, the Qatar buoy can be seen to starboard with South Hook terminal to port.

With a vessel on the No1 LNG berth this can sometimes look disconcerting to the bridge team, but there is sufficient room for passing at a safe distance.

Once past the LNG terminal it was a matter of reducing speed, berthing and securing the vessel. In the approach to the jetty the E-Sea fix gives useful information about the approach speed of both the bow and the stern and distance from the jetty. Because of the RTK accuracy of the system we are able to measure the approach speed of bow and stern to an accuracy of about 1/10<sup>th</sup> of a knot.

The job went smoothly as expected given the weather conditions. I do, however, take my hat off to the Rotterdam pilot who had to do a similar manoeuvre when the ship was loaded to 19.7 metres.

Ed Neale



*this can sometimes look disconcerting to the bridge team*

*Photo: Ed Neale*



*The entrance lobby of the Grange St Paul's Hotel. The animated pilot spent the week climbing and descending the pilot ladder, fascinating passers-by.*

*Photo JCB*



*Pilots Steering a Course for the Future*

The last week of September saw the culmination of four years of planning as over 300 delegates from around the World arrived in London for the 21st IMPA congress hosted by the UKMPA. Held in the new St Paul's, Grange Hotel in the shadow of St Paul's cathedral, all those arriving were greeted by the sight of an animation pilot climbing and descending the impressive illuminated column in the hotel entrance lobby. This animation impressed and fascinated all passers-by during what was a brilliantly successful Congress week. Although the professional conference company, Waterfront, were engaged, the whole Section Committee and others were involved in the planning and helped out during the week. The unique nature of this event, with activities taking place across several different venues, meant that much of the logistical work was outside the experience of Waterfront and so many of arrangements required to ensure that such a major event ran smoothly were undertaken by John Pearn and Don Cockrill ably helped by their wives Brenta and Wendy. Since a picture is worth a thousand words, I hope that the following few pages will give those who were unable to attend an idea of the wonderful camaraderie that ensured the success of the week.

### Reception

A drinks reception was held in the hotel atrium on the eve of the congress accompanied by sea shanties!



## FIRST DAY: 24 September

All the agenda and presentations are available to members on the IMPA website and I would urge all members who haven't yet visited the Congress pages to do so because the topics and agenda items are of relevance to all pilots. However the week wasn't all business and so these pages mainly illustrate the social programme.

The Congress commenced with a special opening ceremony representing the United Kingdom, featuring Scottish pipers, Irish dancers, a Welsh harpist and of course a troupe of Morris Dancers.



Following a welcome speech by Don Cockrill (Left), IMPA President, Michael Watson (2nd Left) formally opened the Congress and IMO General Secretary, Koji Sekimizu (Right), gave a keynote speech to the assembled delegates.



**The Exhibitors:** For a major event such as this Congress, sponsorship is essential in order to keep costs reasonable. Fortunately, the conference area of the Grange St Paul hotel has a large exhibition area and this encouraged many companies to book space for stands. With coffee breaks being taken in this area the space worked well for both delegates and companies. The key sponsors were; SeaSafe Systems, Eurocopter and the Port of London authority. The full list of sponsors is on page 20.



**Houses of Parliament, Visit & Reception.** On the Monday evening the delegates, wives and guests boarded a specially chartered Thames Clipper from Blackfriars Pier to Westminster for a guided tour of the Houses of Parliament followed by a drinks reception on the Parliament terrace hosted by UKMPA President Lord Tony Berkeley who, following his welcome address, handed the podium to Mike Watson so that he could add to his CV that he'd spoken in the UK Houses of Parliament!



**Greenwich.** Wednesday was a day off from the classroom and in the morning the delegates and guests were bussed to Tower pier where, much to the amusement of the Mississippi pilots, the "Dixie Queen" had been chartered by the Port of London Authority to provide a cruise down river to Greenwich. During the cruise, which included a buffet lunch, PLA Chief Harbour Master, David Phillips, gave a well received speech on the importance of pilots and harbour authorities working closely together to ensure the safety of shipping, infrastructure and the environment in ports.



## Presentations

At the close of the formal congress session IMPA President Mike Watson made special presentations to John & Brenta Pearn and Don & Wendy Cockrill in recognition of the considerable achievement of organising the Congress. This was acknowledged by a standing ovation from the delegates.



L - R: John Pearn, Brenta Pearn, Don Cockrill and Wendy Cockrill

Following this, impromptu presentations to Don, as Chairman of the UKMPA were made by Argentina's Parana pilots who presented an engraved silver plate to the UKMPA and also by the British Columbia Coastal pilots who presented a glass sculpture of a dolphin. Both these gifts will be



The silver plated platter engraved:  
"COPRAC Argentina  
Parana River pilots to UKMPA  
IMPA Conference 2012"



The Glass sculpture engraved:  
"Presented to the UKMPA  
by the BC Coast Pilots in appreciation  
for hosting the 2012 IMPA  
Congress"



Bolstered by his achievements at the Queen's Jubilee celebrations London pilot, Jon Stafford, was in his element as timekeeper!

## \*\*\*\*\*Next Stop Panama 2014\*\*\*\*\*



At the end of the Congress on the Friday afternoon the IMPA Congress flag was passed to the next host country, Panama. The Panamanian Ambassador to the UK, Her Excellency Ana Irene Delgado, along with the Panama Canal Pilots' Association President, Captain Rainiero Salas, formally accepted the flag and in a subsequent film presentation reminded the delegates that 2014 was also the planned date for the opening of the new and enlarged canal. Given the overwhelming friendliness shown by the Panamanian delegation in London, this promises to be another fantastic Congress. I'm already saving up!! Details on the UKMPA website and [www.impa2014.com](http://www.impa2014.com)

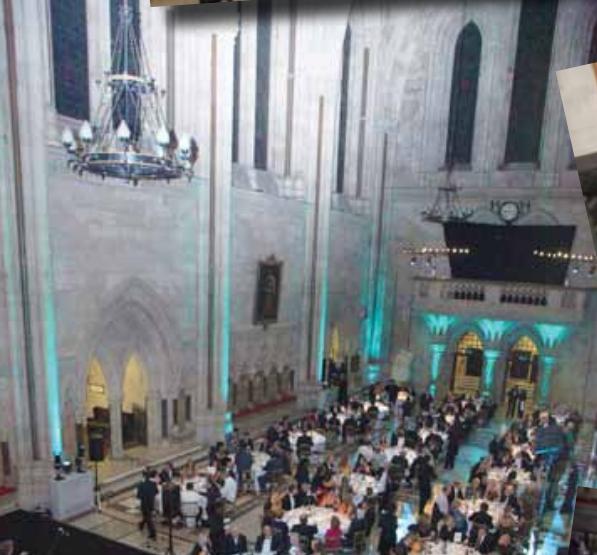


## The Gala Dinner

The Grand Finale of the Congress was a Gala Dinner held at the Royal Courts of Justice. Two old London "Routemaster" buses were hired to take Delegates from the hotel to the Royal Courts for the Gala Dinner which was attended by over 450 guests.

Like the Houses of Parliament, the Royal Courts are Victorian Gothic and whilst by day the building is the High Court and Appeal Court for England and Wales, by night the Great Hall is transformed into an impressive dining venue.

Upon arrival, guests enjoyed pre dinner drinks accompanied by appropriately demure classical music from the "Bowjangles" string Quartet.



UKMPA President, Lord Tony Berkeley proposed a toast to all the guests and this was enthusiastically embraced by all present.



As the meal was served, the Bowjangles quartet re-appeared in a new guise and entertained the guests with a lively and exuberant performance of music and dance. Dancing whilst playing a musical instrument would normally be disastrous but this group carried it off perfectly.

In particular the ability of the cellist to not just play her instrument while dancing but also to keep in tune was quite remarkable.



At the end of the dinner, the prizes for given out and a charity raffle was held in aid of the Mission to Seafarers and Save the children which raised the amazing sum of £6000. These events will be covered in more detail in the next issue.

JCB

All photos in the supplement: UKMPA (Photographer Roland Kemp) & JCB



## Sensible Seamanship: Michael Grey

*You will have noticed that in this supplement I have concentrated on the social events rather than the Congress sessions. There are good reasons for this, firstly, the presentations are available to members on the IMPA website\* and secondly since one of the guests during the week was Michael Grey from Lloyd's List I knew that he would summarise the sessions far more eloquently than I could. The following is the article that Michael wrote for Lloyd's List and which is reproduced here with the kind permission of both Michael and Lloyd's List. JCB*

THERE were some 270 pilots on the loose in London at the end of September, attending the 21st Congress of the International Maritime Pilots Association. If you have read this column for any length of time you will realise that I like to support pilots all I can, believing that they are a force for maritime safety, insurance against accident and bring practical good sense into any operational discussions.

Their association is an important attendee at the International Maritime Organisation, where those representing it bring a unique, practical perspective to any debate. There are many ex-mariners in national delegations and non-governmental organisations, but only the chap behind the IMPA card can say things like "on a VLCC I was piloting yesterday..." and apply this contemporary knowledge to the discussion. This matters. The fact that they are on and off ships all the time also gives them a wide-ranging view on ship operating standards, along with the training and competence of their crews. It's one thing for a government surveyor to sternly walk around a ship in port with his clipboard but a pilot sees that ship from the sharp end, in motion at what is arguably its most vulnerable time. Some have suggested that pilots tend to be a bit prickly and defensive, but I would suggest that this is because so many shipowners like to think that they are a sort of optional extra and compulsory pilotage an unfair cost. Those same shipowners have run their crews down to an overworked and exhausted minimum, and demand that Pilotage Exemption Certificates enabling practically anyone including the ship's cat to substitute for a licensed pilot be available on demand. The latest enthusiasm, now that the idea of "remote pilotage" from a VTS tower seems to have been discredited, is to inflict competitive pressures on pilots, to drive down the costs in a sort of Hayek-inspired fashion. This seems to spring from a romantic notion of what pilots were like in the days of sail, when swarms of pilot cutters would meet arrived ships in places like the Western approaches to the Channel, all touting for business, with the shipmaster spoilt for choice. Many professionals would rather think of pilots as a human addition to the safety systems, and generally fail to see how this is in any way improved by the imposition of a "market", especially where there is not the level of business for such competition. You don't have competing bollards on the quayside, or competing locks into the same enclosed basin, do you? And in most of the places where competition has been imposed, surprise, surprise; the actual costs of the pilotage to the users have increased, not least because of all the additional management extras. In Australia, in Argentina, Denmark and a number of other places, competition has meant change for the considerably worse, with the job a darned sight less attractive for the people carrying out this important safety work.

However, there was little sign of such complaints at the recent IMPA Congress, with sessions on personal safety (pilots still take their lives in their hands as they board and leave ships), the design of pilot boats, pilotage administration and perhaps unsurprisingly, some important sharing of ideas on technology. Pilots know they must "stay current" with fast-changing technology, while being very aware of the risks of over dependence on electronics, as they tend to see this a great deal aboard ships they are handling. "Technology is great—when it works," an IMPA past president famously said. With the arrival of electronic charts, ship's officers are vulnerable to the march of technology and a new type of navigation. They might be on a new ship, and have to get attuned to new equipment every year or so. A pilot faces one of at least 30 different Ecdis units every time he or she boards a ship. How can the pilot tell that the equipment has been properly set up by some second mate who is also unfamiliar with the equipment?

One pilot made the point that half the ECDIS units he sees are not set up properly, many using pirated or out of date software. Maybe we should worry more about this revolution now taking place, especially when one third of 500 respondents asked about ECDIS revealed that they had encountered serious problems. "It's still embryonic," was one remark. Sure, but it is also mandatory.

Pilots really earn their crust when they board a ship and find that the pilot station to berth passage plan on the ECDIS takes the ship right over several shoals, because the wrong draught had been entered. Or clambering up a ladder in a storm off New Zealand to find the ship on its "electronic leads", heading straight for a cliff, with the bridge team following their electronics assiduously, without any adequate check. Many pilots themselves use the Personal Pilot Unit, now laptop size but quickly becoming smaller. There was fascinating discussion about how this can be integrated into the training of new pilots. "Brilliant kit, but it should not lead me to a place my brain had not visited first," was the very sensible pilot advice.

rjmgrey@dircon.co.uk

\*If you haven't already obtained your log-in & password for the IMPA members area you can obtain one by emailing: office@impahq.org.



Pins were placed on a world map from the countries represented.

## AZIMUTHING CONTROL DEVICES (ACD's)

With an increasing number of manufacturers entering the pod propulsion market, the formal name of ACD's for pod propulsion units was one of the outcomes from the EU Azipilot project which ended earlier this year. The UKMPA were partners in this project and the full outcome papers from the project can be found at the following link: <http://pilot.ncl.ac.uk>

A key finding of the project was that despite an increasing number of vessels being fitted with ACD's, the levels of training for Masters and officers is varied but most pilots have never received any formal training in the correct operation of ACD propulsion units, with the majority leaving the manoeuvring of vessels fitted with ACD's to the Master.

This is not only unsatisfactory but also fails to comply with IMO Resolution A960 which requires pilots to be familiar with all the on board systems that they are likely to encounter.

In London, in recognition of this compliance factor, an ACD control unit for our in-house simulator was commissioned in order to provide training for pilots. The PLA's simulator is supplied and maintained by MARIN and along with the control unit, a single ACD ship model based on the tanker *Prospero* and two twin ACD models based on the cruise ship *Europa* and the tanker *Excello* are available for training exercises. The problem then was how to train the simulator operators (one of whom is your editor) to become proficient in handling the ACD vessels to the high standard required for training the other pilots? Research at the time confirmed the Azipilot project findings that the provision of formal ACD training is almost non-existent. The solution was found in Germany where the Hamburg pilots have established a training centre (<http://www.hamburg-port-services.de>) offering pilot training including ACD's and in 2010 two Hamburg pilots, Jan Peter and Thomas Lindner came to our Gravesend centre and provided the five of us simulator operators with an intensive ACD training course. Since then we have been providing ACD training for the London pilots which has been very well received since the correct use of ACD's for manoeuvring is far from straightforward!

Two years of experience with training our own pilots has resulted in our being now in a position to offer training outside courses to pilots and ships' officers as per the information box below. JCB



*"...the correct use of ACD's for manoeuvring is far from straightforward."*  
Photo: Internet,unaccredited



### Port of London Authority Azimuthing Control Device Course For Pilots & Ships' Officers



A one day course for up to 4 trainees designed to provide basic competency in handling vessels fitted with "pod" propulsion units.

#### Course content:

- Introduction
- ACD types, Advantages & Disadvantages
- Operational Modes
- Stopping (Normal & Emergency)
- Turning using correct vectoring
- Berthing & Unberthing



Held in the PLA's simulator centre at Gravesend in Kent, the emphasis of this course is very much "hands on" practice where the trainees will be encouraged to practice a variety of manoeuvres under the supervision of experienced instructors.



For Further details please contact:

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Gravesend DA12 2BD  
Email: richard.flynn@pla.co.uk Tel: 01474 562520



## OBITUARIES

### Frank Berry OBE, FNI



Frank Berry, passed away peacefully on the 24<sup>th</sup> July 2012 after a unique and fulfilled life. More than 150 of his friends and colleagues packed the large chapel at Chanterlands Avenue Crematorium, Hull.

After serving six years apprenticeship throughout the Second World War, Frank became a licensed Humber Pilot in 1949.

As a member of the U.K.P.A. Executive Committee in the 1960's, Frank, with his friend Dan Tate, a River Tees Pilot, was the driving force to establish the P.N.P.F. in 1970. Later as the Chairman and Vice President of the U.K.P.A., Frank worked tirelessly for A.C.O.P. (Advice Committee of Pilotage) and S.C.O.P. (Steering Committee of Pilotage) to provide the high standards of the pilotage profession.

Promoted to Commodore of the Humber, Goole and Trent Pilots, Frank faced his biggest challenge, modernising the outdated system of cruising steam pilot cutters and to establish a shore based pilot station at Spurn Point and to introduce high speed fibre glass launches and to set up a radar controlled tower control to replace the bridge of the floating pilot cutter. The control tower was manned 24 hours a day by two duty pilots available to direct shipping to safely embark and disembark their pilots. The accommodation and victualling for six pilots on immediate standby was

known as the "Spurn Hilton".

Frank retired in September 1988 and left a buoyant and efficient pilot service ran entirely by self employed pilots. He never really came to terms with the new concept of the C.H.A. being the Pilotage Authority but kept a keen interest in pilotage affairs. He was always available for advice until ill health intervened and he became unaware of the serious consequences that the 1988 Pilotage Act had on his beloved pilot service.

Frank is survived by his wife, Edna, two sons, Julian and Adrian and a daughter, Victoria. A true friend to pilots, sadly missed.

Clive Wilkin 10 August 2012.

**James Barron  
1929 - 2012**



Born in Dornoch in Sutherland and educated in the family's native Inverness, James developed his love for the sea through annual trips to the West coast of Scotland with his father, who in his role as Inspector of Schools, had to carry out visits to island schools.

The young James was fascinated by MacBrayne's steamers and the wartime naval frigates in that area at the time and decided then that he wanted to embark on a nautical career.

Following his heart he joined the Merchant Navy as a cadet with the Donaldson Line in July 1947 and came to the College of Nautical Studies in Glasgow. His first voyages were on the SS *Norwegian* to Montreal, getting what protection he could from a canvas dodger on the open bridge. Seeking a bit of warmth, he joined the Blue Funnel Line in May 1951 as 3<sup>rd</sup> Mate on the MV *Hector*. It was the beginning of 11 years' service with the company, running to Australia and the Far East, during which time he gained his Masters Certificate in

October 1956.

By the early 1960s, and now with 4 young children at home, he decided that it was time to come ashore. From April 1960 until March 1961 he acted as Blue Funnel's Assistant Marine Superintendent at the Royal Docks in London. Then, after another year at sea, he joined the Clyde Pilotage Authority in December 1962. From 1968 to 1979, he also acted as Trials Master for Cammel Laird sea trials.

A meticulous man, and highly regarded by his colleagues, he documented every ship he piloted until his retirement in February 1988.

After retirement, and as always attracted by the sea, he obtained his Department of Transport Boatman's Licence allowing him to escort river cruises on the Clyde for two summer seasons. He also worked as a relief 2<sup>nd</sup> mate for Caledonian MacBrayne. The last entry in his Seaman's Record Book, dating from 1947, reads for March 1989: Ardrossan - Brodick Ferry, 2<sup>nd</sup> Mate – and, as it had been for the previous 42 years – VG – for ability and general conduct! Away from the sea he enjoyed summers spent touring the length and breadth of Britain in the family caravan. A practical man, he could turn his hand to almost every project involving joinery and carpentry. As testament to this he spent many a long winter's day painstakingly constructing scale model ships, three of which form the Blue Funnel line are pictured below.



From front: 'Stentor', 'Dardanus' and 'Helenus'

Diagnosed with stomach cancer in 2010, and in failing health, he never lost interest in the ships that passed the window of his Gourock home. As befits a man of the sea his ashes were scattered in his beloved Clyde. Having celebrated their Diamond Wedding Anniversary only a month before his death he is survived by his wife Christine, 3 sons and a daughter and 6 grandchildren who all hold fond memories of him and of his seafaring tales, invariably told with his wry sense of humour.

*Rod Barron (son)*

## BOOK REVIEW

EAST A HALF SOUTH

John Curry, retired Authorised Liverpool Pilot, lifeboat man, author, poet and French medievalist, writes about his working life on the waters of the River Mersey and the river's approaches.

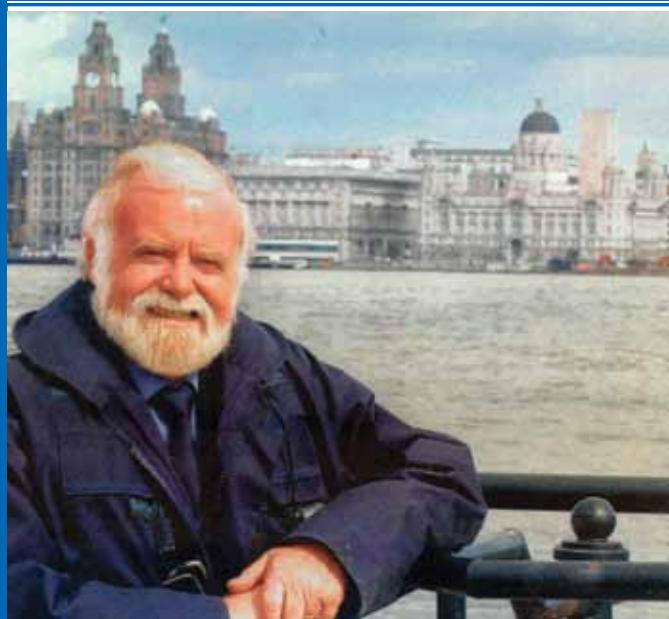
John traces his course from the sixth form of Wallasey Grammar School to the other side of the World and back in a life filled with adventures, danger and success.

An interesting series of sailor's yarns, which will fascinate the reader.



# EAST A HALF SOUTH

JOHN CURRY



At the time of compiling this issue, "East a Half South" hadn't been published so I haven't been able to review it. However, from his submissions to this magazine I know that John Curry is a good writer and so the book, which should be available in time for Christmas is sure to be an interesting and readable autobiography. The book costs £8.99 +£2 p&p and can be obtained from bookshops or, for a signed copy, order direct from John at: [john.curry15@yahoo.co.uk](mailto:john.curry15@yahoo.co.uk)

## PILOTS GOLF SOCIETY



The September Golf Tournament, sponsored by Milford Haven Port Authority, saw twenty pilots from six ports, Milford Haven, Forth, Tees, Tyne, Manchester and Humber take part in the playing of the **37th meeting** of the Marine Pilots Golfing Society played in glorious weather at the Cally Palace Hotel Gatehouse of fleet Scotland.

Winners were : L to R M Cramond (Forth) Hawstone cup & Milford cup, P Ryder (M Haven) nearest pin, P Pullen (M Haven) Jim Purvis shield, C Harding ( M Haven) Pilots cup & Wilmslow cup, G Hutchison (Forth) Wilmslow cup.

Our spring two day meeting will be held at **Wychwood Park, Crewe** in

**May 2013** followed by the three day event in **September 2013 at Aldwark Manor, York**. All pilots both working and retired are welcome, you are certain of a good time. If interested contact:  
Peter Ryder: 01646 600711 or email [pilotlight10@hotmail.com](mailto:pilotlight10@hotmail.com).

# Olympics bring prestigious vessels to London

Sandwiched between the Queen's Diamond Jubilee celebrations and the IMPA 2012 Congress, London hosted the 2012 Olympic games. As well as attracting visitors from around the globe, the event also witnessed the London docks full of shipping on a scale not seen since the 1960's. Being one of the most senior pilots meant that your editor was able to pilot the Danish Royal Yacht, *Dannebrog* on both its inward and outward voyages. Built in 1932, *Dannebrog*, in my opinion is the most beautiful motor yacht in the World and it was both a pleasure and honour to pilot this vessel. Although outside my district I stayed on the ship for the passage up to the West India Dock under the conduct of river pilot, Dick Malone. My work wasn't actually complete because I was invited to dine in the officers' mess and judge the quality of fish & chips that the chef had prepared for the London arrival. Verdict: Fish perfect but chips not quite crisp enough. Life can be tough at times!



Your editor relaxing whilst river pilot, Dick Malone, has the conduct. Above: The "Dannebrog" in all her glory

Photos: JCB

## West India Docks

Some older readers will probably have visited the West India Docks during their time at sea and so will be interested to see how they look today. The only place recognisable is the old Gun inn at the entrance (left). It still looks the same but, being now a trendy "Gastro-pub", the clientele are definitely more upmarket!



## Octopus

Other pilots got to handle some modern mega-yachts and River pilot, Dave Hocking (left), had the onerous task of piloting Paul Allen's *Octopus*. To quote his experience, "*it was like piloting something out of James Bond with its own mini-sub on board. Very manoeuvrable with twin becker rudders, bow and stern thrust and DP, which we initially used backing into the Dock. The mode it was in didn't quite cope with the tide across the entrance so we did it 'manually' in the end. She was quite beamy but went in a treat, the aim being not to 'dirty' the spotlessly clean fenders!*"

Following her departure from London, Paul Allen sent the vessel at his own expense on a mission to recover the bell from *HMS Hood*, using the ship's own equipment. Unfortunately the recovery had to be postponed due to bad weather but the recovery is deemed achievable by the vessel and another attempt will be made next year and it's hoped that the bell will be recovered in time to be put on display for a new exhibition planned for 2014 at the historic dockyard in Portsmouth.

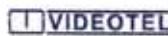
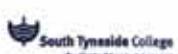


Pilots Steering a Course for the Future



## 2012 IMPA CONGRESS SPONSORS

As mentioned in the supplement, the 2012 Congress was an overwhelming success. Although the organisation was undertaken by UKMPA, the hosting of such a major event would not have been possible without exhibitors sponsoring the event through renting stands in the exhibition area. The UKMPA therefore thanks the companies and organisations listed below for their valued support.



### IN MEMORIAM

#### Indonesian Pilot: Deddy Purwanto

The Indonesian pilots sent a large delegation to attend the Congress. Tragically on the first day the Secretary General of the Indonesian Maritime Pilots' Association (INAMPA), Deddy Purwanto, collapsed and died of a heart attack on the coach bring the delegation from their hotel to the venue. Despite this loss the other members of the group, pictured here with IMPA President Mike Watson continued to participate in the Congress with their characteristic good humour and friendliness. I've been unable to obtain any details about Deddy but our thoughts are with his family during what must be a very difficult time.



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