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Chairman's Report  John Pearn

Many of us consider pilotage to be a localized industry. However, our practices are often decided by other persons and organisations. The UKMPA attends many meetings to ensure that pilots interests and safety are considered. We work through EMPA at the European Union, and IMPA at IMO. Recently much of our attention has been at national level. The Port Marine Safety Code (PMSC) and Guide to Good Practice (GTGP) have been reviewed with considerable UKMPA input. Regardless of the fact that they are not mandatory, they are the standard to which ports will be held to account. Pleasingly the Pilots Embarkation and Disembarkation Code is now appended to the GTGP. This Code, originally drafted by Peter Russell a London pilot, has been reviewed many times over the years to keep it up to date with new practices and developments. During its most recent review the UKMPA (led by Nick Lee, Chairman of the Tech Committee) was joined by the UK Harbormasters’ Association, British Ports Association, UK Major Ports Group and MCA. Of particular note, a new clause has been introduced to the code

4.12 If the ladder presented is noncompliant, or a near miss incident occurs during the transfer, an appropriate report must be made immediately to the CHA/MCA. A noncompliant ladder must not be used until the noncompliance is rectified.

A recent communication from the MCA to the UKMPA, regarding a noncompliant vessel reinforced this clause. “I’m also mindful that the hapless pilots shouldn’t have to make the call in such or similar situations, however, to really lend the issue of personnel-safety due credibility it will be very beneficial if they do take a tough stand, consistently and collectively, and simply refuse to board if circumstances of the case do permit so.”

Please do your part, by becoming familiar with the pilot ladder requirements and the revised code. Both can be found on the UKMPA website www.ukmpa.org Please report any deficiencies to us, we will strive to advise the next port and also follow it up with the MCA.

The UKMPA communicates with its members through a number of different channels.

Round robin emails and circulars are sent for local distribution to active members via the Local Secretaries. The UKMPA also uses social media streams such as Twitter @ ukpilots and the Linkedin UKMPA group to provide instantaneous communication and discussion about topical issues for those that have signed up. Many of you will also be familiar with the revamped UKMPA website www.ukmpa.org and also the websites of IMPA www.impahq.org and EMPA www.empa-pilots.eu All these websites contain a wealth of information that will be both of interest and a source of useful information.

For many, the Pilot Magazine remains the prime channel of communication. Regrettably, due to rising production and distribution costs this will in future be reduced to two editions per year. You may notice a slightly different format this issue. There will be an increased emphasis on local contributions. Pilots frequently are the focus of local interest stories. Such examples are the recovery of redundant oil platforms on the Tees and the excellent cooperation between pilots and the RN regarding the new aircraft carrier at Rosyth and Portsmouth. In order to keep the UKMPA website and magazine fresh and relevant, the webmaster and magazine editor would welcome any port, pilotage or shipping related news that you have. These can be either locally relevant issues or larger events. Additionally, technical items of interest, either observed in the media or original papers would also be most welcome. Please send any items of interest to office@ukmpa.org or editor@ukmpa.org

At the time of writing I am preparing for the UKMPA Conference at Middlesborough. As well as welcoming many UK pilots we will also be joined by pilot colleagues from Italy, France, Netherlands, New Zealand and Canada. The following UKMPA conference will be held in Bristol in May 2018.

There are a number of other dates to put in your diary. The IMPA conference will be held in Dakar, Senegal from 22nd to 27th April 2018. In May 2019 the UKMPA will be hosting the EMPA Conference in Liverpool. International conferences are an excellent opportunity to meet with pilots from all over the world. It is often the case that the UK has one of the largest number of delegates. Liverpool 2019 will offer you the chance to sample one of these events. It will coincide with the UKMPA conference. It is hoped that as many of you as possible will be able to join us, in what should prove to be an exceptional conference as well as an opportunity to celebrate Manchester Pilots’ 125th anniversary.

Manchester Pilots’ 125th anniversary.

Manchester Pilots’ 125th anniversary.

Manchester Pilots’ 125th anniversary.

Manchester Pilots’ 125th anniversary.
Regional Committee News

News from Scotland (Region 4)

Recent years have seen an increase in large private yachts visiting the Clyde and West Coast of Scotland. It is an area renowned for some excellent cruising and some of the most beautiful scenery in the UK - if and when the weather allows. Most of our berths are commercial berths and docks but we do have a couple of usable berths in Glasgow, and there is a berth in Greenock’s James Watt Dock marina facility for private yachts. Our pilotage regulations require pilots for vessels over 120m in the outer district, which takes in the main Firth of Clyde, and over 60m in the inner district, which takes in the river to Greenock and Glasgow. Larger private yachts therefore require pilots.

Regular visits by larger yachts commenced two years ago with the arrival of one of the largest private yachts in the world. The 161m long Eclipse visited the Upper Clyde anchorages before taking her owner for a ten day cruise of the West coast and visiting various distilleries. She required a pilot four times during her passages around the outer Clyde area. For one of these pilotage acts I was allocated to the vessel from Rothesay Bay anchorage to out to sea. As our pilot cutter was engaged elsewhere the vessel arranged to pick me up in its tender at Inverkip marina - a far cry from the pilot boats we are used to on the Clyde! I was seated in a large leather reclining armchair, there was a 50" TV on the bulkhead and 1" deep carpet throughout and we cruised out to Eclipse at 30 knots. Once on board the vessel I was whisked quickly to the bridge whilst we waited for the owner and his guests to return to the vessel before proceeding outbound from Rothesay Bay.

In 2016 the 97m long Eos visited Greenock, requiring pilotage services, and earlier this year the 66m long Lady M required the services of a Clyde pilot three times as she visited Greenock and then Glasgow. Her owner and his family boarded the vessel in Glasgow and having spent a couple of days visiting the city and museums she headed back downriver to the Outer Clyde area and Loch Fyne. The vessel then cruised further on down the West coast of the UK.

The latest visitor was the 78m long Amaryllis, which required the services of a Clyde pilot for berthing and departing at the James Watt Dock marina facility in Greenock. This vessel had previously spent a week cruising the South coast of England but was drawn to Scotland by a favourable weather forecast and scenic cruising areas. I was allocated to the pilotage for the vessel as she departed James Watt Dock for Loch Fyne and Inverary. Once I was on board there was a short delay as we waited for the guests to be collected from Glasgow airport, but as soon as all were on board we quickly sailed and moved quietly out of the dock and out of the river. Most of these vessels are very manoeuvrable even with their large windage. Amaryllis is equipped with twin propellers, twin rudders, a bow thruster and an azimuth stern thruster. Having
made sure we departed without touching the dock walls it is important for the pilot boat coxswain to come alongside very gently without touching the vessel’s hull - black marks from the pilot boat rubbing strakes are not desirable on the pristine hulls of these yachts. To this end the yacht’s crew are always well prepared with large fenders at the ready! *Amaryllis* came back to James Watt Dock a few days later to disembark her guests after a West coast cruise.

These jobs are very different from our normal pilotage work on tankers, bulkers, coasters, container ships and cruise ships. The bridge equipment is all very familiar from commercial vessels, but it is certainly fitted to a much higher standard. It makes for a nice change to pilot these vessels and it is nice to see how the ‘other half’ live occasionally...

rumour has it that *Amaryllis* can be chartered for $1,000,000 per week - certainly beyond the means of a Clyde pilot!  **Matt Hill**

**News from the West of England**  
**Region 6**

Shipping traffic volumes in the Bristol Channel over the last twelve months have not dropped, indeed overall this year may well be as good as the last. Certainly, pilot acts seem stable.

Trade in Bristol, as ever, still features large volumes of car trade, and with the exception of coal the rest of the trade in bulk, petroleum products and animal feed appears stable. We are starting to see a new generation of car vessels built for the new Panama Canal. Generally, these ships are 199m long and up to 38m beam.

With the final green light being given to the new Hinkley Point C power station on the Somerset coast, a new trade has been developing over the last year. Huge infrastructure ground works have commenced both at Hinkley and in Avonmouth docks, where contractors are based. A new jetty is being built out into the channel at Hinkley for the import of aggregates and other construction materials. Transhipment from Bristol to Hinkley is envisaged, and the pier should be completed sometime next year. The port of Avonmouth and the Bristol Channel are busy with fast launches, tugs and jack-up barges involved in the project.

This summer sees an end of an era in the Channel. Sharpness & Gloucester pilot Bill Payne and John Freegard of Bristol (and previously Southampton), retired. I believe they were the last serving pilots who were pilot apprentices on the Bristol boat in the early 1970s. Pilot apprentices generally became ‘uncert’ third mates and had to achieve a Mate’s certificate FG and then be invited back before the age of 40, having never worked ashore. Both Bill and John had careers which took them worldwide until settling into home trade work. Bill acted as Master with Bowker & King, ARC and finally the Balmoral. He commenced his training at Sharpness in January 1999, being authorised as a Bristol Channel pilot (Sharpness) on the 1st April 1999. He retired on the 30th June 2017.

John’s path was slightly different. Essentially, he too returned to the Bristol Channel after serving eight years as a pilot in Southampton. He was authorised as a Bristol Channel Pilot (Bristol ports) on the 1st February 1997, and retired on the 31st August 2017 after a long and happy career.

We wish them both a long and happy and fulfilling retirement.

As a point of interest, the old authorisations were for the Bristol Channel, further qualified for pilot work at, for example Bristol Channel to Cardiff or Bristol to Sharpness. It is interesting to note that the pilot apprentice system has been reintroduced by ABP in SE Wales and their first ‘new’ apprentice authorised on the 1st July 2017 is Kym Hughes from Barry. We wish him well in his new career.

Best wishes, fair weather and safe trips to all from the west.  **Tony Anderton**
A history of the Port of Felixstowe (Region 2)

Founded by Colonel George Tomline in 1875, the Port of Felixstowe began life as the Felixstowe Railway and Pier Company. The Port survived two World Wars and a number of changes of ownership, and in 1966 work began on the New South Quay. Opening on the 1st July 1967, and later renamed Landguard Container Terminal, it was the UK’s first purpose-built container terminal. This development helped establish Felixstowe as the UK’s largest container port. Its first dedicated container terminal, originally known as the New South Quay, opened with just 500ft (152m) of quay and a single Paceco Vickers portainer crane.

The operation today bears no real resemblance to those early years. The scale and level of technical innovation have grown beyond recognition. But not everything has changed. In 1967 Felixstowe was developed because of its proximity to the main shipping lanes and the major ports of Northern Europe. That remains a key differentiator. But since then its position has been improved by the development of road and rail links.

Change has been a constant at Felixstowe over the last 50 years. The second phase of Landguard Terminal was completed in the 1970s, followed by Dooley, Walton and Trinity Terminal, the UK’s first post-panamax facility, which was built in phases through the 1980s and 1990s, with the final phase completed in 2004.

Since then growth has continued. The most recent phase of development, Berths 8 & 9, was opened in 2011 and was extended in 2015. The creation of the newest terminal involved the reclamation of additional land from the River Orwell but also included the site of the New South Quay, bringing the story full-circle and ensuring that the largest container ships in the world are handled where the very first container ships visited 50 years ago. The 50th anniversary of that major event will be celebrated throughout 2017.

Continual investment over the last 50 years has ensured that the Port of Felixstowe has maintained its position as the clear market leader. Today, the port handles the world’s largest container ships and boasts nine berths providing over 3,000 metres of deep-water container quay serviced by 33 ship-to-shore gantry cranes. Paul Davey

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Press release from South Wales (Region 6)

INCREASE IN CRUISE CALLS AS SECTOR GROWS AT ABP SOUTH WALES

Six vessels and over 5000 passengers will use the port facilities and services provided by ABP South Wales between May and October 2017.

Matthew Kennerley, Director, ABP South Wales, said: ‘This increase in cruise calls is the result of considerable marketing activity between ABP, Cruise Wales and the respective local Councils to promote the various attractions for day visitors on cruise lines in the immediate hinterland of the South Wales ports.

‘There is significant potential to increase the number of cruise holidays that embark in South Wales to provide greater accessibility and ease for passengers from Wales, the South-West and the Midlands. We will continue to work with our partners to promote our three cruise ports and the wider South Wales region.’

Four of the vessels will visit the ports for day calls. Passengers will disembark for the day to explore South Wales. The other two vessels give local passengers the chance to board cruises to locations that include, Spain, Portugal, France, and the Isles of Scilly.

This is the first time that passengers have been given an opportunity to start their cruises at Cardiff and Newport, as a result of the start of new cruise routes by Cruise and Maritime (CMV).

CMV have already announced six further cruise calls for 2018 that will allow passengers to embark on cruises from Cardiff for destinations to include Iceland, France, and the Isles of Scilly.

(Media Permission by Gareth Lewis Corporate Communications Manager Associated British Ports)
Press release from Felixstowe (Region 2)

THE WORLD’S LARGEST CONTAINER SHIP, THE 21,413 TEU OOCL HONG KONG, HAS MADE ITS MAIDEN CALL AT HUTCHISON PORTS PORT OF FELIXSTOWE.

22ND JUNE 2017

The world’s largest container ship, the 21,413 TEU OOCL Hong Kong, has made its maiden call at Hutchison Ports Port of Felixstowe. The call represented a double celebration it also marked the return of OOCL to the UK’s largest container port after a 17 year absence.

Commenting on the two events, Clemence Cheng, Chief Executive Officer of the Port of Felixstowe and Managing Director of Hutchison Ports Europe, said:

"The OOCL Hong Kong is the latest in a line of mega vessels to call at the Port of Felixstowe. The port’s location close to the main shipping lanes and the ports of Northern Europe, combined with a unique combination of road and rail connections, makes it the first choice for the latest generation of giant container ships.

"Our relationship with OOCL goes back 40 years and we are delighted to welcome them back to the Port of Felixstowe as part of the Ocean Alliance. We are honoured to have been chosen as the main UK hub for the Ocean Alliance and look forward to continuing to work with OOCL and the other alliance partners to provide the best possible service to UK importers and exporters."

Richard Hew, Managing Director of OOCL, added:

"We are very delighted by the warm welcome that the OOCL Hong Kong received from the Port of Felixstowe community. We truly look forward to working more closely with our customers, business partners and with the port community in developing our synergies or growth."

The 210,890 gross tonne vessel was built at Samsung Heavy Industries’ (SHI) shipyard in Geoje, South Korea. Measuring 400 metres in length and with a width of 58.8 metres, the OOCL Hong Kong serves the Asia-Europe trade lane as part of OOCL’s LL1 service. The Ocean Alliance consists of OOCL, CMA CGM, Cosco Shipping and Evergreen Line.
News from London, Medway, Dover and Southampton (Region 1)

Southampton this year has seen retirements but has been busy recruiting new pilots to replace retirees. With container Lines adjusting partnerships and alliances the port has seen an increase in the number of Ultra Large container ships, including a call from the MOL Triumph, the first 20,000-plus teu container ship. She was the largest for many weeks, until Mr Moeller’s second-generation triple-E sailed in on her maiden voyage. New trade has also prompted a new tug operator to set up on the Solent: Kotug/Smit brought three tugs into port.

Medway has recruited three new pilots, Jonathan Mills and Ian Travis returning from other pastures. The port is busy with various trades, cars being the busiest. The LNG terminal is exporting LNG, having its first import of North American Shale gas this summer.

At Dover, construction and redevelopment of the old Hover port has started and is progressing well. The plan is for two berths capable of handling container ships and increasing the storage area.

London is busy across all trade sectors, and volumes are currently on track to match last year’s total. The third berth at the new port of London Gateway opened at the beginning of the year and it picked up two China trades as a result of a re-shuffling of the Alliances. Recruitment is twelve new pilots this year, in addition to the twelve recruited last year. Among several retirements this year was the notable one of John Clandillion-Baker, affectionately known as JCB. John is hanging up his Sea Safe coat for the final time after over twenty years of piloting on the Thames.

Further news from the ports are from their press releases.

Hywel Pugh
The Pilot
Autumn 2017

Press release from Southampton (Region 1)
Secretary of State for Transport Chris Grayling MP was given an insight into the workings of the UK’s number one port for exports when he visited the Port of Southampton this morning. The Minister saw first-hand operations at the UK’s largest vehicle handling port, where the volume of vehicles handled is set to grow to 950,000 this year. He viewed the port’s two new vehicle handling facilities currently under construction in Southampton and then saw part of a £50m investment in handling UK vehicle exports.

Every year the Port of Southampton handles £40 billion worth of exports and in 2017 will welcome 1.9 million passengers joining cruise ships for destinations across the globe. Mr Grayling said, ‘I am delighted to visit the Port of Southampton and see for myself the impressive investment going into it. Ports like Southampton are crucial to the long-term growth of our economy as we work to expand international trade over the next few years. The Government is continually investing in road and rail connections to help improve the logistics at ports across the UK. This will continue to be a key priority this year as we look forward to September’s London International Shipping Week, where we will display the best of the UK’s maritime sector.’

Director Alastair Welch, welcoming the Transport Secretary, said: ‘It is a great opportunity to demonstrate to the Secretary of State the vital role the Port of Southampton plays in the UK economy, offering access to international markets for UK businesses and manufacturers. On the quayside in Southampton the Minister was able to see British manufactured goods arriving by train and being loaded onto ships ready for export all over the world. We also highlighted ABP’s ongoing commitment to investing in our 21 ports around Britain, and to working with our customers and the Government to help make sure trade and exports can continue to grow in the years ahead.’ (Media permissions from Gareth Lewis Corporate Communication Manager Associated British Ports)

Press release from London (Region 1)
Trade in the Port of London in 2016 reached the highest this decade, rising 10 percent to top 50 million tonnes for the first time since 2008. This strong performance reflects continued growth at terminals along the Thames. The volumes of oil, containers and building materials all rose markedly. Prior to 2016, port throughput had been increasing at between two to three percent, year-on-year.

PLA chief executive, Robin Mortimer, said: ‘Our long term Vision is for 60 to 80 million tonnes of cargo to be traded every year through the Port of London - more than at any time in the Thames’ history. Passing 50 million tonnes in 2016 is a major milestone towards this goal.’

The tonnage of cargo handled at terminals on the Thames last year was 50.4 million tonnes, five million tonnes (or 11%) up on 2015. Growth was principally in oil trades, which rose by 22% from 10.9 million tonnes in 2015 to 13.3 million tonnes in 2016. Containers and trailers (unitised traffic) was up 7% to 18 million tonnes; aggregates and cement increased again from 10.7 million tonnes (16%) up to 12.4 million tonnes. Cereal volumes also increased by 15% to one million tonnes.

2016 saw the first cargoes delivered to the Thames Oil Port, the former Coryton oil refinery site now redeveloped as a fuel terminal. At the Port of Tilbury, a new chilled store for NFT was opened and the acquisition of land for port expansion was completed. DP World London Gateway handled increasing numbers of ultra large container ships - operating between Asia and Europe - benefiting from its operational resilience in bad weather, as well as securing additional central and south American and Oceania services. Testing of facilities on Berth Three at this deep-sea port also started at the end of 2016. (Media Permission by Martin Garside, Port of London Authority)
Narrow Channels Clyde & Co LLP

In a decision handed down on 13 March 2017, the Admiralty Court agreed with Alexandra 1 interests on the application of rule 9 of the Collision Regulations (Colregs) - the narrow channel rule. In Alexandra 1 and Ever Smart (2017) EWHC 453 (Admiralty) the Court considered which of two rules, the narrow channel rule (rule 9) or the crossing rule (rule 15), applied in circumstances where one vessel was exiting a narrow channel and the other vessel was navigating towards that channel in preparation for entering it. Both rules in presenting different requirements makes their simultaneous application unsafe and the Admiralty Judge has confirmed that, on the facts of this case, the narrow channel rule applied and the crossing rule did not apply. In the circumstances Ever Smart was ordered to bear 80% of the liability for the collision. Alexandra 1 Interests were represented by Clyde & Co (Irvine Marr, Partner, David Owens, Senior Associate, Martyn Haines, Master Mariner).

Facts
On 11 February 2015, a collision occurred between the laden VLCC Alexandra 1 owned by Nautical Challenge Ltd, and a laden container vessel, Ever Smart, owned by Evergreen Marine (UK) Ltd, just outside the dredged entrance and exit channel to the port of Jebel Ali in the UAE. Ever Smart had been in the process of departing the port via the channel and shortly prior to the collision had disembarked the pilot and was about to exit the channel. Alexandra 1 had been waiting to enter the port at anchorage when she was instructed by Port Control to wait "at buoy no.1" where the pilot (the same pilot due to disembark from Ever Smart) would board for inbound passage through the entrance channel. As Ever Smart exited the channel her master called to increase the engines to full sea speed so that at the time of the collision, just outside the channel, she had a speed over the ground of 12.4 knots. Alexandra 1 had her engines at slow ahead while awaiting the pilot in the vicinity of buoy no.1. The port bow of Ever Smart struck the starboard bow of Alexandra 1 at an angle of about 40 degrees leading aft on Ever Smart.

Application of the Narrow Channel Rule and the Crossing Rule
The parties were able to agree largely on the navigational facts, but a more substantial dispute remained regarding liability, and more particularly the relevance and applicability of the narrow channel rule and the crossing rule under rules 9 and 15 of the Colregs in this situation.

Rule 9 of the Colregs, entitled Narrow Channels, provides at rule 9(a):
A vessel proceeding along the course of a narrow channel or fairway shall (keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable

Rule 15 of the Colregs, entitled Crossing Situation, provides:
When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

On behalf of Ever Smart it was argued that at the time when she was proceeding along the dredged channel heading towards the exit (and entrance) point and Alexandra 1 was near to the channel entrance, Ever Smart was positioned on the starboard side of Alexandra 1 so that, pursuant to rule 15, it fell on the latter to keep out of the way of the former.

Alexandra 1 interests disagreed and submitted that the crossing rules had very limited application to questions of navigation in and around a narrow channel and, in particular, did not apply to a vessel in a narrow channel and a vessel navigating in preparation for entrance to the channel, as in the case at hand. Also, the Alexandra 1 was not on a suitably constant direction or heading to ever be on a course for rule 15 to apply.

There was no dispute that the dredged channel was a narrow channel for the purposes of rule 9 of the Colregs. The Admiralty Judge, Teare J, reviewed a number of English authorities dating back to the Leverington (1886) in which the application of the crossing rules in the vicinity of a narrow channel had been considered. Some of the statements of principle (particularly in the Canberra Star (1962)) supported the case of Alexandra 1.

Teare J derived assistance not only from the Canberra Star but also from a decision of the Final Court of Appeal of Hong Kong, which examined the relationship between the crossing rules and the narrow channel rule in circumstances (similar to, but not identical to the present case) where one vessel was navigating along a narrow channel and another was preparing to enter the channel. In Kulemesin v HKSAR (2013) 16 HKCFA 195 Lord Clarke considered the issue, as well as previous English authorities, before noting at paragraph 225 of his judgment:

…vessels approaching a narrow channel and intending to proceed along it are not bound by the crossing rule but must enter the channel and, as they do so, keep as near to the starboard side as is safe and practicable in accordance with r.9. It seems to me to follow that a vessel shaping to enter the channel should, as a matter of good seamanship, navigate in such a manner that, when she reaches the
channel, she is on the starboard side of the channel in accordance with r.9.

Teare J summarised matters as follows:

I have therefore concluded that rule 15 of the Collision Regulations, the crossing rule, did not bind Alexandra 1 when she approached the dredged channel leading to Jebel Ali and so she was not under a duty to keep out of the way of Ever Smart. Her duty, as a matter of good seamanship, and as formulated by Lord Clarke, was to navigate in such a manner that, when she reached the channel, she would be on the starboard side of the channel in accordance with rule 9.

Having reached this conclusion it was not strictly necessary for the judge to deal with the other submissions by Alexandra 1 as to why the crossing rule did not apply on the facts of the present case, but helpfully he did. In particular he considered whether Alexandra 1 was on a ‘course’ for the purposes of rule 15. The judge noted that Alexandra 1 had been proceeding at slow speed and variable heading while proceeding in the vicinity of buoy no.1 while awaiting the pilot and commented: At such a slow speed Alexandra 1 was not very manoeuvrable. Nevertheless she made progress in a broadly east south easterly direction towards the entrance of the channel as she waited to embark the pilot. Was she on a sufficiently constant direction or heading to be on a course? I do not consider that she was. Her "course made good" varied between 81 and 127 degrees (and her heading varied between 84 and 112 degrees). It is difficult to describe that as "a course" (though her preliminary act describes her as being on an east south easterly course). I would describe her as maintaining a broadly east or east south easterly heading as she waited for the pilot vessel to approach. That required her to have some, but not very much, way on. I would describe Alexandra 1 as waiting for the pilot vessel to arrive rather than being on a course. Had a good lookout been kept on board Ever Smart from C-21 until collision it would have been apparent that Alexandra 1 had moved less than a mile. It would or ought to have been obvious that she was waiting to embark a pilot.

The finding on this point, although not necessarily determinative in the case, is nevertheless a helpful reminder that in order for the crossing rule to apply, each vessel must be on a sufficiently defined course (The Alcoa Rambler 1949). On the facts of this case, the finding that Alexandra 1 was not on a course provided an alternative basis to show that the crossing rule did not apply.

Having determined the principal issue between the parties, the judge went on to assess the conduct of each vessel and to apportion liability.

Apportionment of Liability

The judge found Ever Smart to be in breach of the narrow channel rule (failure to keep to the starboard side of the channel) and also of failure to keep a good visual and radar lookout. The Ever Smart was found to have proceeded at an unsafe speed, having put her engines to full sea speed, and also of failing to take avoiding action prior to the collision. In terms of culpability the judge described these faults as 'very serious'.

Alexandra 1 was found to have failed to keep a good aural lookout to the extent that her master had misunderstood VHF conversations between another vessel and port control that had hindered his assessment of the situation. However, whilst this was a held to be a significant error which affected her navigation, the errors of Ever Smart in her lookout were, in the judge’s view, 'much worse'.

Having considered all the evidence Teare J concluded that Ever Smart should bear 80% of the liability for the collision and Alexandra 1 should bear 20% of the liability for the collision.

Conclusion

The decision of the Admiralty Judge is a very helpful illustration of the application of the narrow channel rule, and why that rule is not necessarily displaced merely because it is alleged two vessels are crossing, and also provides a useful assessment of the policy underlying different rules within the Collision Regulations. As the judge put it: To have two sets of rules with different requirements applying at the same time is of course unsafe and cannot have been intended by those who drafted the Collision Regulations. Similarly, where one vessel is within a narrow channel and has a vessel on her port bow on a crossing course outside the channel but proceeding towards it in preparation for entering it, the vessel in the narrow channel cannot be under a duty (pursuant to the crossing rules) to maintain her course and speed and at the same time under a duty (pursuant to the narrow channel rule) to keep to the starboard side of the channel since the two duties may, depending upon the circumstances, require different action.

The findings of the Judge in this case will be of considerable interest to the maritime community and will assist in avoiding confusion regarding the application of the Collision Regulations in similar cases in the future.

Irvine Marr

Martyn Haines
The Association attended the ninth Annual UK Ports conference 2017 in London organised by the Waterfront conference company. The main theme of the conference was ‘The future of the UK ports industry’.

Opening the conference Theresa Crossley, Chief Executive of the UK Major Ports Group, commented that with the dissolving of Parliament it would not be possible to get complete answers on questions on policy.

Tim Walters, Maritime Market Research, gave an overview of the recent trends in trade and the outlook for shipping in the UK. During his talk he said there would be challenges and opportunities to be faced and that Government worked on a basis of composing a national strategy because ports are expected to be self-financing.

The Current inbound volumes of cargo continue to increase (sometimes stuttering but then stabilising); outbound volumes continue to fall. The composition of trade is that liquid bulk is still the largest volume of cargo and Ro/ Ro now matches dry bulk volumes. Container volumes through the UK are holding. The main demand drivers are environmental policy on coal being replaced with biomass and a new focus on renewables. There is still a global oversupply of steel.

David Wells, CEO Freight Transport Association, Charles Hammond, Chief Executive Forth Ports, and Tim Walters, Maritime Market Research, formed a panel to discuss ‘Brexit Implications’. They discussed the mix in Imports/Exports which will change if no free trade deal is agreed. They gave the impression that the main trade areas are with the USA and France, while Germany is the largest importer to the UK. India is expected to be the main superpower in 2028.

Currently the EU has 34 trade deals with 54 countries. When the UK leaves the EU it must negotiate a new deal with each. Negotiating will be problematic as there are 27 EU countries, 54 countries that deal with EU, and then each individual country not party to agreements with the EU. If the UK diverts to using World Trade Organisation Rules there would then be a need for Customs declarations on all goods. The panel concluded the Government would need to place extra resources into dealing with this. What can be foreseen is a problem with clearing goods, so UK ports may need to provide extra holding areas and storage depots.

Charles Drummond addressed the exposure of Forth Ports to Brexit. 50% to 60% of Forth ports trade is with the EU. As a UK-based business they will continue with investment and expansion, and since the 2008 economic crash productivity of Forth Ports has improved by 20% through labour skills and IT. Most European countries have major elections between now and Brexit. If a trade deal is struck then the proposed EU bill of £100 billion could be viewed as an investment. Currently exports are benefiting from the poorer exchange rate. Concerns for all UK ports groups centre on frictionless trade, particularly in relation to customs and storage. Expansion in the Tilbury terminals continues as customers seek more land and demand greater productivity. EU customs regulations will be transposed to UK, in anticipation of which the UK Customs IT system is being overhauled. The 40 months after Brexit will be crucial for trade, because it is the average time to strike a trade deal with the USA and China.
David Balston, Director of Policy Chamber of Shipping, gave a perspective on changing environmental challenges. His overview of the current UK shipping sector began with the fiscal benefits derived from UK Shipping – 239,900 jobs, £9.9 billion to GDP, £2.5 billion to HM Treasury. Then he explained that the EU had been helpful to UK Shipping by removing customs barriers and creating the world’s largest single market – 50% of UK trade is with the EU, and the EU recognises our qualifications and maritime security strategy. He also added where the EU has beenunhelpful – treaty articles prohibiting discrimination, gold plating IMO conventions, port services regulation, passenger rights and environmental regulations. Post Brexit, the UK could find its voice in the IMO again and be able to offer better tonnage tax and concessions.

Some of the current problems are with the Water Framework Directive, which frustrates the ferry sector. Low Sulphur regulations are a problem, because of low supply of this fuel which itself causes machinery problems. Compliance and policing enforcement remain. Scrubbers that provide a mechanical solution are still an expensive retro fit and LNG fuel options are only viable for new builds.

Lucy Hudson of Northern Freight and Logistics discussed the group’s work and how they lobbied for regional growth. They had Parliamentary time booked and had investigated and analysed how £100 billion of funding could be sourced and used to benefit trade and transport in the north of England. A business case had been proposed for ports in the North, such as Liverpool and Humber Estuary, linking road and rail networks with principal cities and other hubs.

Kimela Shah, a consultant with Oxera, gave a presentation on UK Ports and the gateways they provide to trade. UK major ports are owned by private companies, therefore private business deals are important, as is a constant race of ports to handle the larger vessels coming into service, bringing larger volumes of cargo. Larger vessels bypassing the EU to call at UK ports to remain outside customs regulations raises the conundrum of could we handle this or will it move to a service of feeders requiring more rapid clearance?

We are already seeing discrimination on contracts in other UK industry sectors by the EU but no discriminations at the moment in the transport sector. Questions which could arise post Brexit are these: should there be a bloc exemption on inland waterways and hinterland?

How about EU law in return for free trade agreement with the EU? Will World Trade regulations on state aid mean a possible reduction on regulations and subsidies? Though State aid reduces a need for subsidies, could this provoke competition between regions within the UK?

James Trimmer, Director of Planning and Environment PLA Managing Complex Waterways, spoke about how the PLA deals with 22 counties in its port area. Ports are land hungry and low value compared to private housing. Views over water increase house values. The PLA has individual terminals rather than large port areas. In the 1980s the PLA lost many private terminals to housing and the future of the port’s assets would be lost if these are not protected. The PLA initiated a statutory provision to protect wharfs through a compulsory purchase scheme. This is assessed on capacity, connectivity and ship acceptance. The main skill in negotiations is in balancing needs with an ability to deliver what is proposed. There are considerations about how residents live with nearby heavy port processing plants, with the consequent worries over environmental health, especially noise and pollution caused by ships and processing plants operating at full capacity.
World's biggest container ship

HR Wallingford and Harwich Haven Authority

World’s biggest container ship eases into Felixstowe after pilot training using HR Wallingford’s navigation simulators, 12 June 2017

Madrid Maersk, the latest in a long line of record-breaking container ships, arrived on 6 June 2017 at the Port of Felixstowe’s newest quay, its first port of call in Northern Europe on its maiden voyage. As the world’s current biggest container ship (weighing in at 214,286 tonnes, and a massive 399 metres long, with a beam of 58.6m), Madrid Maersk is expected to set a record for carrying the maximum number of standard-sized containers (TEU) on its return leg to Asia. Harwich Haven Authority pilots and Svitzer tug masters used HR Wallingford’s UK Ship Simulation Centre to train and develop the best methods to handle the ship, and determine the limits of the conditions in which it could enter and leave the port safely.

Neil Glendinning, CEO of Harwich Haven Authority, said: ‘On 6th June, Harwich Haven Authority Pilots safely conducted the Madrid Maersk on her inaugural visit to the Port of Felixstowe in very challenging environmental conditions. Preparation for the arrival of this first of the second generation Maersk Triple E Class vessel had included detailed feasibility simulation studies at HR Wallingford, which gave our pilots the confidence to safely handle the largest vessel in operation in such challenging conditions, and to deliver the highest level of service to one of our major customers.’

Pilotage on entry into Felixstowe was carried out by Captain Ian Love in adverse weather, with wind speeds of between 28 and 35 knots with occasional gusts above 40 knots, which had been shown to be feasible in the simulator. Initially, two Svitzer tugs provided escort towage from the end of the main channel to the harbour where they were joined by a further two Svitzer tugs to conduct harbour towage and safely berth the vessel. Textbook transit was achieved with one tug towing indirect and the other pushing indirect, using methods developed and training provided using the simulators.

HR Wallingford used data provided by Maersk to construct an accurate hydrodynamic model of the Madrid Maersk prior to the ship’s build being completed. Harwich Haven Authority Special Category Ship pilots carried out familiarisation sessions, working alongside Svitzer tug masters in integrated tug simulators within HR Wallingford’s UK Ship Simulation Centre in Oxfordshire, to determine how the ship would handle in comparison to other large container ships, and to determine the limits within which the new vessel could be manoeuvred safely.

Captain Love commented: ‘The hydrodynamic forces acting on these mega container vessels are enormous, often peaking at 900 tonnes. For a pilot, the ability to understand, quantify, and use these forces to their advantage has never been greater. For the ship owner and captain the knowledge that a full and accurate feasibility study has been carried out goes a long way to fulfilling their risk assessment and placing them at ease.’

Dr Mark McBride, HR Wallingford’s Ships Group Manager, said: ‘The state-of-the-art Ship Simulation Centre at HR Wallingford provides the perfect platform for the Harwich Haven Authority pilots and Svitzer tug masters to carry out feasibility and design studies for the ever increasing size of container ships arriving at the port. We have developed accurate ship manoeuvring models to simulate close quarters operations, with the pilots and tug masters using the integrated ship and tug simulators for their continued training and development. This level of precision enables us to continue to provide the highest level of service to satisfy the demanding requirements of the container ship industry.’

Madrid Maersk is a Triple-E Mark II, the first of Maersk Line’s 2nd generation Triple-Es. The original Triple-Es have been regular callers at Felixstowe since 2013. Delivery of the remaining 10 Triple-E Mark IIs is expected to take place between now and the middle of 2018.
### Autonomous Shipping

In this part of the magazine we look at what is happening with a number of proposals about autonomous ships. The first article concerns Rolls Royce and Svitzer who have trialled a tug in full automatic capability. Next is an article by Lloyds Register, who have certified Global United Gas Carriers as Cyber Safe for their autonomous systems on board their vessels. Following this is the agreement between Yara and Kongsberg for a project to develop an automated container ship. The final article is about an interesting concept and green revolution: the use of sail drones for hydrographic research in sensitive areas.

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**A note from the Editor...**

Mike Robarts

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**Rolls-Royce tests remote vessel**

Rolls-Royce and Svitzer have successfully demonstrated the world's first remotely operated commercial vessel in Copenhagen harbour, Denmark. Lloyds Register (LR) provided assurance for the vessel against our cyber-enabled ships ShipRight procedure.

The 28m long Svitzer Hermod safely conducted a number of remotely controlled manoeuvres during a demonstration earlier this year. From the quay side in Copenhagen harbour the vessel’s captain, stationed at the vessel’s remote base at Svitzer headquarters, berthed the vessel alongside the quay, undocked, turned 360 degrees, and piloted it to the Svitzer HQ, before docking again.

The companies have also signed an agreement to continue their co-operation to test remote and autonomous operations for vessels. The primary systems involved will be autonomous navigation, situational awareness, remote control centre and communication.

Mikael Makinen, Rolls-Royce, President – Marine, who witnessed the event, said: 'It was an honour to be present at what I believe was a world first and a genuinely historic moment for the maritime industry. We’ve been saying for a couple of years that a remotely operated commercial vessel would be in operation by the end of the decade. Thanks to a unique combination of Svitzer’s operational knowledge and our technological expertise, we have made that vision a reality much sooner than we anticipated.'

Kristian Brauner, Chief Technology Officer, Svitzer, said: 'Disruption through innovation is happening in almost every industry and sector and technology will also be transforming the maritime industry. As the largest global towage company, Svitzer is actively engaging in projects that allow us to explore innovative ways to improve the safety and efficiency of towage operations to benefit our customers and our crews. With its direct impact on our customer performance, operational cost and environmental footprint vessel efficiency remains a main driver now and going forward. We are proud to be partnering with Rolls-Royce in this high-level research and development of systems for remote operation.'

LR’s Marine & Offshore Director, Nick Brown, commented: 'Working on this project with Rolls-Royce and Svitzer and supporting them on the safe demonstration of the Svitzer Hermod is truly a landmark moment for LR and the industry. With autonomous ships likely to enter service soon, we have already set out the “how” of marine autonomous operations in our ShipRight procedure guidance as it is vital these technologies are implemented in a safe way and there is a route for compliance. Lack of prescriptive Rules was no barrier for “de-risking” the project and we provided assurance against LR’s cyber-enabled ships ShipRight procedure, whilst considering the safety implications associated with the first closed demonstration. We are honoured to be working as partners on this ground-breaking project in the industry’s journey to autonomous vessels.'

The Svitzer Hermod, a Robert Allan ship design, was built in Turkey at the Sanmar yard in 2016. It is equipped with a Rolls-Royce Dynamic Positioning System, which is the key link to the remote controlled system. The vessel also features a range of sensors which combine different data inputs using advanced software to give the captain an enhanced understanding of the vessel and its surroundings. The data is transmitted reliably and securely to a Remote Operating Centre (ROC) from where the captain controls the vessel.

The ROC was designed to redefine the way in which vessels are controlled. Instead of copying existing wheelhouse design the ROC used input from experienced captains to place the different system components in the optimum place to give the master confidence and control. The aim is to create a future proof standard for the control of vessels remotely.

Throughout the demonstration the vessel had a fully qualified captain and crew on board to ensure safe operation in the event of a system failure. (Media Permission: Mark Stokes Lloyds Register)
First ships in the world to be certified  Cyber SAFE delivered  Lloyd’s Register

The first ships to be classed with Lloyd’s Register’s cyber notations have been delivered to Global United in Korea. Built by Hanjin Heavy Industries, in collaboration with Alpha Ori Technology, the ships have been awarded the notation Cyber (AL-SAFE) certifying the autonomous systems on board as safe.

This is the first real example of the digital transformation in shipping – the ships will operate in an autonomous mode for selected functions using cutting edge digital technology. The new cyber-enabled features allow crew to operate ships more efficiently. This is also the first example of a ship certified to stream data into a big data platform.

The autonomous systems were enabled by Alpha Ori Technology with the purpose of several systems being able to operate with a level of automation on board three vessels to varying degrees. The aim was to minimise human error and make the operation of ships' systems safe and more efficient when running in autonomous mode. LR provided independent assurance services to the shipowner during these important first steps, with the objective of applying descriptive notation to the vessels in recognition of the work and certifying the systems as safe.

Elements of the navigation, cargo and machinery systems have been certified AL2, which means 'systems provide on and off-ship decision support for operators'. This provides operators and shore-based support staff with instant access to operating data from these systems for monitoring and diagnostics through the cloud, with which they can make more informed decisions and respond to issues faster and more efficiently.

The Air Handling Unit has been certified AL3 which means 'systems that operate autonomously, but with an active human 'in-the-loop'. The system continuously monitors operational information from fire and gas systems, cargo systems and navigational positioning systems and then uses this information to automatically adjust the unit's operating parameters to maintain a safe and comfortable environment within the accommodation space.

Nick Brown, LR’s Marine & Offshore Director, said: ‘LR’s innovation, consultancy and assurance teams have performed exceptionally as part of this dynamic project, working with an entirely new product to us and our clients. From this point, the degree of autonomy on cyber-enabled ships will only grow and comprise more and more functions and reach higher and higher levels, and thanks to LR’s procedures this will be achieved safely.’

Tatsuya Okamoto, Mitsui & Co. on behalf of Global United Gas Carriers, added: 'We, Global United Gas Carriers Pte Ltd, wish to thank Alpha Ori team for delivering the SMARTShip technology to our vessel, the Trammo Dietlin, and Lloyd’s Register for their assessment and assigned class notation of – Cyber (AL-SAFE). It was a matter of great pride for Global United that its vessel was the first ship in the world to achieve this autonomous level of certification.'

Sam Jha, CBO, Alpha Ori Technology, said: 'We are thrilled to announce that Trammo Dietlin fitted with our SMARTShip technology is certified with AL-SAFE notation – first ever in the world by Lloyd’s Register. We believe it to be the beginning of maritech transformation that will revolutionise the maritime transportation industry and drive economic value for all stakeholder including ship owners and operators.'

Capt. Rajesh Unni CEO, Synergy Marine Group, commented: 'Our business involves providing comprehensive tailor-made vessel management services to our clients. The technology of Alpha Ori has high-powered our solutions. We are delighted to use the Digital Product Suite of Alpha Ori which offers us cutting edge technologies to enable remote vessel monitoring, diagnostics and control.'
Partnership to build world's first autonomous and zero emissions ship

The vessel Yara Birkeland will be the world’s first fully electric and autonomous container ship, with zero emissions. Operation is planned to start in the latter half of 2018, shipping products from Yara’s Porsgrunn production plant to Brevik and Larvik in Norway. Yara will reduce diesel-powered lorry haulage by 40,000 journeys a year. Kongsberg will integrate sensor, control, communication and electrical systems. Autonomous and 100% electric, Yara Birkeland will be the world’s most advanced container feeder.

Named Yara Birkeland after Yara’s founder, the famous scientist and innovator Kristian Birkeland, the vessel will be the world’s first fully electric container feeder. Yara’s new vessel will reduce NOx and CO2 emissions and improve road safety by removing up to 40,000 lorry journeys in populated urban areas.

Yara Birkeland will initially operate as a manned vessel, moving to remote operation in 2019 and is expected to perform fully autonomous operations from 2020. The new zero-emission vessel will be a game-changer for global maritime transport contributing to meeting UN sustainability goals.

World’s first autonomous, all-electric vessel for commercial operation

‘As a leading global fertilizer company with a mission to feed the world and protect the planet, investing in this zero emission vessel to transport our crop nutrition solutions fits our strategy well. We are proud to work with Kongsberg to realise the world’s first autonomous, all-electric vessel to enter commercial operation,’ says Svein Tore Holsether, president and CEO of YARA.

‘Every day, more than 100 diesel truck journeys are needed to transport products from Yara’s Porsgrunn plant to ports in Brevik and Larvik where we ship products to customers around the world. With this new autonomous battery-driven container vessel we move transport from road to sea and thereby reduce noise and dust emissions, improve the safety of local roads, and reduce NOx and CO2 emissions,’ says Holsether.

A giant step forward for seaborne transportation

Kongsberg is responsible for development and delivery of all key enabling technologies on Yara Birkeland, including the sensors and integration required for remote and autonomous operations, in addition to the electric drive, battery and propulsion control systems. By moving container transport from land to sea, Yara Birkeland is the start of a major contribution to fulfilling national and international environmental impact goals. The new concept is also a giant step forward towards increased seaborne transportation in general,’ says Geir Håøy, President and CEO of Kongsberg.

As a leading global maritime technology company, Kongsberg’s integrated control and monitoring systems are already capable of providing technology for remote and unmanned operations. Yara Birkeland will benefit from competence and technologies developed across Kongsberg.

‘Developing systems for autonomous operations is a major opening and natural step for Kongsberg, considering our decades of expertise in the development and integration of advanced sensors, control and communication systems for all areas of ship operations. Yara Birkeland will set the benchmark for the application of innovative maritime technology for more efficient and environmentally friendly shipping,’ says Håøy.

(Own media permission: Esben Tuman)
Saildrones are redefining the collection of ocean data Savaram Ravindra

Saildrone is an organisation that designs and manufactures solar and wind powered autonomous surface vehicles. These small, self-navigating sailboats are mounted with advanced sensor packages, making the collection of cost-effective, high resolution ocean data possible at scale. Saildrone is busy in developing the world’s largest and high resolution datasets, working with private and government organizations around the globe. The firm believes that in planetary models, finer inputs yield finer outputs, and that the resulting insights will have a remarkable impact on our understanding of ocean fisheries, climate change, carbon cycling and weather forecasting.

The solar and wind-powered saildrone has a carbon fibre wing of about 20 feet high, and it speeds through the waters with the help of a suite of high resolution sensors. The saildrones are quickly manoeuvrable, can travel at speeds up to 14 knots and can carry over 200 pounds of instrumentation. There is also no need to continuously monitor or drive saildrones. A saildrone will continue on its path like a ship with a set course while taking measurements continuously and sending notice of potential dangers to on-shore engineers via satellite.

Fewer ships and more drones

Most ocean research requires ship time and this is highly expensive. As an alternative, the researcher can autonomously and cost-effectively gather data over huge ocean areas in any conditions by supplementing traditional ships with a fleet of saildrones. The saildrone is launched and retrieved from a dock and navigates to its destination using only wind power, transiting at 3-5 kts. The drone can then perform survey patterns that are best suited for the particular research mission or hold station.

Real-time Data

The data belonging to a specific research mission is transmitted back to shore by satellite and delivered seamlessly through Saildrone’s API. The client portal of Saildrone can be accessed on any tablet/smartphone or computer for the visualization and manipulation of live data.

Custom sensors

The engineers at Saildrone have incorporated a suite of sensors into the saildrone that include dissolved oxygen, salinity, fluorescence, water temperature, ocean surface temperature, barometer, air humidity, air temperature and wind. Also, the engineers are working on additional technologies like carbon dioxide-methane sensor for measuring the gas exchange between water and air and an acoustic fish finder for examining fish populations.

What does a Saildrone measure?

Saildrones measure their position (longitude and latitude), oceanic parameters (ocean surface current, dissolved coloured organic matter, magnetic field strength, salinity, water temperature, dissolved oxygen concentration, chlorophyll-a concentration, and red-light (backscatter) and atmospheric parameters (sunlight, relative humidity, air temperature, wind and barometric pressure) and report them via an Iridium satellite data link.

What does this data reveal?

The position data enables scientists to plot measurements on a map. The wind pressure and barometric pressure are indicators of mixing of the upper layers of oceans and storms as well as foul or fair weather that affects the sailing conditions of saildrone. Humidity and air temperature tell whether it is cold or warm, perhaps owing to the proximity of sea ice – saildrones must stay away from this to avoid hull damage. The energy is provided by sunlight to top-up saildrone batteries and to grow phytoplankton or microscopic plants – the basis of oceanic food web. The satellite measurements that can deduce the ocean properties can be calibrated by the amount of sunlight that is scattered back to the sky in the red colour band. The resulting measurement of chlorophyll-a concentration is a measure of the amount of phytoplankton present. The dissolved oxygen concentration measures the ability of phytoplankton to change inorganic material – carbon dioxide and nutrients – into plant biomass consumed and passed up the food web to larger animals that include fish, crab, whales, zooplankton and humans. The water salinity and temperature govern the oceanic ecosystem’s basic physical conditions. CDOM (coloured dissolved organic matter) is a tracer of river water that has entered the ocean. The ocean currents transport passive plankton along with water to new locales. The magnetic field signatures give insight into the variations in the magnetic field of the earth and provide information on seafloor spreading.

Conclusion

Saildrones have the capability to increase observational infrastructure in hostile and remote polar regions where human labour and ship time are potentially hazardous and costly. The data gathered by saildrones will not only change the understanding of our oceans but will also bring insight into issues such as climate change, ocean acidification, fish populations and weather – and every person on this planet will be affected by these processes.
Houston Pilots (USA) earn IMO's award for exceptional bravery at sea

Clayton L. Diamond

Pilots around the world are counted on twenty four hours a day, three hundred and sixty five days a year to use their skills, in-depth local knowledge and informed independent judgment to safely move all manner of ships through winding, narrow and crowded waterways, often in adverse weather conditions. This is what pilots do – make an extremely challenging and dangerous job look routine. The Houston Pilots are no different. They direct the navigation of ships on the Houston Ship Channel, one of the busiest waterways in the world, where massive product tankers and seemingly countless tugs and barges share the waters.

Sometimes, however, circumstances dictate that pilots must go far above and well beyond their normal course of duties when protecting the waterways for which they are licensed. Such circumstances occurred for two Houston Pilots – Captain Michael G. McGee and Captain Michael C. Phillips – shortly after midnight on September 6, 2016. At the end of this night, these two pilots would find themselves burned and exhausted, but responsible for having saved lives, protected vulnerable waterfront facilities and prevented a massive marine pollution incident. Their actions would later earn the two veteran pilots the International Maritime Organization’s (IMO) 2017 Award for Exceptional Bravery at Sea.

When a full accounting of the details of Captain McGee’s and Captain Phillips’ heroic efforts became known, the American Pilots’ Association coordinated with the International Maritime Pilots’ Association to nominate Captain McGee and Captain Phillips for the IMO 2017 Award for Exceptional Bravery at Sea. The Award, which was decided by a Panel of Judges endorsed by the IMO Council at its 118th session in London in July 2017, will be presented during a ceremony to be held during the 30th session of the IMO Assembly in November 2017.

In the end, and as a result of the courageous and skilled actions of these two pilots, no lives were lost, serious damage to pier structures and facilities was prevented, and a major marine pollution incident was avoided.

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'Captains McGee and Phillips exemplify the calibre of dedicated and highly skilled mariners that make

Video of the massive inferno on and around the M/T Aframax River is available at: www.youtube.com/watch?v=o8eSzDS1QKs

Relying on his years of experience and expert seamanship and shiphandling skills, Captain McGee was able to manoeuvre the crippled vessel away from surrounding ships and heave to in the middle of the channel to prevent the flames from spreading to the numerous tank vessels moored on both sides of the channel, as well as the vulnerable petro-chemical facilities along the waterfront. Simultaneously, Captain Phillips handled communications with the US Coast Guard and coordinated firefighting efforts via VHF radio with the tugs and the numerous local fireboats that arrived on scene. In the midst of this chaotic scene, Captain Phillips had the wherewithal and calm presence to break out and charge a fire hose to fight and extinguish a fire raging on the port bridge wing.

The fire went on for more than an hour and a half as the pilots continued to maintain the ship’s position and direct the vessels fighting the blaze. Once the fire was extinguished, Captain McGee, using assist tugs, was able to bring the stricken tanker safely to a mooring facility designated by the US Coast Guard. At the end of the night, both pilots’ hair was singed and they suffered burns to their arms and faces.

In the end, and as a result of the courageous and skilled actions of these two pilots, no lives were lost, serious damage to pier structures and facilities was prevented, and a major marine pollution incident was avoided.

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'Captains McGee and Phillips exemplify the calibre of dedicated and highly skilled mariners that make...
up the Houston Pilots,’ said Captain Robert Shearon, Presiding Officer of the Houston Pilots. ‘We are very proud of them as well as of their achievements and contributions to pilotage in this country.’

Captain McGee has been a Houston Pilot for 18 years and Captain Phillips for 24 years. The Houston Pilots are a group of professional men and women who are licensed by the State of Texas to serve as compulsory marine pilots. The role and official responsibility of these professionals is to protect the safety of navigation and the marine environment in the waters for which they are licensed.

In addition to the IMO Award for Exceptional Bravery at Sea, Captain McGee and Captain Phillips have been honoured with two other significant awards. In February the two Houston Pilots were presented the US Coast Guard’s Meritorious Public Service Award for their bravery. The Meritorious Public Service Award is among the highest awards the US Coast Guard can bestow on a civilian and is given to recognize ‘unusual courage and specific individual accomplishments that provide unique benefits to the public.’

In March, Captains McGee and Phillips were also presented with Professional Mariner magazine’s 2017 Samuel Plimsoll Award for Outstanding Service. This award, which is presented annually, takes its name from Samuel Plimsoll (1824-1898), a Member of Parliament in the UK who fought against unsafe maritime industry practices. In presenting the Plimsoll Award, the magazine’s selection committee stated, ‘It really was one of the finest examples of state pilots protecting the waterway and citizens at their own risk.’

Captain Jorge Viso, President of the American Pilots’ Association, said, ‘The actions and performance of Captain McGee and Captain Phillips during and after the marine casualty aboard the tanker Aframax River, not only showed tremendous skill, determination, bravery and character on their parts, but also reflected the best traditions of the piloting profession in this country.’

The annual Award for Exceptional Bravery at Sea was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment.

UK Football Triumph  Kevin Walsh

This year the Empa football tournament was held in Bremerhaven on the 25th of May in glorious sunshine. The UK once again entered a team. We had 15 players of whom only two had not played before.

Our participation was almost over before we even left, because team captain Kevin Walsh had a ship the night before which was caught in dense fog, meaning he was stuck on board for 16 hours and missed his flight. A further three players also missed the flight because of a serious accident which closed the M62. After numerous phone calls to Simon Wood, our manager, it was decided the missing players would take a night flight, meaning they did not get to the hotel until 01.30, but hey it’s the European Cup.

There were 12 teams split into four groups which, after the first group stage, resulted in four different groups. The two teams with the most points advanced to the final. All games were 30 minutes long.

Our first game was against everybody’s favourites Rotterdam and we managed a 4—0 victory, next Belgium 3—0, then Vlissingen, who were really up for a fight, 3—0 to us, and finally Keil 3—1. So we marched into the final undefeated with 13 goals for and 1 against, but we knew we had a tough task as Norway were our opponents.

Players were dropping like flies due to injuries, tiredness and cramp, but we knew that because we had a big squad we had a great chance to win for the first time.

So to the final, and as you can imagine, it was really tense: this is serious stuff!

We dominated the match, creating chances, whilst the Norwegians seemed happy to sit back and catch us on the break.
Now in the second half the clock was ticking, and I knew, like everybody reading this, the last thing we needed was a penalty shoot out. Again, chances were made, but finally in the last couple of minutes Dave Collins broke down the wing and crossed Franny Barrett on the edge of the box (I thought I heard Kenneth Wolstenhome shout, ‘There's some people on the pitch. They think it's all over. IT IS NOW!’). There was a boom from the edge of the box as Franny smashed the ball into the net and you could hear the roar and also respect from the crowd. We closed out the remaining time to bring the Cup home to the UK.

The presentation was in the evening and it was fantastic. The hosts Weser Ems were magnificent and it has to be said all the teams were very gracious towards us, and as always a lot of friends were made amongst the hundreds we have already made in the last eight years.

The next tournament is in Marseille on the 11th of May. Some of us are getting on a bit now, so if there are any fresh legs out there to help retain our title please step forward, for even if you just want to come and enjoy the occasion and not play you are welcome. Trust me you will love every minute of it.


Future changes in global tides will change flood risk and tidal energy decisions National Oceanography Centre

The first comprehensive study of the impact of global sea-level rise on tides has implications for future coastal flood risk, harbour management, and the long term planning of tidal energy sites.

This research, published in Continental Shelf Research by scientists at the National Oceanography Centre (NOC), University of Southampton and Deltares, shows that sea-level rise can significantly alter tides across the world in many different ways in both space and time. The change will be most pronounced in shelf seas on the east coast of the Americas, northwest Europe, north coast of Russia, across Asia and Australasia.

Professor Kevin Horsburgh, a co-author on the paper from the NOC, said "This research shows that the tides that many people think of as constant can be affected by climate change and sea level rise"

This study was conducted by feeding a range of ‘plausible’ estimates of global sea level rise, considered by the Intergovernmental Panel on Climate Change (IPCC), into a model of global tides. Scenarios ranging up to 10m of sea level rise were tested however the results for 0.5, 1 and 2 metres of sea level rise are of the most societal relevance. The study also considered the effect of fixed and receding coastlines and the effect of non-uniform patterns of sea level rise associated with melting of the polar ice sheets.

This is also the first study to look at the implications of changing tides for major coastal cities which are most at risk from sea-level rise. In the event of a 2 meter sea level rise, 10 of the 136 global cities analysed will experience a change in the mean high water - the average high tide mark - of greater than twenty centimetres.

The lead author, Dr Mark Pickering, who conducted his research at the NOC, explained, "An increase in the tidal range at the coast matters as it would make coastal flood events more likely to occur. However, the pattern of changing tides is complex, and in some locations negative changes in tides will decrease flood risk. Changing tides have wide ranging implications from flood risk and tidal renewables to erosion,
dredging, and shipping."

In New Orleans in the United States, the estimated increase in mean high water would make a one in 100 year storm surge around 25% more likely if sea-level rises by one metre and at Dhaka in Bangladesh the same surge 40% more likely. This risk will increase further when the underlying sea-level rise is taken into account. On the other hand, the results suggest that at Shanghai in China and Ho Chi Minh City in Vietnam comparably large decreases in tides may occur, partially offsetting the flood risk increase associated with the sea-level rise.

These tidal changes will also have implications for existing and proposed tidal renewable energy sites. The proposed Swansea Bay tidal lagoon, for example, may get less energy from the tide in the Bristol Channel if global sea-level rises by two metres. However the tidal change is not always incremental with the sea-level rise and other studies suggest an increase in tidal energy here under a one meter scenario. This research was funded by the Natural Environmental Research Council (NERC), Deltares and the University of Southampton.

It forms part of the NOC’s world-leading research into modelling tides, global sea-level rise, and sea level extremes.

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

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

Social Networking
Piloting vessels outside your CHA

On 27th June 2017 many witnessed the departure of the aircraft carrier HMS Queen Elizabeth from Rosyth Dockyard, a pretty impressive sight as she passed through the lock gates into the Firth of Forth. The departure was only made possible under the conduct of three Forth Pilots. It was an extremely slick and trouble free act of pilotage or should this more correctly be called an act of navigation? The fact is the three pilots were not performing an act of pilotage within the meaning of the Pilot Act 1987 because Rosyth Dockyard does not enjoy Competent Harbour Authority status, it is a Statutory Harbour Authority.

Now what impact did this have on the pilot(s)? The Forth of Firth falls under Compulsory pilotage and therefore the pilot and the act of pilotage is protected under the Pilot Act along with Statutory limitation. The pilot(s) likewise enjoy the indemnity provided under the policy of insurance. However, any vessel navigating within a Statutory Harbour Authority (for example Rosyth Dockyard), the pilot or better the navigator ceases to enjoy the benefit of the Act and limitation, nor does the pilot enjoy the benefit of insurance. There was a point at which the committee of The Association of Forth Pilots were steadfast in their refusal to commit the 3 pilots until the status of the pilot(s) was resolved and, until such times this was overcome the carrier was destined to remain trapped in the dockyard. The prospect of the vessel being trapped in the dockyard certainly engaged some lengthy dialogue between AFP and Rosyth Dockyard and finally agreement was reached that each party would enter into a legally binding contract which had the effect of absolving the pilot(s) from any liability whatsoever. The contract not only provided for the departure of the carrier but is now binding upon all and any traffic, naval or commercial, entering or departing Rosyth.

It might be considered AFP-Rosyth to be an exceptional circumstance - it is not. It is a problem that appears to be far more widespread than ever imagined. During the past 6 months or so it has been reported or discovered that the practice of pilotage undertaken beyond CHA port limits is quite common place. What is particularly alarming is the practice has been going on throughout the country for many years and in some instances with the blessing of the CHA and in a few instances with the blessing of the CHA and the Pilot Association. In all fairness the majority of cases have been, in part, with the ignorance of the CHA and to the total ignorance of the Pilot Association. Ignorance, of course, offers no protection to the pilot.

It matters not whether these practices have been overlooked or ignored by a CHA’s and it is right to say they may have other agendas but it is vital to the UK pilot membership that all understand their own legal position should they engage in pilotage beyond the port limits. Not only do they forsake the benefit of the Pilot Act and the benefit of limitation they also forsake the benefit of indemnity provided under the policy of insurance. To put it in a nutshell they are pursuing a practice contrary to the provisions of the Act, a practice which is unlawful within the meaning of the Act and consequently avail themselves to personal liability should loss or damage result. AFP–Rosyth is a perfect example of the potential risk to which a pilot is exposed and it is as well each pilot and his or her respective Association review and ensure that, if likewise they are engaging in acts of pilotage beyond the port limits, they too should seek a contractual remedy with the Statutory Harbour Authority. These parties might well operate as a Trust port or as a Government authorised body such as the Canals and River Trust or as a commercial port where each may enjoy only Statutory Harbour Authority status.

So, how can a pilot or pilot association protect their lawful status as a pilot? Simple, they cannot. The fact remains that at the moment a vessel departs the CHA port limits, he or she no longer is the pilot within the meaning of the Act, they become the navigator of the vessel and avail themselves to personal liability for loss or damage to the vessel, her crew and any third parties.

How then can the pilot seek protection? The options are few and of these few two are highly questionable. The SHA may offer to indemnify the pilot against loss or damage but this is a poor instrument as it can only offer a safeguard against loss or damage to owned and operated vessel(s), equipment or property of the SHA, it cannot indemnify a pilot for loss or damage to a third party vessel(s), equipment or property. A “hold harmless” has always been recognised as a more robust instrument but similarly this offers little more protection than an indemnity. The only instrument available that provides a pilot with fullest protection is a legally binding contract of service between a Pilot Association and the SHA.

If I were to offer any recommendation, I would urge all Pilot Associations who engage in this practice to seek a legal binding contractual remedy and if not cease navigating vessels beyond the port limits altogether.
A quick note about... IMPA & EMPA

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

IMPA: www.impahq.org  EMPA: www.empa-pilots.org
UKMPA Merchandise

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

- Baseball Cap: £8.00
- Tie: £10.00
- Lapel Badge: £3.00
- Cufflinks: £15.00
- Beanie Hat: £8.00

Incident procedures and legal rights

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

If you are involved in any incident (no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company. The incident form with instructions can be downloaded from the UKMPA website.

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

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

For full details, please refer to UKMPA Circular: 7 of 2016

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

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# UKMPA Executive

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<th>TELEPHONE</th>
<th>EMAIL/WEB</th>
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# UKMPA Regions

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<tr>
<th>REGION NO.</th>
<th>AREA COVERED</th>
<th>PORTS</th>
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<tbody>
<tr>
<td>1</td>
<td>London, South of England and Southampton including the Isle of Wight</td>
<td>London, Medway, Dover, Littlehampton, Portsmouth, Southampton, Cowes</td>
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<tr>
<td>2</td>
<td>All ports between Crouch and Cromer</td>
<td>Crouch, Harwich Haven, Gt. Yarmouth</td>
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<td>3</td>
<td>All ports on the East Coast of England between Cromer and Berwick Upon Tweed</td>
<td>Kings Lynn, Wisbech, Boston, Humber, Seaham, Tees Bay</td>
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<td>4</td>
<td>Scotland</td>
<td>Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Sullom Voe, Lerwick, Orkney, Stornaway, Clyde</td>
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<tr>
<td>5</td>
<td>Northern Ireland, North West England, North Wales including Anglesey and Deep Sea Pilots</td>
<td>Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester</td>
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<td>6</td>
<td>South Wales and South West England, Westward of the Isle of Wight</td>
<td>Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Plymouth, Dartmouth, Teignmouth, Poole</td>
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If you require local secretary’s details, please contact the UKMPA secretary: secretary@ukmpa.org
GRANT CALLANDER
WEALTH MANAGEMENT

FINANCIAL PLANNING
TO THE MARITIME INDUSTRY

ISAs, SAVINGS & INVESTMENTS
PENSION
INSURANCES

ONSHORE, OFFSHORE,
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