



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

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CHIRP





Navicom Dynamics

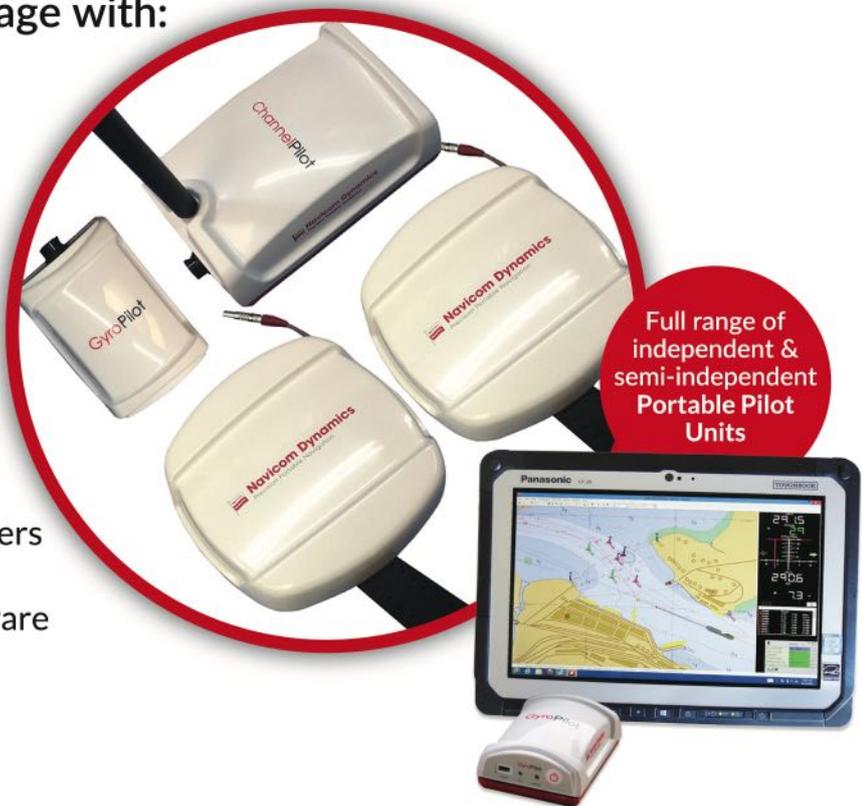
Market Leaders in Portable Pilot Units

"We have been using the complete range of Navicom Dynamics PPU's with huge benefits to our business in the context of risk management, safety, training and professionalism."
- John Barker, Ports of Auckland

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Chairman's Report John Pearn



It is with great sadness that I find myself considering the consequences of another pilot fatality. Early in the morning of the 28th February, a Portuguese pilot, Captain Miguel Conceicao from the port of Lisbon, fell into the water while disembarking from the Hong Kong registered M.V. *Singapore Express* in Cascais Bay. He leaves behind a young family. While we are not yet aware of the causes and it would be wrong to speculate, it is a stark reminder to all pilots of the dangers we face on a daily basis. We cannot remove entirely the risks of boarding and landing but by insisting that vessels comply with SOLAS Chapter 23 and IMO resolution 1045(27) and by also following the guidance given in 'The Embarkation and Disembarkation of Pilots Code of Safe Practice' (available on the UKMPA website www.ukmpa.org) we can help to reduce the risk.

Kevin Vallance, a deep sea pilot, Hywel Pugh, a London pilot, and me joined an expert panel to advise the Fidra Films on their latest film, about pilot ladders. The film is scheduled to be released in April 2018. This film will then form part of a presentation that the UKMPA is developing on the Safe Rigging of Pilot Ladders. It is our intention that pilots will then deliver this presentation at nautical colleges to trainees and cadet officers. If any of you live near to a nautical college or training facility and would like to be involved in presenting this course please get in touch and I will send further details.

I also recently attended the UKMPA Maritime Immediate Medical Care Course presented by Saviour Medical, Paul Savage. This course was developed by Saviour Medical due to the initiative of Gareth Wilson, a Tees Bay pilot, and Nick Lee, a London pilot, and was launched at our conference in Cowes in 2016. Paul was pleased to tell me that to date no less than 500 maritime professionals have been through this course, with the majority of major ports now signed up, and others to follow. It is an excellent course and I would recommend that if any of you have not done it then please

put pressure on your CHA to take up the course. It is not just for pilots, it is also for boat crews, tug crews and any other person working on or around the water. It is a testament to Gareth, Nick and Paul that this course has become so successful and respected across the UK ports industry.

We are now looking forward to this year's UKMPA conference, which will be a one day conference on 23rd May 2018, in Bristol. The reason it is a one-day event this year is that in 2019 the UKMPA is hosting the European Maritime Pilots Association conference in Liverpool. This will coincide with the UKMPA conference and Manchester Pilots' 125th anniversary. To have three such events coincide should provide for an excellent experience and will give you the opportunity to meet pilots from all over Europe and further afield. Preparations are well under way and I hope as many as possible will join us.

Editor's Note: I am pleased to announce that at the recent IMPA conference, John Pearn was re-elected as an IMPA Vice President.



Importance of training in the use of Portable Pilot Units David Hedgley

Portable Pilotage Units (PPUs) have been in the marine industry for many years and are fast becoming 'normal' on the bridges of ships in pilotage waters around the world. The PPU is designed to support the pilot's experience and knowledge by enhancing their situational awareness and by providing some accurate empirical manoeuvring data. Navicom Dynamics is one of the leading suppliers of PPU's to the world market and recognises that providing an accurate and user-friendly tool is important to its customers.

The utility of a PPU extends well beyond that of the pilot only. Let us consider the Port Authority and the need to ensure that port operations remain safe as well as efficient. Loss of productivity through an accident or incident in a port can have significant financial, operational or even legal consequences. Ships are getting larger and larger and sizes are often increasing much faster than the capacity of the ports to accommodate them. So something may have to give. Either a certain size of vessel is denied entry into a port or the port adjusts its criteria and margins for that size of vessel. But how can this be done safely? Well, the use of a PPU, which includes a highly accurate GNSS/DGPS positioning system, will allow the pilot, master and port authorities to work within higher tolerances because they have the accurate information to support them.

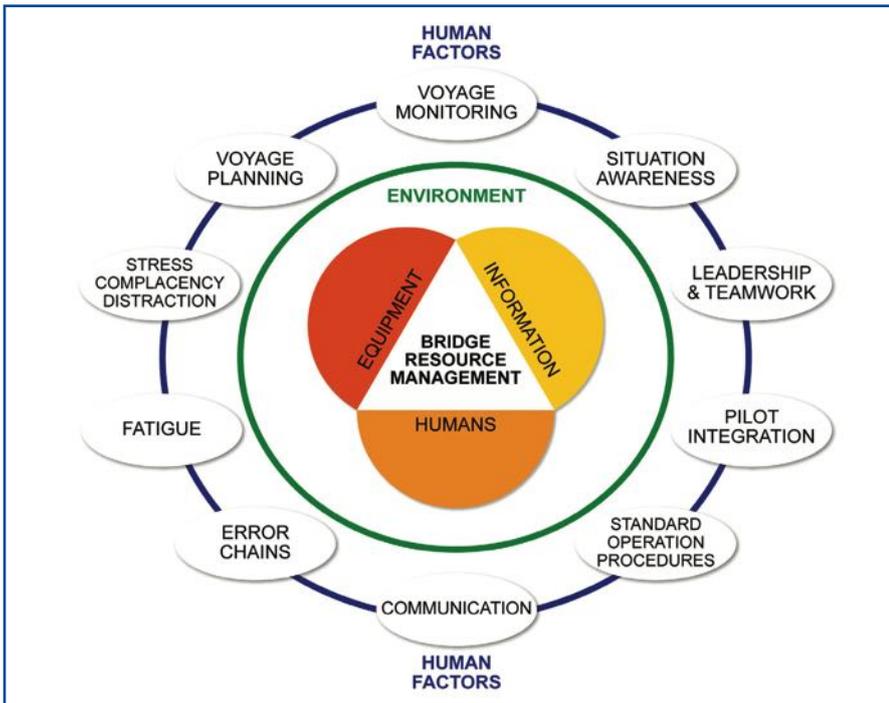
This can improve the efficiency of the port as well as the effectiveness of the pilot. However, we should not forget the fact that any safe ship movement in a port relies on the skills and experience of the 'team' conducting that movement. There are numerous examples where a breakdown in teamwork has been seen as a significant contributor to the cause of an accident or unwanted event.



Effective teamwork evolves from effective training as a team, and this training needs to be centred on the core components contributing to effective Bridge Resource Management. The New Zealand Navy has developed a robust BRM model, now standard practice, throughout the fleet and incorporated into all levels of watch keeper training. The model, developed by CDR Simon Griffiths and Simon Gooder in 2008, encompasses all the elements needed for safe navigation.

A PPU in the hands of a competent and well-trained operator can

support at least five of the human factors shown in the images: namely, voyage planning; voyage monitoring; situation awareness; pilot integration; and standard operating procedures. IMO resolution A960 is clear in the need for 'competent Pilotage authorities' to ensure pilots are trained and certified and that their training is refreshed to ensure they remain competent. This resolution was well supported by Captain Simon Pelletier in his article for the nautical Institute's *The Navigator* (October 2017).



in training, supports customers' setting to work of their equipment, recommends the adjustment of settings and routes for a specific port, provides advice on displaying tidal information, and conducts practical training outside the classroom. In addition to that service there is also further customer support which keeps the owners of the equipment up to date in chart revisions, future enhancement options, and provides support on issues arising with equipment and its operations.

Initial and continuation training in the use of PPU is essential for ensuring that pilots use their equipment to its full extent. Rather than seeing it as an additional navigation aid for the exclusive use of a pilot, a professionally operated PPU can become an essential tool in effective bridge resource management. This in turn will lead to the safe management of the port and vessels navigating within the port. Navicom Dynamics is committed to that.

*Cdr David Hedgley, FNI, RNZNR
Senior Navigation Instructor and
PPU Training Officer*

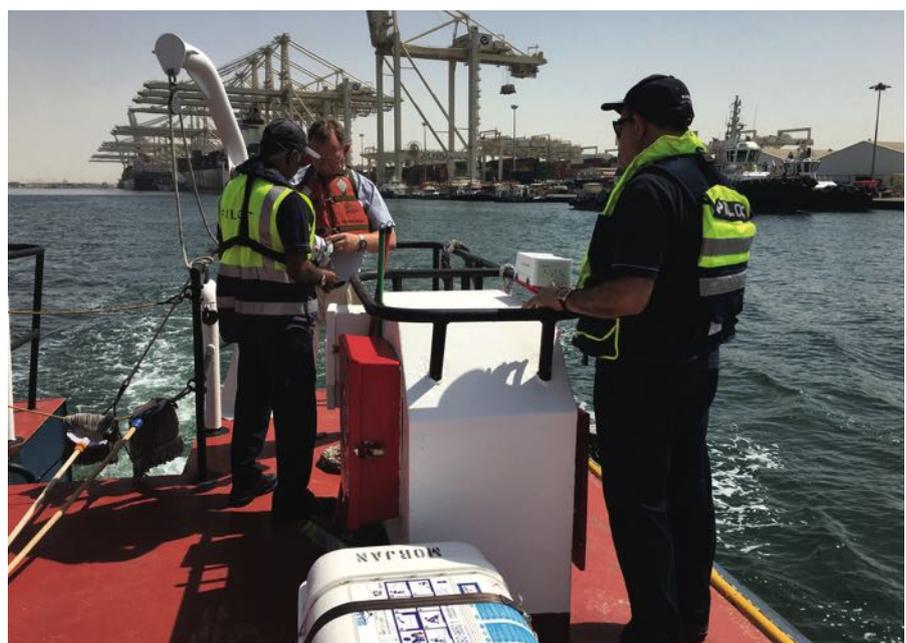
Advertorial

Whilst PPU's are not specifically mentioned in the resolution it is clear that both initial and refresher training in this equipment is vital if it is to be used to its maximum potential.

Any PPU is only as good as the operator and that operator needs to be competent in its operation and application. The MAIB report into the grounding in the Solent of the Container vessel CMA CGM *Vasco de Gama* dated October 2017 identified that a PPU was in use by the pilot for the entry from the Solent into the Thorn Channel. That report used PPU screenshots to show the track of the *Vasco de Gama*, and the vessel prediction showed just how the pilot's situational awareness could be enhanced. However, the

report also stated that training in this equipment was undertaken by pilots from another port, presumably not the equipment manufacturer, over two days for each pilot and then continuation training was left to an individual's discretion.

Navicom Dynamics is a strong believer in the value of initial training and follow-up. The company's experienced mariner, specialising



The Technical and Training Committee

Nick Lee

At the Association's annual conferences I talked about how the technical and training committee (T&TC) is formed. This is a busy group carrying out important work in conjunction with the executives who form the Section Committee. Whilst I have been chairman, this committee has carried out a number of projects, and investigated, trialled and reported back on equipment and best practice. Our primary aim is to increase safety in pilotage, whether this be personal safety of the pilot or how pilotage acts are performed. This is a big remit and can only be done with a dedicated and strong team which I am proud to have. All the group's members are pilots, the difference being we come from different ports and have various background experience that makes us successful in what we do.

Over the years we have been very lucky to be able to source advice from pilots in other countries as well as having Nick Cutmore IMPA Secretary General attend some of our meetings, as well as Jeremy Dale, Director of SeaSafe Ltd.

The improved personal safety of pilots, a long-term project the T&TC has looked at and appraised, has been a major success is the Emergency Care Course. This course is now delivered to a number of ports for pilots and also launch crews, and it is with pride that the MAIB also puts its personnel on it. Deck clamps for pilot ladders to prevent them swinging whilst a pilot climbs them are now regularly seen on ships' sides. However, we have discovered that there could be issues with crimping of ropes and this we will investigate further. Jeremy Dale of SeaSafe worked with us to produce a video on what happens when a pilot falls into the water from a ladder. Preparation for this video allowed us to identify best practice. The work on pilot ladders does not

stop there: we still continue to lobby against the use of shackles to secure ladders and have identified some crews' incompetence to rig a ladder correctly. We are discussing whether the Association should produce a video to send to colleges on best practice for the rigging of ladders. The Association works with the ports groups and has produced the Boarding and Landing Code, which will be reviewed by the committee and working partners every three years.

What I would like to bring to members' attention is the use of illegally weighted heaving lines. These are generally used to secure the tugs line for hoisting onboard. These are dangerous as they contain weights that could injure tug crews. One major tug company uses sand bags, a notable idea.

We continue to work in or with steering groups, such as UK safety of navigation UKSON and PIANC, inputting valuable advice and experience collated from pilots' experience onboard ship and in UK ports. We are able to say to groups that this is our experience rather than what we have heard reported. Between us and the Section Committee we continue to attend meetings with the Maritime and Coastguard and Port Skills and Safety.

Much time has been spent working with port groups such as the British Ports Association, UK Major Ports Group and Port Skills and Safety on the Marine Pilots' Certificare (MPC). This work continues and hopefully soon we will see it come to fruition. For the time being we continue to input our knowledge on how the certificate will work with regarding assessing, continued professional development for ongoing validation and what units need to be assessed and how.

The work for T&TC doesn't just stop there. We have a three-year plan and have identified a number of areas we want to look at:

1. PPU governance issues in ports
2. The Use of two pilots onboard ship, what procedures and working relationships need to be established, and what could be considered best practice
3. Escort towage has been around for years, various ports and terminal operators using it around the world; it is currently used in many UK ports. However, the procedures are not universal, with different ports/ terminals using what they consider 'best practice'. There are currently no uniform competence standards in training between tug operators, tug masters or pilots, for what can be a complex operation with serious consequences if not executed correctly. We will shortly be giving firmer guidance to those ports using incorrect procedures.

I should like to pass on my thanks to the T&TC committee members, all of whom give up a lot of time. Tim Wingate is standing down and he is thanked for his input, not only at this committee over the years but also for the AZIPILOT booklet he developed for members' use.





Tug Simulator - HR Wallingford



Escort towage



Rescue at sea

The Carrier Queens Jerry Purvis



On 3rd July 2008 the contract to build two new aircraft carriers for the Royal Navy was signed. The vessels are sometimes described as supercarriers by the media. They displace approximately 65000t, over three times the displacement of their predecessors, the Invincible class carriers, and are 285m LOA. They are the largest warships ever built in the United Kingdom and will be the largest warships ever in the Royal Navy, and are named HMS *Queen Elizabeth* and HMS *Prince of Wales*.

The vessels were built by Aircraft Carrier Alliance (ACA), a joint venture with the Ministry of Defence, Babcocks, BAE and Thales. The vessels were built in modular form at six shipyards throughout the UK, with final assembly at Rosyth on the River Forth in Scotland.



The Association of Forth Pilots first became involved in the project in 2008. With delivery of the first carrier expected to be 2017 and the second in 2019 this was clearly going to be a long-term project and continuity of who would be involved with it was essential. Three First Class Pilots were appointed to the project – one

consideration being that they had to be young enough to see the project through to completion. The three 'lucky' pilots are Paul Wibberley, Jerry Purvis and Willie Terry, who were very quickly nicknamed *The Carrier Queens* by their colleagues.

The carrier project presented some real piloting challenges – the size of the carriers in relation to the port and the shape of the hull and flight deck being the most obvious. The building dock and main basin direct entrance in Rosyth had to be widened to accommodate the carriers but, even with the increased width, clearance on either side would only be 300mm on departure from both.

Each vessel consists of three main hull sections, each delivered on submersible barges from around the UK and then floated off for entry into the building dock at Rosyth. The completed hull with superstructures was then floated out of the building dock for outfitting alongside in the main basin before finally exiting through the main basin direct entrance into the River Forth on final departure for sea trials.



Simulation of all aspects of the carrier project was essential and proved to be invaluable. All stakeholders (pilots, tug masters, Royal Navy, MOD and ACA) attended simulations at South Tyneside College. These simulations were the focal point for marine operations for the carrier project. Many techniques were considered, simulated and discounted until imaginative and innovative solutions to the ship handling challenges of the modular blocks and completed

carrier were found. For example, the building docks at Rosyth date from the early 20th century – they were built for the original Dreadnought battleships – and do not have shore powered winches fitted to assist vessels. So, to control the exit of the newly built carrier from the building dock, a 32t bollard pull tug was lifted by shore crane and placed in the dock ahead of the ship.

There were also many similarities of the departure sailing of the carrier with that of large cruise vessels from the building yard in Papenburg, Germany. However, their technique of strapping a tug across the bow on a temporary cradle structure had to be discounted. With a six metre tidal range on the River Forth, removing such a structure was too time consuming once the carrier had cleared the main basin direct entrance. She had to get down the Rosyth approach channel and into the river during the High Water slack water period. Also, cruise ships leaving Papenburg had their engines available – the carriers were effectively being moved dead ship.

Over 100 simulations were carried out covering all parts of the project, including contingency plans such as the departure having to be aborted and the carrier being returned to the main basin. With it being such a complex operation, the use of storyboards proved essential, giving everyone involved a clear timeline, schematic of the plan and their part in it, and shared mental model of how the operation was to proceed.

Eleven tugs were utilised for the departure operation, with up to eight fast at any one time. With uncertainty over the first carrier's departure date, right up until the last minute, the booking of towage became problematic, and two weeks before departure it became apparent that five of the tugs in the plan would not be available. Portable Pilot Units (PPUs) were utilised to best

effect, for the exit from the building dock and for the departure from the main basin into the River Forth. The equipment used was an RTK unit supplied by Trelleborg. 'Tram Lines' superimposed on the PPU display gave a highly accurate parallel indexing effect for the departure through the main basin direct entrance.



As all pilots who have handled aircraft carriers will be aware, one of the biggest challenges is the lack of good conning positions either on the vessel's centre line or with a good view down the ship's hull. With such small clearances on departure when passing through the main basin

direct entrance, it was essential that the conning pilots had a clear view. The solution arrived and was to have two of the pilots on a cherry picker platform hanging down the ship's hull from underneath the aft aircraft lift. The third pilot on the navigating bridge is ready to take over control of the vessel after she clears the confines of the main basin's direct entrance.

Departure of the first carrier – HMS *Queen Elizabeth* – was finally confirmed as 26th June 2017. Tug bookings were finalised. Operations commenced at 0900 with toolbox talks, and letting go of last lines at 1400. Everything proceeded to plan – almost. Not everything can be simulated or predicted, and the carrier set further to the north in the main basin than anticipated– much to the consternation of the ship's staff. Not unusual for pilotage operations, though, and the carrier was lined up for the direct entrance and departure without drama. She cleared the main basin at 1600 and was anchored in the river by 1730.

Queen Elizabeth had to depart Rosyth at High Water but had to wait until Low Water to have sufficient clearance for her air draft to get under the three Forth Bridges and proceed to sea. Half an hour before Low Water she picked up anchor and transited the bridges and the River Forth under her own power.



It was a long day for all involved, but the operation went very much to plan, and resulted in one very happy Commanding Officer and three relieved 'Carrier Queens'.

The second vessel – HMS *Prince of Wales* – is expected to proceed on sea trials in 2019.

All photos reproduced by kind permission of the Forth Pilots.

Chartered Master Mariner Award

The Honourable Company of Master Mariners (HCMM) under its Royal Charter has been allowed to grant Chartered Status to Master Mariners. The first awards were given out in September 2017 and three of these were to Association Members. These were to Don Cockrill MBE, a London Pilot, to Peter McArthur MNM, Manchester Ship Canal, and to Matt Easton of Liverpool Pilots.

Chartered Master Mariner is an award recognised on a similar level to Chartered Engineers and Architects. The HCMM decided to implement the award following a report into maritime growth. For many years there has been an issue with recognition of Master Mariner for those holding an STCW Masters Unlimited Certificate of Competency. The award under chartership follows a peer review, proof of professional

development and commitment to standards.

The Association congratulates members receiving the award; the Master of HCMM presented this to them. In attendance at the ceremony was Lord Mountevans, a former City Lord Mayor, who wrote the Maritime Growth study, and Admiral Essenhigh, of the Royal Navy and who is the President of the Award scheme. Should other members wish to know more about the award scheme they should go to the HCMM website www.hcmm.org.uk



Matt Easton receiving his award



Don Cockrill MBE receiving his award



Peter McArthur MNM receiving his award

Port News

London Cruise Terminal welcomes a giant of a cruise liner in Tilbury
The giant *Mein Schiff 3* cruise liner sailed into the London Cruise Terminal in Tilbury this morning (12th Sept) as part of a seven-night European cruise. The 293 metre ship, owned by TUI Cruises, is the largest cruise liner that the terminal has welcomed. It had an incredible 2700 passengers disembarking for sight-seeing trips around London and the local area.

Port of Grangemouth to expand container Terminal

The Port of Grangemouth, Scotland's largest container facility, is undertaking a major resurfacing development as part of its continual multimillion pound investment to further increase the capacity of the busy terminal and to position the port ahead of the market. This £1million investment upgrades the container terminal's surfacing to increase the quality, capacity and speed of servicing vessels. Further significant investment is planned for this year. The work is being carried out by Luddon Construction and will be finished in October in time for the peak volume period. The new resurfaced area is expected to add in the region of 1,000 TEU of additional capacity.

Grangemouth is Scotland's largest container port, with an overall capacity of 220,000 containers per annum. More than £6 billion worth of goods pass through the port each year, including steel plate, timber, paper and equipment for the oil and gas industry. The port has also placed an order with Liebherr for a new multimillion pound ship-to-shore container crane and is developing a new IT Terminal operating system, both of which are due in service this year. The resurfacing work will ensure that the landside operation supports the investment in the crane and terminal operating system to deliver faster terminal performance.

Derek Knox, Grangemouth's Port Manager, said: 'Our significant investment at Grangemouth keeps us ahead of the market in Scotland. It is important that we deliver fast turnaround times to maintain container vessel schedules and ensure their reliability to service the Scottish export market. The investment in surfacing, crane and terminal operating system to increase terminal capacity and efficiency continues to ensure the port is well equipped to meet the future demands of our customers. We are Scotland's largest container port and we handle some of the country's most valuable exports, such as fine foods and drinks, and this further investment in the port ensures a high quality service for our customers. We will continue to invest in the terminal and seek further opportunities to increase capacity, create port-centric warehousing and service improvements.'

Also included in the investment programme at Grangemouth are three new ESC340 straddle carriers, increasing the fleet at the container terminal to sixteen. The port has also added a new Hyster empty container handler to the fleet this year. The new straddles, empty container handler and the new Liebherr crane will increase the handling capacity for conventional containers and for reefers (refrigerated containers).

Port thanks local communities for engagement on Tilbury2

The Port of Tilbury, London's major port, has now completed the statutory consultation process, which invited views from the surrounding communities and statutory consultees on its proposals to build a new port terminal, TILBURY2, on the Thames close to the current port. TILBURY2 will be built on a 152 acre site which was part of the former Tilbury Power Station and will include a new deep water jetty in the river Thames.

The Port has been expanding at a fast rate over the past two decades because it has experienced a significant increase in the goods and products coming through it. As a result, businesses in the port are looking for more space. The port estimates that demand for use of its facilities will increase further in the next 15 years, a demand the TILBURY2 proposals supports.

The statutory process, which closed on 28th July last year, was part of the second stage of seeking views from communities and key stakeholders. The port will now further develop the scheme in light of all the feedback received before submitting a formal application for a development consent order (DCO) to the Planning Inspectorate (acting on behalf of the Secretary of State for Transport) in the Autumn this year.

Commenting, Peter Ward, Commercial Director at the Port of Tilbury, said, 'As a major employer in the community, it is important to us that we engaged with as many people as possible in the local areas during both the non-statutory and statutory periods in the past few months. We have had a lot of feedback from the community through our events and the website and I want to thank everyone who took the time to engage with us. We will now develop our proposals for the new port into a formal application which we will submit in the Autumn. We are one of the largest ports in the South East and our customers are looking for expansion opportunities. TILBURY2 is a part of the port's overall investment strategy to achieve this.'

The proposed terminal at Tilbury2 will act as a satellite of the main port and it is proposed that it will comprise a roll on/roll off ferry terminal for importing and exporting containers and trailers. Tilbury2 is also likely to include a facility for importing and processing bulk

construction materials as well as storage of a variety of goods, including cars. The project will also include surface access proposals to link the site to the existing road and rail networks.

More information can be found at www.tilbury2.co.uk

Latest expansion begins at Port of Felixstowe

The Rt Hon Chris Grayling MP, Secretary of State for Transport, has officiated at a formal ground-breaking ceremony to mark the start of work on the latest phase of expansion at Hutchison Ports Port of Felixstowe. Approximately 13 hectares of new paved container yard is to be constructed directly behind Berth 9 at the UK's largest container port. The work will include the reclamation of 3.2 hectares of seabed.

Commenting on the latest development, Transport Secretary Chris Grayling said: 'This important expansion of Felixstowe continues the port's impressive record of investment to make sure it is well placed to make the most of trading opportunities both now and in the future. As a great, global trading nation, the UK and its ports are the natural home for international maritime business. It is great to see our largest container port expanding its offering so it can grow and prosper.'

Clemence Cheng, CEO of the Port of Felixstowe and Executive Director, Hutchison Ports, added: 'Berths 8&9 were the first berths in the UK built to accommodate the latest class of ultra-large container vessels. The creation of additional container storage will allow us to optimise container handling operations between the berth and its supporting yard and further enhance the service we offer to our customers.'

Completion of the new container yard, which will comprise ten container storage blocks and allow 6-high stacking, is scheduled for early 2019. The yard will add 18,000 TEU of storage capacity to the 130,000

TEU already available. The work will further enhance Felixstowe's ability to handle the world's largest container ships. The port was the first in the UK to accommodate the latest class of 18,000+ TEU ships and in 2017 welcomed 166 calls by the largest class of mega-ships, more than any other port in the country.

Hutchison Ports is continuing to invest in rail facilities at the port and a new benchmark was set in 2017 when Felixstowe became the first port in the UK to handle more than 1 million TEU by rail in a single year.

100th Mega ship of 2017 arrives at Port of Felixstowe

Hutchison Ports Port of Felixstowe welcomed its 100th 18,000+ TEU vessel of 2017 on the same week as the UK's maritime industry celebrated London International Shipping Week (LISW).

The 18,270 TEU *Matz Maersk* is operated by Maersk Line on the 2M Alliance's AE10/NEU2 service between Europe and Asia.

Commenting on the milestone, Clemence Cheng, Executive Director, Hutchison Ports and a member of the LISW Board of Advisors, said:

'The Port of Felixstowe is firmly established as the port of choice for the largest mega-vessels. We were the first port in the UK to handle this latest class of vessel and continue to handle more of them than any other UK port. 15,000 industry visitors are expected to visit London International Shipping Week and this latest milestone at the Port of Felixstowe helps demonstrate how the UK remains at the forefront of the global shipping industry. The *Matz Maersk* will be the fourth of six mega vessels we are expecting this week and we are on course to exceed comfortably the 137 mega vessels we handled in 2016.'

The other ultra-large container vessels calling during LISW are the world's current largest container ship, the 21,413 TEU OOCL *Hong Kong*, the 19,224 TEU MSC *Ditte*, the 19,100 TEU CSCL *Indian Ocean*, its sister-ship and former holder of the

world's largest container ship crown, the CSCL *Globe* and the 19,224 TEU MSC *Sveva*.

In addition, the *Emma Maersk*, which set a new standard when launched in 2006, is also due at the Port of Felixstowe. Now with a capacity of 17,816 TEU it is one of over 250 ultra-large container ships to call at the port so far.

For further information, please contact Paul Davey, Head of Corporate Affairs, on Tel no: +44 (0)1394 602063 or E-mail davey@hpuk.co.uk / www.portoffelixstowe.co.uk

Hutchison Ports Port of Felixstowe is strategically located on the UK's southeast coast and within easy reach of major ports in North West continental Europe. As the UK's first purpose-built container-handling facility, it is the largest and busiest container port in the country. With three rail terminals, it also has the busiest and biggest intermodal rail freight facility in the UK. The latest phase of development, Berths 8&9, provides additional deep-water capacity for the world's largest container ships.

Port of Felixstowe is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited (CK Hutchison). Hutchison Ports is the world's leading port investor, developer and operator with a network of port operations in 49 ports spanning 26 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia. Over the years, Hutchison Ports has expanded into other logistics and transportation-related businesses, including cruise ship terminals, airport operations, distribution centres, rail services and ship repair facilities.

Members may wish to familiarise themselves with the following incidents which could or did happen in pilotage waters. The organisation CHIRP, or Confidential Hazardous Information Reporting, is an independent non-profit organisation that receives reports on safety which are then assessed and published. The Association is privileged to have two advisers to the organisation from our membership. CHIRP also produce reports and guidance publications, the most recent being on fatigue management.

Bow Thruster Availability Ian Shields | 8th March 2018

Outline:

A misunderstanding when changing over the control position for a bow thruster.

What the Reporter told us:

I was recently piloting a vessel and experienced an issue whilst changing over the bow thruster control from the central station to the starboard bridge wing. The Master and Chief Officer (of different nationalities) had some misunderstanding as to the correct procedure to transfer control. This resulted in the Master becoming flustered, running from the bridge wing to the wheelhouse whilst the vessel was approaching the berth. I had to intervene and ask the Master to stay at the bridge wing control for engine movements. Two tugs were made fast, so the bow thruster was not crucial for the manoeuvre. Eventually the problem was resolved and thruster control was made available should it have been required.

CHIRP Comment:

The Maritime Advisory Board commented as follows;
The report demonstrates a lack of understanding of the bridge equipment and changeover procedures. It is essential that changeover procedures are clearly

understood and implemented. Testing of the changeover procedure should form a part of pre-arrival checks. In addition, the design of the changeover of controls should provide for a simple, unambiguous process, with appropriate operational instructions.

Human element issues can be noted in the lack of situational awareness and communication between the bridge team members.

Since two tugs were made fast, the bow thruster might not have been needed. Nevertheless, as a generic learning bow thrusters should be tested prior to arrival so that they are available in case of any emergency. Report ends...

Categories: Alerting, Capability, Communication, Complacency, Culture, Design, Local Organisation, Pressure, Situation Awareness, Teamwork, Training.

Helmsman Error Ian Shields | 8th March 2018

Outline:

A report outlining a loss of concentration by the helmsman whilst under pilotage.

What the Reporter told us:

On the northern bend in a port approach channel, the helmsman put the wheel to port instead of to starboard. The Pilot and Master immediately picked up the error and rapidly corrected the helmsman.

A few minutes later the Pilot ordered starboard five degrees helm, but the helmsman seemed to be disorientated and left the wheel amidships. The request was reinforced by showing a hand direction to starboard prior to the helmsman refocusing his attention. Initially the helmsman seemed to be very alert, but his performance deteriorated quite suddenly during the pilotage.

This occurrence was near midnight and reinforces the fact that crew fatigue can creep in at any moment, especially around the hours between midnight and 0300 hours when the body clock is most susceptible.

CHIRP Comment:

CHIRP contacted the DPA and were disappointed that there was no response. The Maritime Advisory Board commented that this is an example of effective bridge team supervision, and noted that best practice is to reinforce a helm order with a hand movement indicating direction to ensure that the request is understood.

It was noted that fatigue is a possibility but there are other potential factors which affect the ability to concentrate, e.g. bad news from home. The Board mentioned that the helmsman is an extremely important member of the bridge team and suggested the following best practice:

Know your personnel – the helmsmen should be encouraged to alert any bridge team member if there are any distracting issues, or if feeling fatigued.

The helmsmen should be relieved on a regular basis.

Always have someone to check the rudder angle indicator for correct response to helm orders.

Good company procedures will take the above factors into account.

It was finally noted that fatigue is an ongoing topic at the IMO, and the Human Element, Training and Watchkeeping (HTW) sub-committee is currently revising fatigue guidelines. Report ends...

Categories: Alerting, Communication, Distractions, Error Enforcing Conditions, Fatigue, Fit for Duty, Organisation, Situation Awareness, Teamwork

Main engine – failure to start

Outline:

An outline of a main engine failure when departing the berth.

What the Reporter told us:

During an unberthing/departure operation at a container terminal, the main engine failed to start. Control was transferred from bridge control to manual local control in the engine room, and after approximately ten minutes the main engine was able to be started and run ahead. The aft tug remained attached for the passage out of the harbour until clear of the channel. The vessel was deep draft and was restricted to the centre of the channel which at the time was experiencing a strong flood tide. The Master was advised that the problem was a stuck fuel valve on one of the main engine units. The vessel subsequently went to anchor and carried out repairs to rectify the problem. Once completed, the vessel continued on its voyage to the next port. Further dialogue with the reporter confirmed that it was not normal practice to have an

outward-bound escorting tug. With respect to any speed issues caused by the stuck valve, it was confirmed that speed was kept to a minimum to accommodate the escorting tug and to reduce squat in the narrow channel. There was thus no attempt to increase outbound speed.

CHIRP wrote to the company and received the following response. The main engine failed to start due to non-operational spill valves in the fuel pumps for six units. As a precautionary measure, the vessel tried to start the engine from the local stand in the ER. At this point, failure of the push rods was noted. All were loosened, and from there the vessel immediately resumed normal operations. We suspect the fuel oil quality to be the possible cause because the fuel pumps were recently overhauled by the manufacturer. The fuel oil specification was checked and found to be within ISO specifications. The vessel eventually eased up the push rods and the engine resumed normal operation. We are currently in

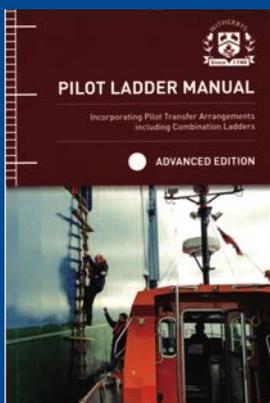
discussion with the manufacturers as to what exactly triggered this malfunction.

CHIRP Comment:

The CHIRP Maritime Advisory Board commented that the response in this case has been positive from the company and is evidence of a good report and the adoption of best practice. In this case not only has the problem been rectified, but moves are under way to ensure that there is no repeat. CHIRP is aware of other cases where an engine has either failed to start or that the response has been “sluggish”. Any further reports detailing these issues will be welcomed. Finally, although not mentioned in the report itself, CHIRP would comment that it is best practice to test a main engine prior to departure by turning it over on both air and fuel. This will necessitate suitable precautions, such as raising the gangway and having personnel standing by moorings.

Book Review Don Cockrill MBE

'Pilot Ladder Manual' Kevin Vallance. Witherbys - ISBN 978-1-85609-757-4



Captain Vallance is an experienced deep sea pilot, as familiar as are all pilots with the life threatening dangers to be negotiated

during the boarding and landing on and off ships during a normal working day.

It ought to be the case that these dangers are treated seriously by ship's personnel of all ranks by them paying strict adherence

to the well established and time proven safety parameters and regulations prescribed with the IMO's SOLAS regulation Chapter V, 23. Unfathomable to many, though, is that this is far from the case, as evidenced on a regular basis through studies such as the International Maritime Pilot Association's (IMPA) annual ladder compliance survey.

In this comprehensive guide to the regulations and the associated best practices to be followed, Captain Vallance explains in clear simple language with numerous illustrations the correct and the unacceptable methodology to be followed in all aspects of pilot ladder construction, rigging and use.

In an inspired initiative, the book

is available in two formats, as a comprehensive Advanced edition paperback for the technical bridge reference library, and as an abridged pocket book for use as an aide-memoir by officers and crew actually engaged in rigging pilot ladders and supervising pilot transfer operations. Both books are very reasonably priced.

The manual in both formats is highly commended to ships' masters, officers and crew as well as ship owners and managers ashore. Reading and taking note of its content has the potential to make a notable contribution to reducing the avoidable injuries and loss of life to pilots that occur far too frequently.

Obituary: George Walter Havens (Bristol Pilot)



George was born in Portishead, on 26th September 1923 and attended Bristol South Central School from 1934-1938.

friendships for life were formed, each apprentice telling a personal story, and George was no exception. Upon completing his apprenticeship, George joined *Jamaica Planter* as fourth mate to commence a deep sea going period. This service was a requirement to qualify as a Bristol Pilot, for each former apprentice was required to pass a minimum certificate of First Mate F G, to enable him to await a vacancy to sit the pilots examination and, if successful, to become a pilot third class.

George became a company representative and along with others was influential in forming pilots' policy with the Bristol Pilotage Authority. He was head hunted in 1975 by the owners of Kings Tugs, and retired from The Pilot service in May of that year. He joined C J King & Sons as General Manager of King's Tugs, prior to which, in an off duty period, he was flown to the Cape Verde Islands to return as master of the *Sea Bristolian*.

George's grandfather and father were seafarers in the world of tugs, while on 25th April 1938 George first went to sea at the age of 14 as a deck boy on the *Camito* (Fyffe's Bananas). In December of that year George commenced his probation to a Bristol Channel Pilot, on completion of which he signed indentures for a five-year apprenticeship, completed on in March 1944. George joined the pilot cutter *Queen Mother*. Bought by the pilots to replace sailing cutters, she was an ex-steam trawler with a long history of her own. Pilots and apprentices became very close and

George's deep-sea life was extensive and he was able to pass all his Board of Trade examinations first time after only a very short period at navigation school. He received his Masters F G on the 12th November 1951. He was informed of a vacancy for a Channel Pilot in 1952 when Pilot E Hunt retired. George having passed his pilot examination was appointed a 3rd Class Bristol Channel Pilot in July 1952. Three years later he progressed to First Class Pilot without limit in 1955.

The story of C J King Tugs and Yachting are full stories in their own right. Save to say George and Herbert Watkins built a boat, sailed from Bristol to Plymouth. Off Plymouth they met dense fog. Cautiously approaching the shore preparing to anchor, they heard a voice from a nearby vessel calling, 'Are you the Plymouth Pilots?' to which all on board replied, 'No! We are Bristol Pilots.'

*W. C. Rickards
(Retired Bristol Pilot)*

Obituary: Anthony Rowe Jones 1928-2017 (Manchester Ship Canal Pilot)



Anthony Rowe (Tony) Jones died on 27th November 2017 and was a Manchester Ship Canal pilot for over 30 years.

Born in Liverpool on 11th November 1928, Tony in 1945 entered the sixth form at Quarry Bank School. But always wanting to be a sailor he applied for an apprenticeship, to be offered a position with Elder Dempster Lines in February 1946. He qualified as a third mate in June 1950. Most of his voyages over the subsequent two years were spent off the west coast of Africa, including

service on the MV *Apapa* and SS *Sapele*.

Alick, Tony's younger brother, describes him as 'a rather romantic figure doing grown-up things, like going to sea, braving all weathers and going to such exotic places – even bringing back bananas and coconuts, completely new to me'. Tony loved going to sea and would probably have gone onto be a master mariner if he hadn't met his future wife, Marjorie, and begun to look for a role closer to home.

Obituary: Alec Cooke 1939-2017

(Manchester Ship Canal Pilot)



Alaistair (Alec) Cooke was born in Newcastle -upon-Tyne in 1939. He went to St Joseph's College boarding school when he was 8. At 15 he became a student at South Shields Marine School and began an apprenticeship with Headlams of Whitby. He spent 6 months on the *Hector Helen* on a whaling expedition before joining the Manchester Ship

Canal Company as a helmsman in 1960.

When he became a Marine Pilot in 1990 he declared he had 'the best job in the world'. Whilst serving with Manchester Pilots he became Chairman and promoted our profession at every opportunity. After retirement he stayed involved by becoming the Retired Pilots chairman and stayed current with happenings on The Ditch.

The sea was definitely in his blood as he also canoed and sailed throughout his life. He was involved with the Sail Training Association and with the Ocean Youth Club, where he crewed and skippered yachts to bring a taste of the sea to many landlubbers.

OYC benefited from Alec's contribution for over 20 years. He enjoyed sharing his sailing expertise with others and bringing groups of people together to sail, walk or have a drink. He helped organize inter-

service sailing days in the Menai Straits. A good day out was had by all, notwithstanding the occasional unintended capsizes.

Having bought 'Wanderlust', a Moody 376 sailing yacht, he spent some years having cruises along the Turkish coast and even partaking in an Eastern Mediterranean cruise to the Middle East. Ill health eventually led to him selling his yacht, but he then joined The Royal Mersey Yacht Club where he raced a smaller boat. Alec thoroughly enjoyed spending time with like-minded friends. He was a kind, friendly and gentle man who didn't allow his ill health to prevent him enjoying life.

Judith, his wife for 56 years, together with their sons Bob, Tony and Stuart (Vivienne died when she was 7yrs old) miss him very, very much.

He started as a helmsman on the Manchester Ship Canal in March 1953 and married Marjorie later that year, the start of a long and happy marriage spanning over 64 years. For the rest of his life Tony and his family lived in Childwall in south Liverpool. His son, John, was born in 1954 followed by a daughter, Judith four years later.

He loved his job on the Ship Canal, progressing to be a Second Class Pilot in 1957 and a First Class Pilot three years later. In 1984 he was delighted to receive a long service

award in recognition of 30 years service on the canal.

Away from work, Tony was a keen cook, certainly an unusual skill for a man in the 1950s and 60s. Because of his job he was often at home during the day and, sharing the household chores, he began to cook. He soon discovered that he enjoyed it and indeed had a talent for it. He was also an excellent baker. His love of cooking showed generosity of spirit, for example he'd go out of his way to make everyone's favourite dish on their birthdays. Tony and his

wife also had a lifelong love affair with France, visiting several times a year, particularly following his early retirement in 1988.

Tony was much loved by his wife, children, grandchildren and wider family. His grandson described him as 'honest and with an incredible sense of fairness', while his nephew remembers him as 'always laughing and smiling'. He will be truly missed by his family.

Robbie Hide (Manchester Pilot)

Annual Conference 2017

Mike Roberts

The UK Maritime Pilots Association Conference took place on 20 and 21 September 2017 in Middlesbrough. The morning of the 20 September 2017 was the AGM. All the following sessions were open to members and delegates. For a report on the educational sessions at conference members are advised to log in to the Association website. But for a review of some presentations by invitees and conference delegates readers may look at what follows.

Immediate Emergency Care Course Update -

Paul Savage, Saviour Medical
Paul spoke about the Immediate Emergency Care Course trialled at last year's conference and implemented this year. The one-day course is a new concept towards first aid response using first aid guide cards, a search plan, and equipment hardware. The Kit course cards system has 300,000 successful rescues behind it as they were originally developed by the RNLI and used by other rescue organisations. This course has been delivered to a wide range of ports and their marine operations teams, all MAIB staff having completed it. More information is available on the Association's website.

The Causes and Consequence of Bollard Failure - Jeff Main, Bollard Load Testing.

Jeff spoke about the causes of greater rates of Bollard failure, including bigger vessels and new rope materials, such as Dyneema®, that has significantly less elasticity than traditional materials. Poor mooring practices, for example too many lines on individual bollards and poor construction quality of some new bollards, add to failures. The Association's magazine hopes to publish a future article on this as more ports handle larger ships.

'Leading the Task' - Matt Easton

Matt Easton is a Liverpool Pilot who is instrumental in designing the MRM course for a number of pilots and port areas. He argued that a common factor in many pilotage related accidents across the world is muddled control, in short situations where 'no one is leading the task'. It is important for pilots and all stakeholders in navigational safety that planning, roles and principles be clear and understood. Matt reported that the 2017 EMPA conference had concluded: 'All stakeholders need to address these issues with the increase in workloads onboard ship which introduce stress and distractions to both pilots and ships' bridge teams at safety critical moments.'

Matt also talked about the impact that a range of factors, such as work, family and personal life have on the

mental reserves that a pilot brings to pilotage. He used an interesting analogy that each pilot is carrying a mental rucksack of these factors. People need enough headroom in their 'rucksack' to be able to safely and successfully manage their tasks. Good planning and setting and sticking to well developed limits are part of ensuring that there is always space in the rucksack to handle the job even when the unexpected arises.

Pilot ladder Rigging Course - Kevin Vallance.

Approximately 17% of pilot ladders are thought to be non-compliant. Kevin spoke about a range of factors that lead to non-compliant ladders. The Association is investigating the possibility of designing a course which covers how to rig a pilot ladder that complies with current regulations. They will then train pilots to spread this knowledge to nautical colleges. The Association is also looking at developing a video and a guidance book on pilot ladders. It is worth noting that Laura Ferrarello of the Royal College of Arts also outlined her project on future designs of a pilot ladder.

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

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

Data Protection

New Data Protection regulations coming into effect on 25th May 2018 require any member of a group to specifically declare that they would like to continue to receive emails.

Members attention is drawn to UKMPA circular 8-2018. Please reply by email to: secgen@ukmpa.org

Social Networking

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

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

A note from the design dept...

Could all those kindly contributing images to the magazine, please ensure, if they are from your own camera/smart phone, it is set to the highest resolution possible. In addition, please don't place them in a word document or compress them when sending via email. We get a lot of beautiful pictures sent in, which are frustratingly too small to use!

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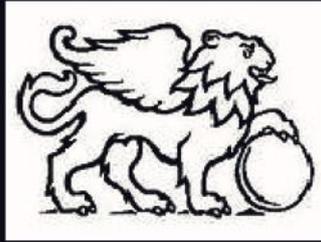
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2	All ports between Crouch and Cromer	Crouch, Harwich Haven, Gt. Yarmouth
3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Humber, Seaham, Tees Bay
4	Scotland	Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Sullom Voe, Lerwick, Orkney, Stornaway, Clyde
5	Northern Ireland, North West England, North Wales including Anglesey and Deep Sea Pilots	Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester
6	South Wales and South West England, Westward of the Isle of Wight	Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Plymouth, Dartmouth, Teignmouth, Poole

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