

THE PILOT



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Editorial

The summer holiday period should be a time to unwind in preparation for the long autumn and winter. Unfortunately attacks on our profession continue with relentless monotony regardless of the season. With the EU Commissioners ignoring the widespread opposition to the Ports Directive, the UKMPA have supported EMPA in producing amendments to remove pilotage from the directive in case it is not rejected by the vote in December. On the home front work has been ongoing in supporting Kristian Pedersen in his claim for unfair dismissal and the Belfast pilots who are fighting dramatic changes to their working agreement. Work on the PMSC and the incorporation of NOS for pilots is proceeding, but slower than had been hoped as a result of a deferment of the October meeting.

Just in case all this wasn't providing enough areas to monitor, a new EU project has appeared. This project seems to be promoting an argument that pilots should be removed from ships because of the cost of delays to shipping incurred by ships having to reduce speed to pick the pilot up! As yet this is an embryonic project picked up by EMPA and it would be nice to dismiss it as nonsense or an out of season April fool's joke but sadly it is not beyond the realms of possibility of the anti-pilot lobby to dream up such a project and then to secure funding to promote it!

To conclude on a more cheerful note, The Congress of the Canadian Marine Pilots Association generated some good positive press for pilots as did an IMPA initiative by Geoff Taylor for pilots to take a journalist on a pilotage passage in support of the IMO World Maritime Day. This resulted in my spending a very pleasant day with Michael Grey on the Thames and Gareth Rees with Richard Clayton from *Fairplay* magazine on the Solent. Whilst it is proving difficult to generate interest from the mainstream media, Richard Clayton concluded his article with "No news means professionalism at work: that's good news." It is the responsibility of all pilots to fight to keep it that way.

John Clandillon-Baker
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STOLT TERN

I have decided to make the MAIB report into the grounding of the Stolt Tern the feature subject this quarter because the report covers many of the issues currently high on the UKMPA agenda.

** The grounding occurred in daylight and near perfect conditions and the pilotage was undertaken by an experienced pilot who had piloted this vessel and her sister ships many times to the same berth. The incident thus confirms that no matter how many times a pilot has undertaken a particular passage, pilotage is never "routine" and pilots have to be permanently vigilant and be prepared for the unexpected. Only high quality training can help to prepare a pilot to cope with the unexpected.*

** The pilot and master both exchanged information in accordance with current "best practice" but the pilot's passage plan is criticised in the report for not being sufficiently detailed in providing clearances from the breakwater and tracks to the*

berth. I must admit that I disagree with this criticism because one of the primary roles of a pilot is to be able to have flexibility during a passage rather than running on fixed tracks and if he has been trained professionally his detailed knowledge of the district permits him to know where the ship can and cannot be positioned depending on the vessel's draft with respect to the height of tide. Pilots have to deviate from the "track" to facilitate overtaking or collision avoidance and in my experience the presence of a fixed track on a passage plan can cause more problems than it can potentially resolve in that deviation from a rigid track will cause the OOW to be constantly questioning the pilot and introduce doubt, confusion and distraction within the "bridge team". Those who pilot warships will be only too aware of this! I feel that "best practice" would be that if the pilot is to depart from a "normal" track then he should inform the master of the reason and provide details of the height of



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tide in relation to the draft and provide the minimum UKC to be anticipated during the deviation. In this way the "bridge team" (as much as it exists in reality!) will be reassured and the OOW can, if he wishes, double check the calculations. Many vessels now shade-in shallow areas on the chart where the vessel should not navigate and this is considered good practice by inspectors. Unfortunately, such shading is usually based on chart datum and takes no account of tidal height. For many tidal restricted vessels the whole piloted passage can be undertaken through these shaded "no go" areas! Practically, it would be impossible to produce a passage plan shading in the actual no go areas unless the vessel was fitted with an advanced ECDIS incorporating "real time" tidal data corrected for any tidal surges or cuts in tidal level. To the best of my knowledge such real time tide (and in Australia swell) corrected ECDIS is limited to a few specialist, port specific portable pilotage laptop units.

* Once things start to go wrong the Master pilot relationship is critical and

unless both the Master and the pilot realise that the plan is unravelling and, more importantly, are in agreement as to how the situation can best be resolved then an incident is almost inevitable. One common factor in all pilotage related incidents is the rapidity with which a routine passage or manoeuvre transforms into a disaster. In this case it appears that the approach went from normal into a grounding scenario within 2-3 minutes. The reason on this occasion appears to be that the Master over ruled the pilot by reducing speed to less than that ordered by the pilot and used the bow thruster without being instructed. I believe that in this case, even if a "safe" track had been placed on the chart, the grounding would still have occurred because the master (being unfamiliar with the port) was obviously concerned that the vessel was going too fast and not swinging to starboard fast enough and thus reduced the pitch more than requested and then whacked the thruster to starboard. His actions were therefore entirely successful in achieving what he thought was required rather than what the pilot had requested!!

* This incident happened whilst the vessel was under pilotage and therefore the grounding will automatically be put down to "pilot error" by the insurers! (see p.14).

* The report highlights the need for pilots to be fully trained and recommends that ports fully support pilots by providing on-going professional development. Further to this, the report acknowledges the importance of pilots being subjected to National Occupational Standards. This is what the UKMPA have been trying to implement since the NOS document was produced in 2001 and hopefully the recommendations of the MAIB will accelerate the conclusion of this work. Finally the MAIB measures Holyhead port's compliance with the requirements of the Port Marine Safety Code and also for the first time refers to the "best practice" detailed in IMO resolution A960. This report therefore reinforces the arguments made by the UKMPA of the need to draw up a new Pilotage Act to incorporate the PMSC and pilots' NOS.

The following is an edited version of the full MAIB report.

REPORT

At 0915 on 1 December 2004, *Stolt Tern* approached the pilot embarkation position off Holyhead with a cargo of 4000t of gas oil. On arrival on the bridge, information was exchanged between the master and the pilot. The pilot was given the ship's pilot information card and supplementary information regarding her Becker rudder that reductions in speed should be made gradually and not when changing heading. The pilot gave the Master the port passage plan to the intended berth. The pilot advised the master to alter course to put the breakwater fine on the starboard bow and manual steering was selected.

The master controlled the pitch control lever, and the third officer was on the helm, except when relieved by the master to allow him to plot fixes on the paper chart.

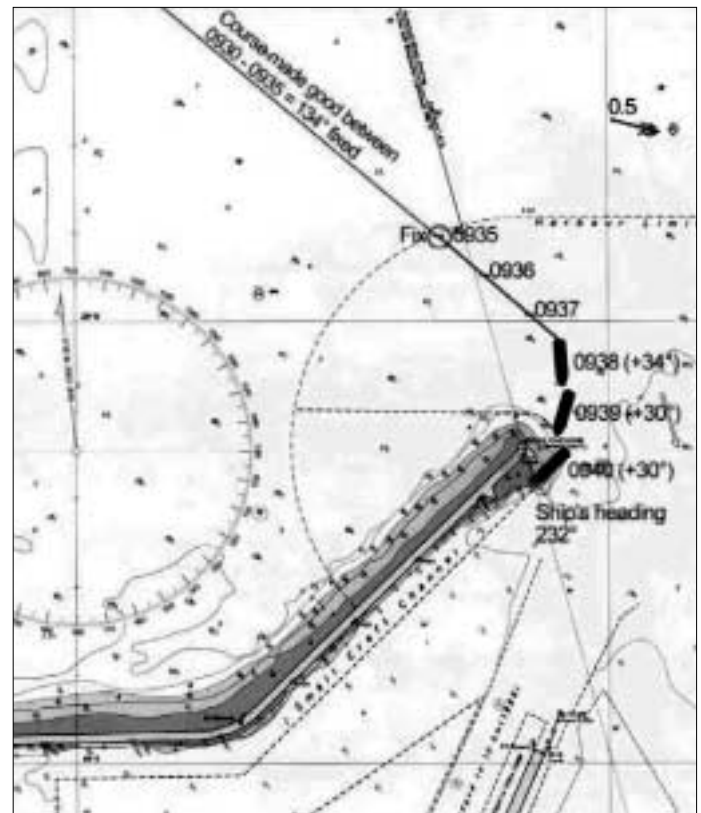
The speed was reduced to slow ahead when about 5 cables from the breakwater. Soon after, the pilot advised a 10° alteration to starboard to aim towards a prominent chimney. The third officer applied 5° of starboard helm. The master also gave a short burst of the bow thruster to starboard, and reduced to dead slow ahead, in accordance with advice he thought the pilot had given.

The ship started to swing quickly to starboard. The pilot commented that the stern was being influenced by the tidal stream and ordered 'midships' followed by 'steady'. As the third officer applied 20° of port helm, the pilot advised 'hard to port'. Although 35° of port helm was applied, and the bow thruster was thrust to port, the ship continued to swing quickly to starboard.

Realising that the ship was swinging towards the breakwater, the pilot advised the master to 'stop' followed by 'full astern'. The third officer responded by stating in Filipino that this action would accelerate the swing towards the breakwater end. Accordingly, the master increased to half ahead and increased the port helm to 65°. Moments later, at 0940, the ship grounded on a patch of shoal water to the south of the eastern end of the breakwater. Estimates of the speed of grounding range from 2 to 6 knots.

ACTION TAKEN FOLLOWING THE COLLISION AND DAMAGE

The vessel was re-floated with the assistance of the tug *Afon Braint* at 1120, and was secured alongside Terminal 4 at 1215. There was no pollution.



Following a temporary repair, the vessel sailed to Rotterdam for permanent repairs.

ENVIRONMENTAL CONDITIONS

The wind was south-east force 1-2, and the sea was calm. The predicted mean rate of the tidal stream in the position of tidal diamond 'B' was 102° at 0.5 knot.

RECORDED INFORMATION

The course recorder was found to be reading 10 minutes slow, and 10° low. The ship was fitted with a propeller pitch recorder, but this was not working. The port's radar was operating but did not have a recording capability.

NAVIGATIONAL PUBLICATIONS AND PASSAGE PLANS

The chart in use for entry into the port was BA 2011, the largest scale chart available and generally corrected up to date. The port passage plan did not show the intended routes to the port's berths.

THE PILOT

The pilot was 65 years old and was raised in Holyhead. He had served on board deep-sea ships, and had been qualified as a master since 1966. From 1970, he worked onboard ferries operating out of Holyhead, where he held a PEC. He was promoted to Master in 1980 and served continuously in that role until 1993. After ceasing to be a ferry master, he remained employed in the port overseeing dredging operations, and as a standby pilot. He became the port's principal pilot in 1999. He conducted between 150 and 200 pilotage acts each year. The pilot had not experienced any accidents or near accidents during his time in Holyhead, and the Port Authority had not received any adverse comments from third parties regarding his performance.

He was well respected for his knowledge and shiphandling ability by the port's senior management, and maintained a keen interest in the operations of the port and in 2002 had also suggested that a permanent navigation mark be placed to mark the shoal water to the south of the breakwater end. In addition to his pilotage duties, the pilot had also voluntarily assisted the harbourmaster in the oral examination of over one hundred PEC candidates.

He was well rested when he arrived on board *Stolt Tern*.

Intentions

The pilot expected the ship to be set to the east by the tidal stream as she proceeded towards the harbour entrance. He estimated that the rate would be a maximum of between 2 and 3 knots, and anticipated this would cause the ship to pass between 1.5 and 2 cables off the breakwater end. The pilot was aware the ship might experience a turning moment to starboard when for a brief period, the stern would continue to be influenced by the tidal stream, whereas the bow would not, and had identified a need to ensure that the ship was on a steady course during this period.

Recollections

The pilot stated that he never advised 'dead slow ahead', or for the bow thruster to be used when initially altering course to starboard. After port helm was applied to steady the ship, the pilot remembers the ship being steady on course for about 2 minutes, and that it was not until the breakwater head was on the starboard beam, at a distance of between 1.5 and 2 cables - that the sheer to starboard developed. From where the pilot was standing, he could not see the CPP control lever, or ship speed indications, but could see rudder angle and propeller pitch repeaters. He was conscious of the master making adjustments to controls on the console.

PILOTS AND NAVIGATION SAFETY

When the pilot was retained as the port's principal pilot in 1999, there was no formal process for the authorisation of pilots in place. His PEC was transferred to a pilot authorisation without an examination being conducted. During the pilot's time in post no formal checks had been made on his performance.

The pilot was not employed on board ships over 10000grt using the Aluminium jetty. Mersey pilots were employed on these ships because of their need for tug assistance,

The port's pilotage committee was chaired by the harbourmaster and comprised the port's major users, including the pilot, and other interested bodies. The committee's agenda typically included all aspects of the safety of navigation, and pilotage within the port.

PORT MARINE SAFETY CODE

The PMSC was developed by the Department for Transport and was implemented in December 2001. The code introduced the principle of a national standard for every aspect of port marine safety, and although the code was not mandatory, the Department for Transport expected every CHA to comply with its requirements. These included the completion of formal risk assessments of marine operations.

National Occupational Standards

In its review of the PMSC, published in November 2004, the Department for Transport concluded that:

MCA should continue to engage with the industry on occupational standards until it is generally established that these underpin the recruitment and statutory authorisation of those key positions - this needs to include the promotion of formal training in assessment.

National occupational standards for pilots have been agreed and accredited with the QCA. However, the assessment criteria for their implementation have yet to be agreed.

IMO RESOLUTION A.960 - PILOT TRAINING

Resolution A.960(xxiii) contains recommendations on the training and authorisation of pilots, and recommends that harbour authorities should satisfy themselves that pilots continue to possess up to date knowledge (at intervals not exceeding 5 years) of local navigational issues, current regulations and any other specifically related local issues. It also states:

Every pilot should be trained in bridge resource management with an emphasis on the exchange of information that is essential to a safe transit. This training should include a requirement for the pilot to assess particular situations and to conduct an exchange of information with the master and/or officer in charge of the navigational watch. Maintaining an effective working relationship between the pilot and the bridge team in both routine and emergency conditions should be covered in training. Emergency conditions should include loss of steering, loss of propulsion, and failures of radar, vital systems and automation, in a narrow channel or fairway.

The harbourmaster of Holyhead was unaware of the content of Resolution A.960(xxiii).

LOSS OF CONTROL AND GROUNDING

After the pilot embarked in *Stolt Tern*, the initial passage towards the breakwater proceeded as planned. However, as a small alteration of course to starboard was made to the north of the breakwater, the turn could not be checked and the ship started to turn from a course of 139° at 0937, and grounded at 0940 on a heading of 232°. It is estimated that the ship's mean ground speed during this period was between 3 and 4 knots. In the absence of any indication of a machinery malfunction or failure, the loss of control was probably due to one, or a combination, of several factors.

First, the time interval between the engine movements from half ahead to dead slow was short, and the resulting reduction in speed would have been quite rapid. Given that the ship was known to be extremely right-handed and that the pilot information card warned against reducing speed and changing heading at the same time, a sheer to starboard was a likely outcome.

Second, as *Stolt Tern* passed the end of the breakwater, her bow would have entered the still waters to the south, while her stern would have been set to the east by the tidal stream to the north of the breakwater. This would have exacerbated the ship's turning moment, and her slow speed would have prolonged her exposure to this effect.

Third, although the time the bow thruster was used at the start of the turn was stated by the master to have lasted only a few seconds, its use is likely to have had an influence given the ship's slow speed. In conjunction with the 5° of starboard rudder, which according to the information in the pilot card equated to about 15° of conventional rudder, this could have induced a high rate of turn unless quickly checked.

It is impossible to determine if the grounding would have been avoided had the master followed the advice of the pilot and put the engines astern. The master's decision to ignore this advice, and to increase speed and rudder, was based on his knowledge and experience of the ship's manoeuvring characteristics. It is correctly the prerogative of the master to take such action, whenever he considers appropriate.

BRIDGE MANAGEMENT AND COMMUNICATION

Before entering Holyhead, relevant information had been passed between the pilot and the master.



However during the execution of the passage plan the pilot was not integrated into the bridge team. The master's rapid reduction of speed, and his use of the bow thruster, resulted from poor communication between the master and the pilot. The pilot was not aware of the action taken because the master did not inform him. He was concentrating on conning the ship and did not monitor the master's actions.

The pilot estimated the ship's position and movement by eye. He did not ask for any of the additional information available to the bridge team, such as ranges by radar or speed over the ground, nor was any of this information offered.

The pilot was isolated from the decision-making process during the discussions between the master and third officer, in Filipino, immediately before the grounding. The integration of pilots into a bridge team is essential if passages in pilotage waters are to be conducted safely. On this occasion, it is not certain why the master reduced speed to dead slow. He was operating the CPP controls, and was aware of the ship's handling characteristics. However, better teamwork and a more effective working relationship between the master and third officer, and the pilot, might have helped to recognise what was going wrong with the plan in sufficient time for corrective action to be taken.

It is understood that some of the larger ports arrange for their pilots to attend tailored bridge simulator courses as part of their ongoing professional development. Such training would probably be of benefit to all pilots.

PASSAGE PLANNING

The intended passing distance off the breakwater allowed insufficient sea room and time for corrective action to be taken. A similar accident could easily have occurred had the ship suffered a mechanical failure.

There was no reason why a greater clearance could not have been planned. However, the pilot had followed the intended route and passed the breakwater many times without incident, and it had become custom and practice.

Although the bridge team had produced a pilotage plan for entry into the port, the lack of tide tables indicates that the master was reliant on the services of the pilot for this information.

PORT SAFETY MANAGEMENT

In keeping with the Port Marine Safety Code, the port of Holyhead was operated under a safety management system. Assessments had been made of all identified risks related to marine activities, and these had been periodically reviewed.

The simple and cost free precaution of allowing a larger safety margin when passing the breakwater end was not identified. This was particularly relevant to the ships on passage from the pilot station to Terminal 4, which needed to make a large turn around the breakwater end. The precaution was probably not identified due to the fact that the entry to the port is relatively straightforward, there was no experience of previous accidents in this area, and the port's management, which was very experienced in ship and port operations in Holyhead, was highly respectful of the pilot's ability and experience.

Risk assessment is a very useful tool to quantify and reduce risk through the identification and implementation of suitable control

measures. However, unless the control measures themselves are regularly reviewed to ensure that the risks are being kept as low as reasonably practical, the effectiveness of the risk assessment process is diluted. Liaison with the persons providing the control measures is essential to achieve this.

PILOT AUTHORISATION AND PERFORMANCE MONITORING

Since the pilot had been in post, the port had improved and formalised its procedures for the authorisation of pilots. This was demonstrated by the authorisation procedure followed for the standby pilot, and the pilots employed from the Mersey. The requirements for PECs were also clearly defined. The authorisation of the pilot on board *Stolt Tern* pre-dated these procedures, and he had never undergone any formal assessment in his role. However, the harbourmaster had monitored the pilot's performance by accompanying him on the occasional act of pilotage, and by witnessing his shiphandling from ashore.

Local navigational knowledge and shiphandling are obviously pivotal to a pilot's performance but there are other areas in which a pilot must also be proficient. It is difficult for harbour authorities to effectively monitor performance in all aspects of a pilot's work, but a requirement for all pilots to have a qualification based on national occupational standards would at least provide a reliable base from which to start.

ONBOARD PROCEDURES AND SAFETY MANAGEMENT

A number of departures from the company's procedures and material deficiencies, with respect to navigation and bridge management, were evident on board *Stolt Tern*. These included: the lack of tide tables; the chart in use not being corrected up to date; the lack of a helmsman on the bridge; the lack of a bridge team brief prior to entering the port; the lack of assistance provided to the pilot in terms of his familiarisation with the bridge equipment and general support; the interchanging of the master and third officer on the helm; the use of Filipino rather than English just before the grounding; the misalignment of the course recorder; and the non-functioning of the propeller pitch recorder.

RECOMMENDATIONS

The BPA/UKMPG marine and pilotage group is recommended to:

Highlight to members of the BPA and UKMPG the importance of reducing the level of risk identified to as low as reasonably practical when conducting risk assessments, and the importance of ensuring that the effectiveness of any resulting control measures is reviewed regularly.

Reinforce to the members of the BPA and UKMPG the need to ensure a meaningful exchange of information between pilots and masters rather than merely the completion of a checklist. Such exchanges should cover all relevant areas such as the vessel characteristics, bridge team organisation and duties.

The MCA is recommended to:

Expedite and resource, through the national occupational standards working group of the PMSC steering committee, the requirement for national occupational standards for pilots to be a prerequisite for their recruitment and statutory authorisation.

Stolt-Nielsen Transportation B.V. is recommended to:

Review its safety management and auditing processes with a view to improving the safety culture among its ships' crews, and encouraging a more open reporting regime.

Expedite its programme of bridge resource management training for its masters within its European coastal fleet, and ensure that pilot integration is included in the course syllabus.

Full report available on the MAIB website:

www.maib.dft.gov.uk/cms_resources/StoltTern.pdf

PENSION NEWS

THE SECRETARIAT

I cannot believe we are in the last quarter of 2005 with just one more trustees meeting before the end of the year and the hustle and bustle of Christmas holidays to look forward to (although some of us get a pre-Christmas practice at Thanksgiving). Still the first three quarters of 2005 proved to be very busy for the Secretariat and I have no doubt that the last quarter will be the same.

VALUATION AS AT 31 DECEMBER 2004

The 2004 triennial valuation has been presented to the trustees and like many UK pension schemes it shows a deteriorating funding position. On an on-going funding basis the Fund shows a funding level of 76% compared to 90% three years ago. The main reasons for the deterioration are the improving life expectancy of members and lower interest rates.

To address the funding deficit the Trustees have raised the normal retirement age of Existing Members for future accrual and carried out a substantial review of the asset allocation to determine how best to take the Fund forward. Perhaps most importantly the Trustees have obtained legal advice and a QC's opinion and are now in discussions with the Participating Bodies and the UKMPA to decide how to deal with the deficit and formulate a recovery plan.

INVESTMENT REVIEW

Following the results of the triennial valuation the Trustees commissioned a review of the investment strategy. Although formal recommendations have yet to be received from the Investment Consultant the Trustees have agreed, following consultation with the employers, to invest 10% of the Fund's assets in Goldman Sachs' Direct Strategies funds. These funds are targeting high performance returns without increasing the Fund's risk.

"A-DAY" PROTECTION

In late July forms were sent to all active members of the PNPf requesting details of any other retirement benefits they may have

in order to determine whether they should be seeking independent advice prior to 'A-Day' (6 April 2006). Although we have had a good response the majority of the forms are still outstanding. Please would you return your forms.

TRUSTEES TO GO BACK TO SCHOOL

Next year it is back to the classroom for trustees regardless of their standing or experience. The Pensions Regulator (TPR) will require them to show an understanding of pension law and practice as well as funding and investment. It cannot be avoided as in 2007 they will be required to report to the Headmaster (TPR) on how much learning they have done. They will not, however, have to pass any exams.

NEWS IN GENERAL

With effect from 6 April 2005 the Pensions Protection Fund and The Pensions Regulator were established.

PENSIONS PROTECTION FUND (PPF)

The Pensions Protection Fund has published a guide to PPF levies for 2005/06. These levies apply to defined benefit schemes and will be in two parts:

An initial levy of £15 for each active member or pensioner (including spouses and dependants) and £5 for each deferred member.

An administrative levy based on the number of members in a scheme, ranging from £24 per member for a scheme with less than 12 members to £0.74 per member for a scheme with over 10,000 members.

THE PENSIONS REGULATOR

From 6 April 2005 The Pensions Regulator (TPR) came into existence. The TPR takes over Opra's responsibility for the regulation of occupational pension schemes with much expanded and more powerful functions.

SCHEME RETURNS

At the end of June 2005 The Pensions Regulator (TPR) sent out scheme return forms to 8000 occupational pension schemes. The returns asked for basic information including the scheme type and status, membership, details about trustees and advisers, financial information and details about participating employers.

The trustees had eight weeks, until the end of August, to complete and return the forms. For the PNPf it was a bit like trying to put a square peg in a round hole given the uniqueness of the Fund.

CIVIL PARTNERSHIP ACT

From 5 December 2005 the Civil

Partnership Act will come into effect. This Act will bring with it a package of rights and responsibilities very similar to the legal status of married couples. Pension schemes will be required to provide survivor's benefits for members of civil partners.

Legislation prohibiting discrimination on the grounds of sexual orientation will be amended so that civil partners must be treated in the same way as married couples. In addition pension sharing orders will be available for civil partnerships that end.

MONEY PURCHASE (DC) SCHEMES OUTNUMBER FINAL SALARY (DB) SCHEMES

For the first time the number of Defined Contribution (DC) schemes has overtaken the number of still open Defined Benefit (DB) schemes according to a survey published by Hewitt Associates.

The survey covered approximately 350 schemes and showed that 32% of organisations now offer DC compared to 28% with a DB scheme that was still open. 29% have a final salary scheme closed to new entrants while the remaining 11% consisted of schemes closed to further contributions and various forms of hybrid schemes.

An alarming trend is that fewer than 50% of employees covered by DC schemes actually contribute anything themselves. This, coupled with the fact that employers almost always pay in much less than under DB schemes, means that amount of money being put aside for the next generation of pensions is falling sharply.

Well all that being said it is just left to me to wish you all, (albeit a bit early), the best for Christmas and the New Year.

*Debbie Marten
Debbie@pnpf.co.uk*

Retirements

May 2005 to July 2005

RM Runyard Weymouth June

Pensioners Deceased

May 2005 - July 2005

P Byers	Harwich
N Fairfax	Staff
DH Moulson	Humber
R Wilkinson	Sunderland

REMEMBER

It is in your interest, if involved in any accident or injury, however trivial it may seem at the time, to inform:

**Circle Insurances Services
WITHIN 30 DAYS**

Chairman's Report

With Parliament on its summer recess, London is in a quiet period. However, the conference season is upon us and I have attended the Labour Party conference for lobbying purposes. I met with the Shipping Minister, Dr Steven Ladyman, Ministers, MPs and MEPs on the Transport committee. The Port Access Directive was discussed with Dr Ladyman and it would appear that, despite the activity in Brussels with presentations of amendments for consideration in the EU Parliament, the directive would not survive. The opportunity arose to meet with Lord Tony Berkeley in Brighton and questions have been formulated to be asked in the Lord's regarding the lack of progress on the National Occupation Standards and on the use of a simulator programme set up for Belfast by the South Shields Maritime College. The questions and replies will be issued in a circular in the near future.

Department for Transport: The work on the amendments to the 1987 Pilotage Act continues and, with recent events, further amendments are being considered and these will be presented to the Department in due course. Both Phil Hart (Pilotage) and James Weeden (Policy Advisor) will be at conference to give a presentation and answer questions.

Legal: Primarily we have been involved in the case involving Kristian Pedersen. A pre-hearing review was called for in advance of the Tribunal and I am pleased to inform you that the Chairperson of the Pre-hearing Review made it clear that there was a case to be heard at a Tribunal. Hopefully this will be heard by the latest March 2006. In the meantime Kristian has found employment and we wish him well both in his job and in the outcome of the Tribunal.

The T&G legal department have employed a Barrister to assist with the employment issues that have arisen in Belfast and Fergus Whitty is monitoring the situation. The Belfast Harbour Commission have presented a proposal for a new contract to the pilots. This new contract involves five pilots being made redundant. Blake Laphorn Linnell's employment team will examine the contract. The Transport and General's legal department is also involved, in particular, scrutinising the roster and holiday arrangements with regard to the WTD.

BLL are looking into the Bristol pilots contract and other issues and on behalf of Gloucester pilots with regard to insurance cover to piloting in an area not covered by their CHA.

The London pilots have legal work ongoing regarding a consultation Thames Notice to Mariner's regarding the

administration and use of local navigation certificates (shifting pilotage).

Europe: On the 6th of September a Council of Presidents (COP) Task group met in Paris to discuss the European Port Package, EUPP(2). The commission had given a deadline of the 19th of September for amendments to the directive to be received. In Paris the amendments were considered in detail and a final draft prepared. Arrangements were made to meet Georg Jarzembowski, the Rapporteur of the Ports Directive, on the 12th to present the amendments. The amendments from all participants number 308 in total and these will be debated in the EU parliament on the 10th of October.

It would appear that the Dutch Pilots Company do not wish to continue involvement in the MarNIS project. This will mean EMPA taking over the project and the re-organization will be discussed at the EMPA Board of Directors meeting in Antwerp on the 10th and 11th of October.

A Research and Development (R&D) group is being set up within EMPA that will take on the MarNIS project. The UK will have a prominent role in the (R&D) group. Regarding ETCS, the code and guidelines are lodged with the EU Commission and EMSA (European Maritime Safety Agency) and we await their decision and comments.





The UK Government, in their role as President of the EU, is hosting a meeting to present to European Commissioners and other interested organizations a programme entitled 'Maritime Employment Event'. The 'Event' will be held at the Excel Conference Centre in London's Docklands on the 5th of October and both Chris Lefevere, Secretary /General of EMPA and myself will be attending. The UKMPA continues to lobby in Brussels on your behalf on all matters that affect our profession.

A new EU project has recently surfaced with the acronym of ESMARALDA

And it definitely is a case of 'the bells, the bells' tolling for pilotage. It talks about removing the necessity of boarding pilots at sea because of the time wasted in transiting to the berth. EMPA will have to become involved in this project and monitor it carefully. The 'Esmaralda project' has been designed by the European Harbour Masters Association (EHMA).

CHIRP: The AGM of CHIRP is being held on the 3rd of October at Farnborough. The CHIRP maritime board will meet after the AGM. There is an interesting issue to be discussed regarding compulsory pilotage. Please continue to make full use of the Confidential reporting system.

LG Cate, Chairman

<p>WARSASH MARITIME CENTRE <i>over 50 years serving the maritime industry</i></p> <h2>Professional Development for Pilots</h2>	 <p>WARSASH MARITIME CENTRE</p>	
<p>SHIP HANDLING COURSES Utilising the 7 scaled manned models, we offer specialised courses designed to develop the skills and understanding of ship handling techniques.</p> <ul style="list-style-type: none"> • Scaled models of up to 300,000 Dwt • Radio controlled model tug • 10 acre lake with many miles of channels and 30 berths <p>SIMULATOR COURSES Extensive use is made of the bridge simulator by pilots both for area knowledge and Professional Development Courses. The wind, current and visibility conditions are set to operational requirements.</p>	<p>COMBINED COURSES Using a distinctive combination of the manned models and bridge simulator.</p> <p>ADVANCED SHIPHANDLING A customised course utilising the manned models to further enhance existing knowledge and skills.</p> <p>Warsash Maritime Centre also offers further courses including ARPA updating and VTS training. Please visit our website for more details.</p> 	 <p>SOUTHAMPTON INSTITUTE</p>  <p>FOR VOCATIONAL TRAINING RESEARCH AND CONSULTANCY REG. NO. 926387</p>
<p>Please e-mail us on wmc.thepilot@solent.ac.uk or visit our website: www.solent.ac.uk/wmc</p>		

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SECTION COMMITTEE

It is easy for the general membership to forget the vast amount of work undertaken behind the scenes by the Section committee on their behalf. The following is a brief update on work during the last quarter.

Vice Chairman: Joe Wilson continues administrative work and attends meetings supporting Chairman Les Cate

Treasurer: John Pretswell continues with on-going administration work of Secretary and treasurer, keeping the accounts up to date and preparing budget for 2005 conference.

Finalising the paper work for the PNPF trustee elections for voting in November.

Finalising the paper work for the Section Committee elections for the 2005 conference.

Don Cockrill: Preparing the UKMPA position on the PMSC and National Occupational Standards for pilots for presentation to the MCA working group on standards.

Monitoring MAIB reports for items of relevance to UKMPA members. Likewise with IMO papers.

Geoff Taylor: IMPA President Geoff has continued to be tireless as the UKMPA's "foreign ambassador"! Geoff attended the Biennial Congress of the Canadian Marine Pilots Association and gave a

well received presentation. As with all these meetings many important contacts are made on the fringes of the conference and Geoff has established a good working relationship with the secretary-general of the IMO, Efthimios Mitropoulos. Geoff ensured that IMPA fully supported the IMO World Maritime Day initiative. With this year's theme being "International Shipping, The carrier of World Trade" Geoff successfully arranged for pilots to take a journalist on board for a piloted passage.

Most recently Geoff has attended the Seatrade London International Maritime Convention. All these initiatives have resulted in positive press stories about pilots and pilotage and are slowly helping to break down the "them and us" barriers that all too often exist between pilots and port management. We all have a common interest in ensuring a port's success.

Paul Haysom: Finalising the insurance policies for presentation to conference for approval.

Kristian Pedersen: The preliminary hearing to consider a full employment tribunal action for unfair dismissal against ABP was successful and a further hearing is set for November. Whilst all this has been going on Kristian has had to find alternative employment and I understand that he has secured a pilotage job in Nigeria. We wish him well. Kristian's departure has created a vacancy on Section Committee for Region 6 and this has been filled by **John Pearn** from **Milford Haven**.

LETTER

There is Gold in them there Pilots!

You may well find that the ideal of providing the services of well trained and competent pilots, the substance of the Port Marine Safety Code and the 1987 Pilotage Act is 'old fashioned'. I have always prided myself on the fact that I provide a competent and professional service to any vessel appointed to me by the CHA. This is a service required by the 1987 Pilotage Act and intended solely for the safety of the ship, its crew, the environment, the port and its infrastructure with the costs of this service being covered by the payment of the pilotage charges and as such, kept in line with inflation and other competitive restraints. However, the pilotage service is increasingly looked upon as being 'a nice little earner', with some CHAs using the old smoke screen of blaming compulsory pilotage for high pilotage charges and pilots themselves for all ills.

I believe that pilotage has become an industry, and just like any other industry, it has to make a profit. Do I hear you asking why? Then let me tell you a story.

Once upon a time, not so long ago, there was a pilotage district which was run effectively by two Marine Officers and a part time Marine Officer who would cover for holidays and sickness, a Harbour Master-come-Pilotage Manager and 14 happy and experienced pilots. No ship ever went without a pilot. The pilots were treated courteously but when pilotage became compulsory a new management decided that the extra workload would of course be absorbed by the happy pilots.

But this was not enough! "The pilots must become more 'productive'. We will cut their numbers and increase the shipping by 15%", the management were heard to say. And so it was. Pilot numbers fell to 12, "Ah" said management, "that'll do nicely".

But the pilots said "We have already absorbed a 15% increase in shipping and a 15% increase due to compulsory pilotage, how do you expect us to provide a service under these conditions?"

The management in their usual manner made "No comment".

The so-called happy pilots were exasperated and frustrated by this, and, enamoured by the scenery from the Lord of the Rings, decided that it was time to move to pastures green and found positions in New Zealand. Other pilots considered this to be a sound move, and soon New Zealand became awash with applicants.

This reduced the pilot numbers to 10.

Management during this time had not been idle. Oh no, VTS had been installed and the duties of the two-and-a-half Marine officers were taken over by 5 VTSOs, a new Marine Manager evolved, also a new Pilotage Manager, Harbour Master and Assistant Harbour Master were appointed. The 5 VTSOs, not trained in the ways of pilotage, complained that they were over-worked and over-stressed. This resulted in management instantly appointing two secretaries to assist in mopping their brows and thus adding another layer of potential misinformation.

It is said that the management became concerned that they had gone too far; it was the more senior pilots who had gone to "Hobbitsville" and a shortage of senior pilots could prove very embarrassing. In

their wisdom they questioned the junior pilots as to the reasons for not wishing to be examined and progress up the pilotage ladder. They replied that it was impossible to train while on watch as they were always working and that they had not been sent on any of the courses required by the Company's Training Programme.

The shortage in numbers obviously made the pilots very productive but extremely tired and stressed. It was not always possible to be in two places at once which caused the Ships Agents to be aggrieved as they could not get a pilot when they wished and indeed had to send vessels into port without pilots but still had to embrace a 25% increase in charges over five years.

Management held their breath and placed adverts in obscure publications hoping that, if they weren't too fussy, they could find a few replacement pilots to boost numbers.

What of Government officials, do I hear you say! Surely they would intervene to ensure the PMSC was not ignored and as for the insurers, who have to foot the bill for all the accidents, they ought to be calling for the Pilotage Act to be repealed and for the pilots to once again offer a professional and cost effective service.

As I say, it is only a story. If it were true, surely, the shipping industry would never put up with such a situation, paying through the nose for a second rate service?

This is an abridged version of what was told to me, the full story (which has not yet come to an end) would make your blood freeze or boil depending on your viewpoint.

Let's hope it remains only a story. The only concern is that behind every story there is a modicum of truth.

Pilot Gandalf

The Eastern Mediterranean Yacht Rally 2005

Most people during their working career are frustrated that there are many things that they would like to do but time constraints of leave allocation etc prevents them from being able to realise their aims. The plans then become a dream for "when I retire" but again frequently most people never manage to realise their dream.

Recently retired Manchester Pilot Alistair Cooke is one of those fortunate enough to have had a dream and undertaken it. Abandoning his understanding wife, Alistair set off for Turkey to sail on the Eastern Mediterranean Yacht Rally. Fortunately for us Alistair kept a log of his 1565 mile voyage which makes for very enjoyable reading including as it does a vast wealth of detail lavishly illustrated by photographs he took during the voyage. It is impossible to do this voyage log justice in a short feature so Alistair has kindly agreed to let me place the full log on my website. It is well worth downloading. One aspect of the log which confirms what all seafarers know is that no matter where you go in the world, the ordinary people are invariably overwhelmingly friendly and this comes across clearly in this narrative which covers countries renowned for "terrorism" and religious intolerance across its borders. Alistair's introduction to the log sums up the



Captain Cook



spirit behind the yacht rally.

The first winter that I owned Wanderlust she lay in Kemer marina when Hassan Kacmaz was the manager. The Eastern Mediterranean Yacht Rally and Hassan were a byword amongst the sailing fraternity. The rally is neither a race nor a regatta rather it is best described as a cruise in company on which you visit ports in other countries. As the name implies this rally covers Turkey, Cyprus Syria, Lebanon, Israel and Palestine collectively known as the Levant. The Levant is the cradle of civilisation as and has the longest recorded history in the world reaching back five thousand years before Christ. The Christian, Jewish and Muslim religions all owe their existence to the peoples of these countries. Recent history of conflict between these sovereign states has caused unease among tourists and foreign yachtsmen alike. One of the main aims of the rally is to use the international community of yachtsmen as ambassadors at large to promote goodwill and friendship and to demonstrate to others that you can travel safely both on

land and sea in the Levant. 2005 was the sixteenth year that the event had been run under Hassan's guidance and the fleet consisted of seventy-six boats with 270 sailors from 30 nations visiting three continents twenty-one ports and a host of religious places and historical sites. Ever since I first heard about the rally I've wanted to take part in it but as a working pilot it was never going to be attainable. However retirement changed all that, time was no longer the problem. The new one was to find a crew with the time to spare which proved more difficult than I could have imagined. My eternal thanks must therefore go to Sue Hill and to Stewart Layton for putting their lives on hold to come and share this adventure of a lifetime with me.

The fully illustrated, 34 page, EMYR log of the Levant voyage is on my website at : www.pilotmag.co.uk

Anyone who cannot gain access to the web can send me an A4, SAE with 83p stamp and I will print a copy out for you. Ed.

GLOUCESTER RETIREMENT



March 2005 saw the early retirement of Gloucester channel pilot, Keith Hadley, after 36 years of service.

Latterly a member of Gloucester harbour Trustees he was deeply involved with all aspects of the pilotage service and contributed much to the smooth running of all aspects of the port, including the maintenance of navigation aids on the Severn river.

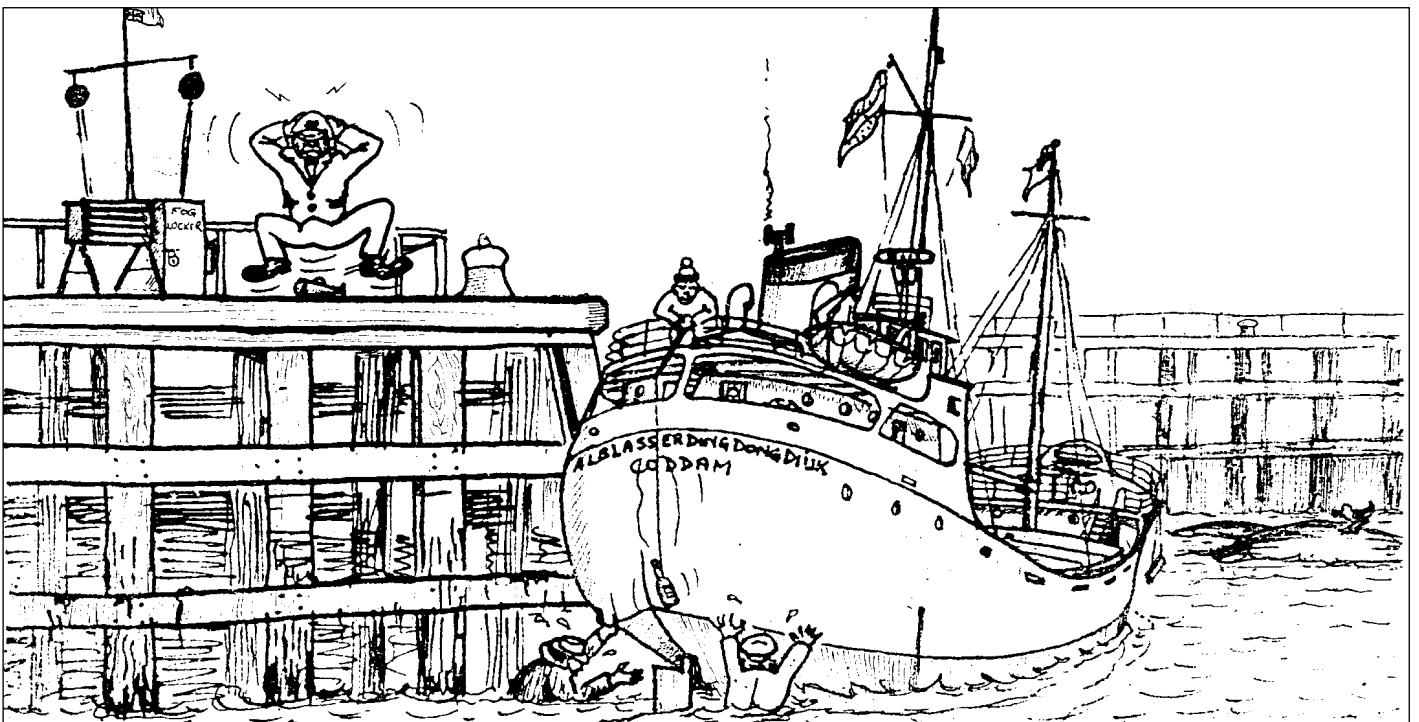
Keith originally hailed from the Severnside village of Arlingham in Gloucestershire, the home of many deep sea and coastal trade mariners, but later decided to settle with his family at Sharpness not far from the docks. Educated at the then Lydney Grammar school he then served his time as a Gloucester pilot apprentice at the Portishead and Barry pilot stations and then attended sea School at Bristol prior to going away to sea with Strick Line of London for two years. During this sea service he was suddenly and unexpectedly recalled to train and following passing his pilotage licence exam was appointed as third class pilot. In many ways becoming a pilot in those days was very much a case of being thrust in "at the deep end" with a steep learning curve on the difficult and intricate tidal waters of the Estuary. At that time there were many older ships still in service with radar and radio communications often something of a novelty, if available at all! However, Keith survived and received a sound grounding (no pun intended) in the art of shiphandling on a unique tideway. As with all pilots, there are many and varied tales and experiences to relate but briefly just one will suffice.

During a particularly busy period, Keith was snatching a much needed hour or so slumber on the saloon settee of his anchored ship whilst awaiting the flood when, it is related, he sat bolt upright and shouted "she's dragging, she's dragging!". After the ensuing hue and cry had died down the Master returned from the bridge, still in his underwear to find Keith fast asleep and totally unaware of the hiatus that he had unwittingly caused.

At a retirement luncheon held at Navigation House by the Gloucester Harbour Trustees and attended by past and present pilots, trustees and colleagues Keith was presented with a beautifully refurbished and suitably mounted and inscribed lantern from one of the lighthouses that he had so long looked after and maintained so scrupulously.

We all wish him a long and happy retirement with his wife Jan and their two charming daughters Charlotte and Rebecca.

*George Woollard
retired Gloucester Pilot*



Gloucester pilots will always get there – subject to incentive

George Woollard

OBITUARIES

Peter Nairn Byers (1923 -2005)



Peter was born in Sunderland, the youngest of 5 children and joined Silver line in 1946. He sailed with the Atlantic convoys in the 2nd World War and spent his 21st birthday unloading tanks in Italy. He had been due to sail on the *Silver Ray* that was sunk between Halifax and New York and to sail with PQ17 in a ship that was sunk with the loss of all hands. On each occasion circumstances intervened to send him elsewhere.

After the war Peter joined the Orient Line and made regular trips to Australia meeting his wife Gaye on a voyage in 1951. He joined the London Pilotage service in 1954 and retired in 1988. He had a keen interest in sport playing cricket for the Pilotage Service in the 60's, and golf regularly from 1963 to 2004. He also maintained an 'armchair' interest in the fortunes of Sunderland FC.

Our thoughts are with Peter's widow, Gaye and his three daughters Pamela, Anna and Jennifer

Donald McLean

Mike Young

Mike Young was born in Stockton-on-Tees on 19th August 1942, educated at a small private school in Hartlepool, Rosebank, he was one of three pupils in a single class who went on to join HMS Conway where he was a cadet from 1956-1959.

Mike joined Brocklebank's from Conway and remained with them until 1972, gaining his master's Certificate before his 26th birthday and serving in all ranks to Chief Officer. He began his training with Tees Pilots in February 1972 and, after a long and fulfilling career completed his service as a Tees Bay Pilot on 28th February 2003. Mike simultaneously served with distinction in the Royal Naval Reserve until

August 1992, retiring with the rank of Lieutenant Commander.

A modest man yet he was both intelligent and thoroughly capable. In the truest sense of the word he was also a good man, this natural goodness often displayed itself in small individual acts of kindness toward his colleagues and friends and he would not wish for this obituary to be long-winded or over effusive. That said it would not be reasonable to move on without asserting the fact that, in a long career Mike inspired affection and respect in equal measure to all he worked with. He spoke ill of no one and, after retirement found real contentment in the teaching of navigation to aspiring skippers at Whitby's Fisherman's College. Viv and Andrew, his family will miss him most of all but many others will regret the passing of a fine pilot and a truly good man.

Geoff Taylor

James Scott (Andy) Anderson



It is with sadness that I report the death of Andy Anderson on 24th July 2005.

Andy was born in Welwyn Garden City on 10th March 1925 and attended Alleynes school until 1940, then the Thames Nautical Training College (Worcester). He then joined P&O and was appointed to the troopship *Strathnaver*. During his cadetship his trips took him to the invasions of North Africa, Sicily, Salerno and Anzio.

In 1953 he married Mary, whom he first met when she was a nurse on the same ship. He later applied for and was offered a post as a licensed North Channel Trinity House Pilot based at Harwich

In 1963 he moved with his family to the then rapidly expanding port of Milford Haven and piloted there until he took up an appointment at Puerto Armuelles with Petroterminal de Panama (the southern transshipment terminal for the Alaska run)

In 1984 he retired back to Milford Haven, moving again in 1990 to Market Drayton to be near his family.

Andy, when not exercising his rude sense of humour, was very much the English gentleman and a man of strong convictions.

His interests were in his garden from which no visiting lady left without an African violet or gentleman without the admonition to "get yourself some rhubarb" and holidaying on the Norwegian coastal steamers for which he had a particular attraction

Mary predeceased Andy by 6 years so that left to mourn him were his daughter Helen, son Andrew and two grandchildren

He faced his terminal illness with great stoicism and was quite happy with his bed being his last VLCC. His wardrobe the last 80k tonner coming towards him and telling Nos. 2&3 to ease off and 1&4 to take the strain as he approached the berth of his bedside table.

Helen and Andrew were a great comfort to him in his dying days. I too will miss him. He was an excellent pilot, colleague and friend

*Brian Ball,
retired Milford Haven pilot*

HELICOPTERS CRASH

During the last quarter there have been two separate crashes involving pilots' helicopter services and tragically both resulted in fatalities.

At **Richards Bay**, South Africa, a winchman was killed shortly after the pilot had been lifted from the ship. It is believed that the helicopter rotors made contact with the ship causing it to crash into the sea. The helicopter pilot and maritime pilot were able to swim clear and within minutes were rescued. The winchman was apparently unable to free himself and was drowned.

At **Le Havre** a helicopter, which had only recently been purchased by the Le Havre pilots and which was fitted with the latest safety equipment, crashed into the sea shortly after taking off to pick up a pilot. Although the weather was calm there were some fog patches. Details of this accident are sketchy but I understand that both the pilot and winchman were killed.

Although no maritime pilots were killed in either of these accidents those killed were all part of the service offered by pilots and our thoughts and condolences are with the families of the deceased.

COMPULSORY PILOTAGE INTRODUCED IN PSSA

Following much debate and despite a considerable lobby of opposition, compulsory pilotage has been introduced into the Particularly Sensitive Sea Area (PSSA) of the Torres Strait. The International Maritime Organization has agreed to adopt the designation of Torres Strait as an extension of the Great Barrier Reef following an agreement between Australia and Papua New Guinea. It is expected that legislation on Torres Strait pilotage will be passed by December and that it will take effect in June 2006. Under the PSSA designation all vessels more than 70 m long and all loaded oil, gas or chemical tankers will require pilotage through the Torres Strait. With currently fewer than 50% of ships at present using pilotage in the strait the new area will require new pilots and the role will be undertaken by the existing Australian Reef Pilots who will initially increase their numbers from 31 to 35. Pilotage infrastructure will also be enhanced. Improved pay and conditions in recent years has reportedly resulted in good quality applicants applying for the vacancies.

One aspect which I hope to report in more detail in a future issue is that the pilots will be using PPUs but additionally the pilotage companies will have a tracking system incorporate the latest technology developed by the New Zealand company HSA systems and the Australian Maritime Safety Agency (AMSA) in conjunction with *Google Earth!

The claim is that this system called "Reefview" will provide:

- Graphical display of vessels in transit through the Great Barrier Reef Ship Reporting System with different vessel symbols to indicate the primary sensor that the vessel is being tracked with.
- Graphical display of the 10 minute look ahead vector for each tracked vessel
- Display of vessels at anchor or in port.
- Display of essential attributes, such as Name, IMO number, geographic position, course, speed, vessel flag etc.
- Display of layers of ancillary information, such as the SRS route network, mandatory reporting points, pilot boarding grounds and the coverage areas for Radar and AIS
- All vessel positions are updated every 10 minutes.



- The system also maintains a live web page that gives information about all vessels approaching the pilot boarding grounds. This page is also updated every 10 minutes.

**If you haven't yet discovered Google Earth, this is a Google program that has created a world atlas using aerial and satellite images mostly taken during the last 3 years. Of varying resolution (the major cities are in very high resolution) one can zoom around the world at will. Be warned though that this program is highly addictive and with new enhanced images being added all the time you will have trouble dragging yourself away!!*

Download Google Earth free from:
<http://earth.google.com> (MAC OS is not yet supported but hopefully coming soon!)

JCB

PORTABLE PILOTAGE UNIT (PPU) update

You may recall that back in the July 1999 issue of The Pilot I wrote a feature on pilot laptop units. At that time such units were fairly basic in their function but like all technology, the last six years has seen a dramatic increase in accuracy, reliability and available functions. Units of varying design and sophistication are now becoming commonplace, particularly in the USA and being the USA it was only a matter of time before concerns about legal liability of the use of such units raised its familiar head! The topic duly surfaced at the Canadian Maritime Pilots' Association conference. Of course what happens in the USA usually arrives here within a few years and so we cannot ignore this important issue. At the CMPA conference Paul Kirchner, general counsel to the American Pilots Association gave the opinion that if using a PPU will, in the pilot's own judgment, help to prevent a casualty and improve safety then he should do so and that any such usage would not increase any pilot's liability. In the public's view the pilot's job is to prevent a casualty and so if a casualty does occur, "the law favours those who can show that they did their best rather than those who tried to avoid liability".

With many so different PPU systems in use it was difficult to generalise but Mr. Kirchner felt that pilotage law should

encourage and not discourage the introduction of practices and technologies that improve safety. The operational use of any unit should be answered not by the lawyers or judges but rather by pilots in the exercise of their own professional judgment and he was "optimistic that the law will match this ideal". So far there had been no court case, regulation, or other legal authority that would suggest that pilots should avoid using such units because of liability concerns.

Mr Kirchner explained that "We can assess the potential liability risk by anticipating how the matter would be handled under traditional maritime law negligence and liability principles. So as to determine whether a pilot is negligent, his actions and behaviour are compared with the standard of care to which the law holds the pilot. The standard was a high one, but on the other hand the pilot was not a guarantor of the safe navigation of a vessel. A pilot is not responsible for acts of God, for unforeseen mechanical or equipment problems, or for the human errors of others. In cases where a casualty can be attributed to the pilot's action or decision, liability is not imposed unless the action was contrary to what a reasonable, prudent pilot would do in the circumstances."

From our point of view perhaps the most relevant aspect of this presentation was that Mr. Karchner went on to suggest that the time was now approaching where not carrying a PPU could enhance a pilots

liability if usage had increased to such an extent that it could be considered standard procedure. Not using a PPU could then possibly be considered to be a breach of the standard of care expected of a pilot. At issue was whether it would be "customary and regular and normal procedure".

Another issue might be that even where the use of PPUs was not customary but a pilot had a unit available and did not use it, whether the casualty could have been avoided.

In view of the many factors involved Mr. Karchner concluded with some practical suggestions to minimise liability:

- * If taking a unit aboard, to set it up and use it.
- * To learn as much as possible about PPUs and receive training before using the unit.
- * To continue to exercise good piloting practices.
- * To establish a system of maintenance checks and carry spare batteries and other equipment.
- * To consider placing the ownership and maintenance of PPUs in a separate, limited liability area.
- * In locations where a limited liability statute applies, to check whether PPUs fell within activities for which liability is limited.
- * To try not to over-promote PPUs.

(Information and quotes edited from a feature by Sandra Speares - Lloyd's List 14th September.)

JCB

BOOK REVIEW

FOUR TIMES A SCAPEGOAT

BY CAPTAIN DOUGLAS HARVEY

This book has been quite difficult to review. The problem is that Captain Harvey is a perfectionist in an imperfect world and by his own admission doesn't suffer fools gladly. Unfortunately as a captain of gas tankers Captain Harvey comes across not just fools but an endless stream of brigands, crooks and smugglers. When he joins a ship he uncovers incompetence and neglect by those he relieves and spend his entire voyages bringing the ships back up to scratch. I have no knowledge of the carriage of gas but Captain Harvey goes into detailed explanations as to how, as a result of his expertise the ships he commands end up carrying more cargo than ever before. His skills are not just limited to gas cargoes, on one ship he suspects that the engine is not performing to its best and sets to with the engineer to tweak all the setting which he claims resulted in a two knot increase in speed! All this attention to detail unfortunately resulted in Captain Harvey upsetting many ashore who allegedly set him up as a scapegoat, once with customs and a second time with his company to get rid of him.

During this time as master Captain Harvey only mentions pilots when he is bemoaning compulsory pilotage or exercising his prerogative to throw them off the bridge so it is surprising to learn that he had attended an interview to become a pilot for the Forth. In 1990 our hero is called in to commence training but it does not begin well, with the opening line on this chapter stating "*Since the introduction of the 1987 pilotage Act the standard of pilotage in the UK has shown a steady decline*". It seems that suddenly Forth pilots are not only incompetent (again) with "*Rarely a day goes by in the River Forth when there is not some incident or other*" but also blackmailers and fraudsters and just in case there is any doubt left we are also grossly overpaid. Oh dear!

During training he witnesses first hand how not to handle ships onto the various berths and into the docks. Once authorised Captain Harvey details all the berths and explains how it should be done. During his time as a pilot Captain Harvey has to deal with the RN and in a somewhat classic one liner states "... *I am no great lover of the RN, am even less impressed with the RFA, and have no time at all for the RNR*". So, that's that bunch sorted out then! But, if he has no time for the pilots Captain Harvey reserves his full wrath for the management of Forth Ports. Whilst I agree with many of the criticisms made against the establishment of CHAs and the 1987 Pilotage Act, unfortunately this is the legislation under which we all have to operate. Captain Harvey disagrees with many of the regulations, byelaws and directions imposed by Forth Ports but rather than seek to change perceived illogical rules through the pilots' committee he embarks on a one man rebellion. This action which involves breaching byelaws and ignoring Directions with which he disagrees, for some reason does not endear him to the Harbour Master or the port management. The other pilots decide not join him on this crusade and are therefore dismissed as "*a bunch of wimps*". Regrettably the fully detailed account of the ensuing dispute between Captain Harvey and Forth Ports is set out in great detail and is not easy reading!

It culminates in Captain Harvey's earlier departure from the gas tankers being analysed and used against him thus setting him up as a scapegoat for a third time and he leaves the Forth pilotage after three years in service.

The rest of the book sees Captain Harvey back at sea doing ship deliveries with rubbish officers and crews and then becoming chief mate again on gas ships with Bergeson's. This section could form the basis of a gas carriage manual since to quote again "*I can*



squeeze in more cargo than anyone, only because I know the gas trade better than anyone, and have so many tricks up my sleeve that I now have a third arm". Detailed explanations as to how this is done and how everyone else is polluting the atmosphere by venting gas is provided. The book concludes with Captain Harvey sorting out another gas ship under the Bibby Harrison Management Services which is in a state of dilapidation. Again we are subjected to a detailed account of rubbish crews, incompetence fraud theft etc. and Captain Harvey leaves the ship claiming that he was only appointed in order to become a scapegoat.

Captain Harvey claims to have written this book as means of exposing the corrupt underbelly of the world of merchant shipping, in particular in the gas trade. I am not in a position to make a judgement on the accuracy of the very serious allegations made against named companies, ships and easily identifiable individuals but I believe that there is an exaggeration of the facts since ships successfully carry 95% of the world's trade without Captain Harvey on board. In the section on pilotage I do feel qualified to express an opinion. Much of the criticism is unjustifiable since Forth Ports is a thriving port operator and although largely unacknowledged, high quality pilotage plays a vital role in any port's success. Contrary to the impression given in this book the Forth pilots don't have a reputation as ship wreckers!

As a general summary of the book I found that the narrative was difficult to follow in places and the proof reading has been a bit sloppy. In particular, throughout most of the book the term "*of course*" appears as "*off course*" and to me that just about sums the book up.

JCB

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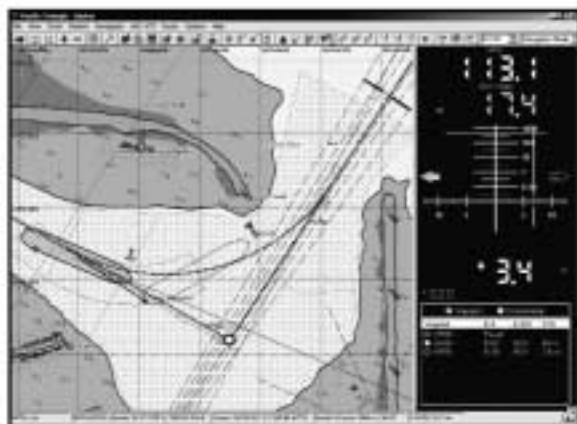
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PILOT ERROR?

Once again pilots are being targeted as ship wreckers by influential London P&I club and the following report by Janet Porter (Lloyd's List Friday July 15 2005) makes for somewhat depressing reading.

LIABILITY insurers are starting to collate data on pilot error after a noticeable rise in the number of maritime accidents that are not the fault of the shipowner. Leading the initiative is the London P&I Club, which has become alarmed at the level of claims arising from accidents when a ship was under pilotage. Having made great strides in improving maritime safety through initiatives such as the International Safety Management Code, the shipowners' mutual is now urging regulators to turn their attention to pilots. "We've smartened up our act, now the time has come to look at others, and that includes pilots," said Paul Hinton, chief executive of A Bilbrough & Co which manages the club. The problem is highlighted in the club's annual report published today, which draws attention to the fact that many accidents occur either during pilotage, or shortly before of after picking up or dropping off a pilot. "This is an area currently being investigated by managers with the aim of providing advice to masters and supplementing bridge procedures," the report states. The International Group of P&I Clubs is also gathering information about the number and value of claims that involve pilots. Writing in the annual report, Mr Hinton notes that collisions again featured prominently during the 2004/5 year, "despite universal adoption of the ISM Code, advanced navigational equipment, and passive vessel traffic management systems, and a disproportionate number gave rise to examination of the conduct of pilots who were on board at the time." With the number of cases involving shipowner responsibility falling, and the trend towards accidents resulting from mistakes of others increasing, the London Club suggests that governments "need now consider extending more widely, or redirecting the cutting edge of, their regulatory activity." The club points out that shipowner responsibility is usually difficult to avoid, even when the vessel is under the command of a pilot, since pilots are generally protected by statute from liability, "even when, as is usual, they were effectively in control of navigation."

In my opinion part of this report reveals a certain ignorance of pilots and pilotage but perhaps the enthusiasm with which the London P&I club are seeking "look at others and that includes pilots" may not be such a bad thing. As the UKMPA has

THE PILOT

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learnt, it is frequently the case that the P&I clubs automatically classify any incident that happens in pilotage waters as "pilot error" even though the Master may have had some involvement in the events leading to the incident. As was revealed at the the Master/Pilot relationship Seminar in Bristol last year, the P&I Clubs don't analyse the incidents closely because they pick up the bill regardless of who was actually responsible. The other glaring fact is that ports and their approaches represent the highest risk areas on a vessels voyage and with pressures to cut costs such as tugs, boatmen etc and with ships ever bigger and more difficult to handle it is hardly surprising that port claims are not reducing. Another factor is that the costs involved in repairing damage to a jetty or

vessel have escalated way beyond inflation in the last few years. It could well be that closer investigation could reveal that the number of claims has actually reduced but the increased costs of claims have distorted the statistics. We should perhaps welcome this spotlight being placed on pilotage and at least part of the industry is not so condemnatory. One leading insurer is quoted in response as stating "It would be a classic statistical misinterpretation to conclude from the fact that many ship accidents occur when the pilot is on board, that going without a pilot would improve safety." Geoff Taylor has already established contact with a P&I Club insider and we should perhaps consider getting some of these insurers along on some pilotage passages.

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