



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

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Chairman's Report Mike Morris



Welcome to this edition of *The Pilot*.

Pilots are still being faced with deficiencies in boarding and landing vessels. Despite the push to educate ships' masters and crews with the aid of the highly successful 'Pilot Pete' calendars, it came too late for the Sandy Hook pilot who was boarding *Maersk Kensington* inbound for the Port of New York. The Pilot was injured after falling from the accommodation ladder and later died of his injuries in hospital. No one goes to work thinking that they will be leaving home for the last time. Our thoughts are with his family at this sad time.

The UKMPA Pilot App, coupled with the Facebook page 'dangerous ladders', is making a real difference in showing examples of non-compliant boarding arrangements, whether it be securing arrangements or a combination of Pilot and Accommodation Ladder.

I am pleased to report that pilots are being fully supported by their CHAs regarding refusal to board vessels with boarding arrangements which do not comply with Solas ch V reg 23, IMO 1045 (27) as amended and ISO 799 2004, 2019 and 2020. In addition to normal non-compliances, the UKMPG, BPA, CoS and the MCA have been made aware of vessels which have been modified and now do not comply due to those modifications. Remember, when presented with a boarding arrangement which you deem to be non-compliant, for your own safety you should refuse to board until it has been determined that the arrangement is shown to be compliant.

As most of you are aware, Section Committee hold their statutory meetings in different ports around the country so that local members are able to meet and ask questions of the committee. Our last SC meeting in February was held in Brighton so that we could meet potential new members from the port of Shoreham. This brings me nicely on to our next major concern to reach our shores: Coronavirus or COVID-19 as it is now known.

The risk to pilots contacting the virus from crew members on ships is considered very low. More Information and advice can be found in the latest UKMPA circular referring to coronavirus or direct from Public Health England.

BREXIT is now no more. We are now in the transition period until the 31st December 2020. Nothing will change from our experience as members of the European Union. However, the Department for Transport is in a state of flux. Kelly Tolhurst is the new Shipping Minister, replacing Nusrat Ghani. Until I can secure a meeting with her and her team, I will continue to lobby the DfT on behalf of our members to safeguard the interests of our profession and to represent our members at the highest level.

Preparations for the UKMPA conference in Edinburgh are well on track for delegates to arrive on the 22nd September at the Macdonald Holyrood Hotel and Spa. I look forward to seeing as many of you that can attend.

Good ships and fair winds to you all.



Technical and Training Committee Nick Lee

The work and remit of the Technical and Training Committee (T&TC) is as busy and as wide as ever. I am fortunate to have dedicated members who continue to support the work of the T&TC for the benefit of the membership.

We recently have undertaken a number of studies in pilot ladder rigging issues and safety helmets and back packs worn by pilots when climbing. These are also combined with the triennial review of the Boarding and Landing Code that ports use. Pilot ladder rigging issues continue to be of concern to pilots globally. The 'Pilot Pete' calendar has been a success, and many copies have been distributed to calling ships, educating their crew on how to rig the ladder correctly. Most ships have the IMPA poster produced by the IMO, but it is a case of getting crews to read and use it.

The Association, using the skills of its members, has produced a pilot ladder defect-reporting app for smart phones. Pilots can now directly report ladder defects and the ship directly to the MCA. Association member Kevin Vallance continues to study and provide important input on the matter regarding rigging of ladders and is to be thanked. We were invited to a MCA UK Safety of Navigation meeting where we discussed

the UKMPA App. Following the information we gave the MCA are now looking to organise a Pilot Ladder Safety Working Group on which we are to participate.

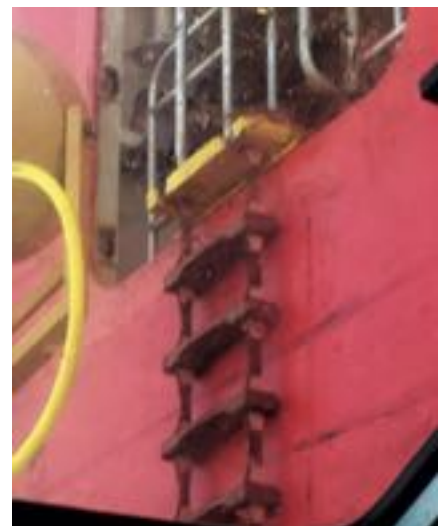
Most ports now require pilots to wear helmets when boarding and landing and there are many designs on the market to choose from. Whilst they afford protection there could be issues of 'bucketing' if a pilot falls from height into the water. This raises the issue of having a marine standard or a review of current advice. The other issue is the wearing of backpacks by pilots climbing ladders. These backpacks can cause 'windage'. The current advice is for pilots with bags or backpacks to have these taken up by heaving line. Ships crew should be standing by with a line to do this.

The Emergency Care Course was developed in conjunction with the Association and continues to be a success with ports and pilots and pilot boat crews around the UK. It is now in its third year and a number of course attendees are due for refresher training. If your port or authority has not used this course it is worth reminding them that it exists. National Occupational Standards cover most essential job roles. The Port Marine Safety Code requires that these are followed for marine

personnel. The Port Skills and Safety Organisation are the custodians of the NOS for harbourmasters, pilots and VTS. The association has just gone through the consultation with the revision of NOS for harbourmasters. We expect the portfolio of NOS for pilots to come up in the next year. What could be encouraging is the development for NOS for pilot boat crew leading up to coxswain.

Portable Pilot Units are now a common feature as pilot equipment. We have reviewed ownership of data post incident. Ken Pound has provided much assistance into the legal side of the matter. It is recognised that the Competent Harbour Authority has the right to specify the standards required of a PPU and that information from it should be shared with it in any accident investigation.

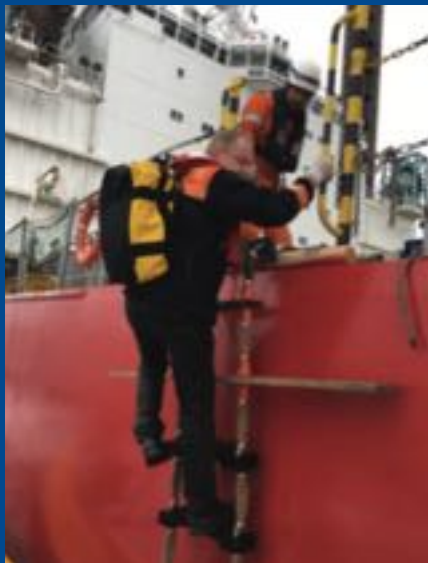
If you go onto the UKMPA website you will find a document on 'Escort Towage'. This has been an extensive piece of work involving the surveying of pilots and towage practice across the UK. In the document members will find areas of further reading and what is being used around the UK. My thanks to all members who had input into this document. The T&TC is to survey members on the use of a second pilot during operations.





To Wear or Not to Wear?

Kevin Vallance



Whenever I join a vessel the duration tends to be for a minimum of two-to-three days but it can often be for two or three weeks. I therefore always carry my gear in a medium sized suitcase, having never had to consider the problem of wearing a rucksack when climbing a pilot ladder. My baggage is always lifted aboard the vessel by using the heaving line required by SOLAS V regulation 23, part of the Pilot Transfer Arrangement, to be 'kept at hand ready for immediate use'.

Because my work assignments take me to many major northern European ports I have become used to seeing pilot colleagues arriving on the bridge with different sizes of rucksacks strapped onto their backs.

It was only when carrying out research during the writing of the Pilot Ladder Manual that I had to seriously think about the issue for the first time.

Once I started to consider the safety aspect of wearing anything while climbing a pilot ladder I searched for available guidance. The best, although sparing in detail, advice I came across at that time was contained within the June 2013 version of 'The Embarkation and Disembarkation of Pilots Code of

Safe Practice', within the section regarding 'Leaving the berth'. The CSP recommended that all pilots and boat crews should wear *appropriate protective clothing and buoyancy equipment*. So far so good. It would be hard for anyone to seriously object to that. In the final paragraph we find, *Pilots should also be aware of the consequences of wearing a bag whose straps can restrict the full inflation of their lifejacket*. Again nothing too provocative there.

Within the Pilot Ladder Manual published in November 2017 I stated:

Pilots should be discouraged from carrying rucksacks or other such bags when using the ladder. Apart from the additional weight, a bag may restrict movement or snag during transfer between ladders. They are also likely to hinder inflation of a lifejacket or other inflatable flotation device.

Carrying a rucksack brings an additional hazard to a transfer arrangement.

The dangerous ladders pages on Facebook and on Twitter continue to show photographs of pilots embarking and disembarking wearing 'backpacks'. When the potential problems are pointed out the wearing of such items is vigorously defended.

So where do we go from here?

The Embarkation and Disembarkation of Pilots Code of Safe Practice (CSP) was revised in August 2017, the subject of wearing rucksacks and bags was greatly expanded and now forms a part of Annex 2.

A 2.5 Wearing of rucksacks and bags whilst climbing a ladder is not recommended for the following reasons:

- I. Wearing a backpack will impair the ability to climb.
- II. A bag with the straps over the shoulder or across the chest can impair the inflation of a lifejacket or pilot coat.

III. When falling from a ladder the shape and size of the bag will effect the stresses on the body when hitting the water.

IV. The angle of float created by a lifejacket or pilot coat could be compromised by pockets of air within the contents of the bag.

The CSP is a publication produced jointly by the British Ports Authority, the United Kingdom Harbour Masters Association, the United Kingdom Maritime Pilots Association and the United Kingdom Major Ports Group and as such carries a great deal of industry respect.

In the event of an accident when wearing a rucksack during a pilot transfer it is highly likely that any claims for compensation would be contested on the grounds that the wearing of a back pack had contributed to the accident. This may sound far-fetched but I am aware of a number of occasions where this has been the situation.

In an attempt to show the possible folly of wearing rucksack when climbing a pilot ladder I will try to amplify each of the statements made in the 2017 Edition of the CSP:

- I. It can probably be argued, as I have heard many times,



that a relatively fit and active pilot will not be hampered by carrying a rucksack containing only his navigation equipment weighing an estimated 10lbs, but it is certain that even such a small additional weight will not help with balance if something goes awry. When wearing a rucksack there is a possibility of it snagging or restricting movement, particularly when navigating a combination ladder arrangement or the dreaded pilot embarkation platform.

II. In the unfortunate situation where a pilot falls into the water his inflatable life saving device should automatically activate. Straps from a rucksack could restrict the full and proper inflation of the unit, the

possibility of damage to the ribs and organs in the torso cannot be discounted.

III. When falling into the water there is no good way for this to happen, but carrying additional weight cannot improve things.

IV. After going into the water and the lifejacket inflating, the pilot should return to the surface hopefully head up with the crotch strap fastened in place. Pilot coats and lifejackets are not designed to take into account pockets of air contained within a rucksack, which could lead to the pilot floating face down, possibly unconscious. Another scenario is that when in the water a rucksack could fill up with water, adding to the total

weight the lifejacket is trying to counteract.

To put it simply, the wearing of a rucksack when climbing a pilot ladder can seriously effect the operation and effectiveness of a pilot coat or lifejacket.

It would however be remiss of me not to offer words of caution regarding bags being lowered down on a heaving line. On one occasion when disembarking I was climbing down the pilot ladder when I was suddenly overtaken by my suitcase which had come detached from the heaving line. This is not the time to talk about declining seamanship standards, but it did make me think about the merits of wearing a safety helmet, but that's an article for another day!

Every life is precious! John Benson

On Saturday 30th November 2019, whilst sailing the *Arklow Viking*, the following happened. Gives you faith in Humanity!

The *Arklow Viking* was lowering in Swansea lock, ready to depart for Avonmouth. High Water had just passed on a cold, clear night.

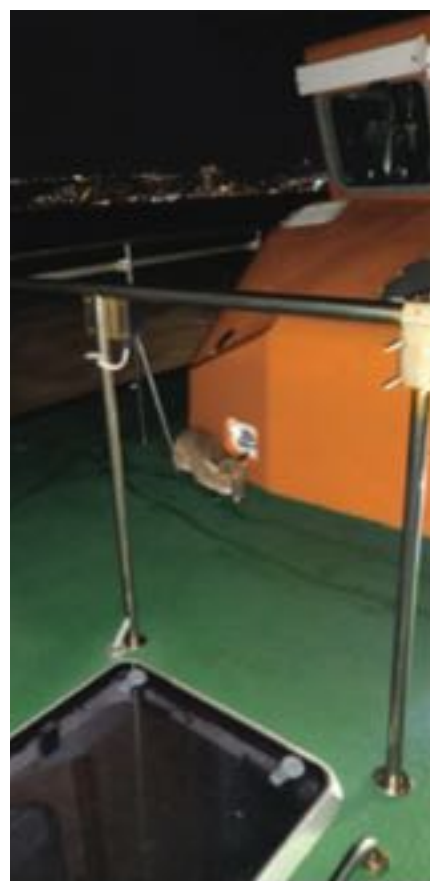
The pilot boat 'Beaufort', with crew Steve Batcup and Joe Missen, was in the lock ahead of the ship. At approximately 21.45 they reported that the lock's resident fox, whilst trying to cross the outer lock gates, had fallen off the gate and into the tide. The linesmen ran down to see if they could locate the fox and spotted it just outside the gates.

The gates were opened as soon as possible and the boat slowly left the lock and tried to locate the stricken animal. Both captain and crew on the *Arklow* were more than happy to wait to see if the fox could be rescued. And the result?

The boat manoeuvred close to the animal and, using the man overboard platform, the crew managed to rescue it. By this time, to ensure safe passage, the ship had to leave the lock. The fox just moved from the platform to the front of the deck and there it stayed until we returned to the lock.

When the boat was level with the lockside, the fox graciously jumped ashore, cold and wet, but ALIVE! And before disappearing into the bushes, it did stop and look back as if to say 'Thank You'.

Makes having to work on a cold Saturday night just about bearable!



Merchant Navy Monument Julian Parkin

The remembrance MN Plaque situated on the walls of the Barbican area of Plymouth has now been superseded by a new monument situated on Plymouth Hoe. The idea to build a Merchant Navy monument came about after a Merchant Navy Day service in 2014 was disrupted by pedestrians who were not taking part in the service.

On Plymouth Hoe, 3rd September 2019, Merchant Navy Day, HRH the Princess Royal officially unveiled a monument dedicated to the Merchant Navy and UK fishing fleet. It commemorates members past and present of the two services and the sacrifices they made during war and peace. Princess Anne referred to civilian seafarers and merchant sailors as an asset to our island nation who deserve a fitting



HRH pays her respects after unveiling the monument

monument placed alongside Royal Navy memorials. For her it

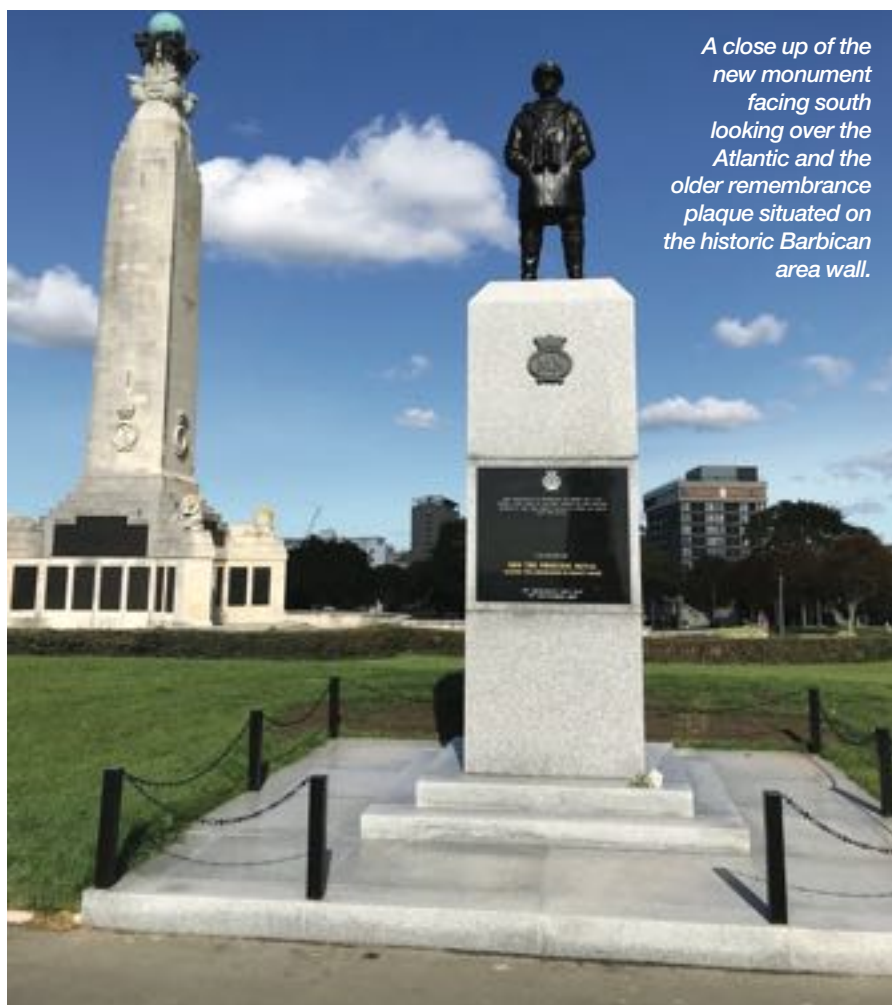
was a great pleasure to unveil the 'Watchkeeper' monument looking out at the seafarers of today and tomorrow.

The construction of the monument comprises three blocks of granite, forming a plinth on top of which stands the 'Watchkeeper' statue looking out to the Atlantic Ocean and situated between the memorials dedicated to Sir Francis Drake and the Naval War Memorial.

Four plaques are situated on each side of the monument. North side describes the importance of the MN in war supporting the military. West side describes the importance of the MN in peace and Britain's dependence on the service. East side describes the importance of the Fishing Fleet and the dangers faced by fishermen. South side shows the unveiling scripture.

Representatives of various organisations, institutions and associations attended, including the UKMPA represented by our honorary president Lord Berkeley OBE, who is also one of the Patrons.

Plymouth pilots also attended, all of whom used to serve in the Merchant Navy.



A close up of the new monument facing south looking over the Atlantic and the older remembrance plaque situated on the historic Barbican area wall.

Covid 19 Pilot Response



John Pearn, Milford Haven Pilot, with a comical response to some of the PPE on board.



Peter McArthur, Manchester Ship Canal Pilot, started the Honourable Company of Master Mariners' social media campaign #keepingbritainafloat



Brent Bolton, Manchester Ship Canal Pilot, also featured in the Honourable Company of Master Mariners' social media campaign.

Pilots' Golf 2019 Malcolm Watts

The September Pilots' National Golf Match took place at Kinross in Scotland, a great venue with two 18 hole courses, one of which we have visited twice before. Pilots from Milford Haven, Liverpool, Manchester, The Humber, The Tees and the Forth met to do battle. There were 18 of us altogether and we played twice on one course and once on the other over the three days. We were blessed with good weather and some excellent golf. The winner of the Hawkstone Cup was Chris Harding, our organiser. The Wimslow Cup, a pairs match, was won by Paul Bridgeman partnered by Chris Harding. Steve Watson from Liverpool won the Pilots Cup and the Jim Purvis Shield. Graham Hutchison from the Forth managed to get nearest the pin and Ray Smith got the best gross score over the three days.

The golf was once again sponsored by Milford Haven Port Authority

and was well organised by Chris Harding. Any pilot, working or retired, is more than welcome to join in the two matches we have each year, one in May and one in September. In 2020 we will be at Shawhill in May and in Nottingham in September. If you would like to join in give Chris Harding a call on 01437 890961. You do not have to be a brilliant golfer, for some of us have handicaps in the high twenties and return stapleford scores around about 10. The social side is brilliant.

Regards and thanks for a great informative magazine. A question for the Editor: Do you ever receive articles from Individual pilots about their lives as pilots?

Thank you, Malcolm, for your contribution, report, and enquiry. I urge Pilots to write about their experiences and share them with each other in The Pilot — Ed.

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 Ian Storm 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: 6 of 2019

Shared Mental Model and use of portable pilot units (PPU) Steve Banks



The New Zealand Maritime Pilots Association held its annual seminar and conference in November 2019 in Napier. This occasion saw what was close to a final draft of our *Good Practice Guide for Pilotage Planning*, issued to fellow pilots and stakeholders by working group members.

The guide stemmed from discussions at 2018's seminar in Wellington. Then it was decided that adhering to a passage plan could most significantly reduce incidents, as identified by NZ's Transport Accident Investigation Committee (TAIC). Our concerns were supported by another TAIC incident report released three weeks

before the 2019 seminar. This report, concerning the grounding of a container ship in Otago in June 2019, identified similar issues to those found in the three earlier incidents that resulted in TAIC putting 'navigation in pilotage waters' on their watch-list in October 2019. In all these cases the importance of shared understanding of the passage plan was crucial to BRM's effectiveness. However, the resultant delay in challenges from the bridge teams did not prevent groundings.

What was different in the latest case was that for the first time the use of a PPU was involved in the incident, unlike in previous cases

where pilots chose not to use 'all available means'. Whilst the PPU is seen as new technology, it differs little from the car GPS, a device which has been around for 30 years. In comparison, the marine PPU is a box of tricks because it is far more interactive than the automotive equivalent. For this reason TAIC commented in their latest report that 'if pilots are to use them, they should be fully trained and proficient in their use'. The pilot on the container ship encountered problems he could not readily resolve at the time, and he chose to discontinue using the PPU. As a result, the support of this important aid to navigation was lost

to him when he would have greatly benefited from it.

Without PPU, navigation of a very large ship in a very narrow tidal channel, with visibility obstructed by cargo stowed in front of the bridge, and at night when terrestrial references were not visible, is hazardous. Yet how the loss of the PPU may have influenced the final outcome in the latest case can be viewed with the easy benefit of hindsight, though this insight only becomes apparent after events such as this. We can consider how the PPU may have assisted the pilot to complete the task successfully when we review the numerous ways it can aid us before, during and after the passage.

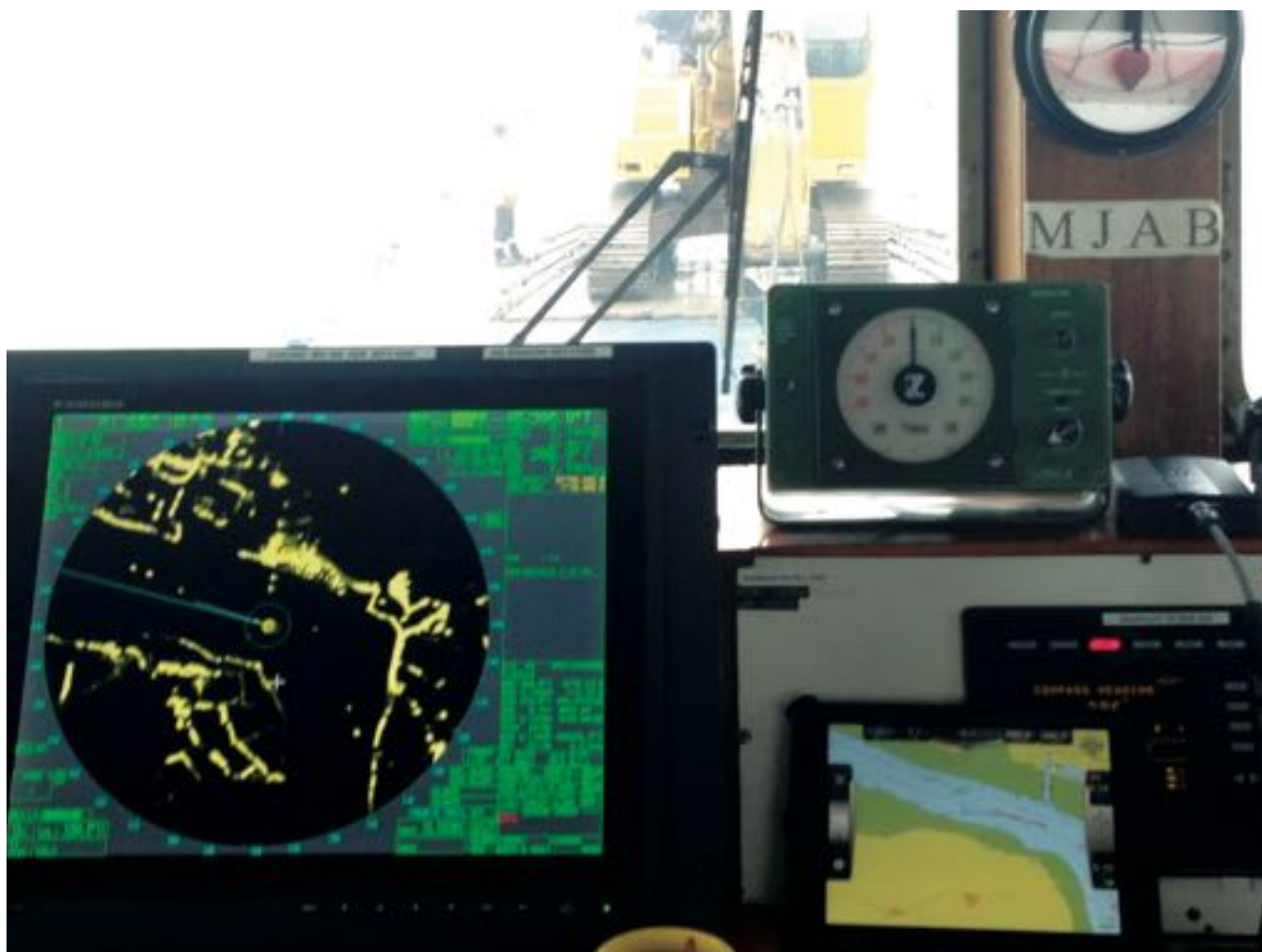
Before leaving the office, the appropriate passage plan can be selected to suit the vessel, the berth and the weather on the day.

Once aboard the ship the chosen plan can be discussed with the bridge team in greater detail than may be possible on a chart or ECDIS, and a cross-check can be made to ensure the pilot's and the ship's tracks match. During the passage the cross-track distances and rates of turn can be monitored closely, as can the speed, something hard to judge during darkness. The berthing manoeuvre can be monitored with respect to ROT, speed and clearances, and even the relative position of tugs. Subsequently the recording of the passage is useful for training, quality management and investigation purposes.

With all of the above to consider and to have the required level of expertise to operate and understand the equipment, I think it unfair to expect all mariners to become

proficient only by reading manuals and/or attending basic training courses. It is clear that many pilots, myself included, are not fully proficient in the use of PPUs, a situation that needs urgent remedy. The seminar also realised that a course is needed to cover generic and type-specific aspects of PPU usage. For this reason a group of pilots was tasked with establishing what this course would look like. Lew Henderson showed delegates in Napier what might be included in the course and what the expected outcomes might be. Course participants, it was judged, must demonstrate the required level of proficiency and understanding of the limitations of PPU equipment for them to be considered fit for purpose in today's pilotage world.

Steve Banks is from the New Zealand Maritime Pilots Association



A personal response to an article in *The Pilot*, Autumn 2019

Geoff Topp



speed, angle, etc necessary for berthing or swinging the vessel. This action enables the Captain to decide a response, while of course the pilot should in such circumstances stay engaged in the operation, continuing to give directions to the captain, especially should that captain not follow or achieve the required position.

As to the quoted case of the insurance company and whether the harbour authority knew that the captain was 'performing the unberthing manoeuvre': if the pilot was following the procedure I refer to above, then I submit that the captain's actions were in the same category as the tug master using his skills to achieve the required assistance to the pilot's requirements, and the pilot still controlled the navigation of the vessel. Should the captain reject or ignore the pilot's input, then I suggest in this day of modern communications, a message to the appropriate harbour station that this is the case should probably be made. Only once was I faced with this as a clearly concerning position to be in. I said quietly to the captain, so that he didn't lose face in front of the other crew members on the bridge, that if he continued to act independently of my instructions I would have to communicate this to the harbour authority and broadcast

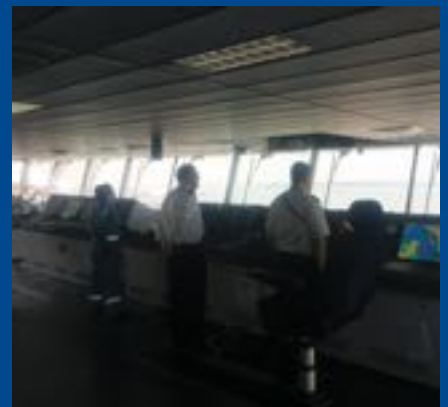
I hesitate to write from the comfort of retirement, but I still subscribe to *The Pilot*, so my interest in the world of pilotage continues.

I read with interest William Hargreaves's article 'The Pros & Cons of the Con – Time to call a Truce', a thought provoking and mildly controversial view perhaps of a long-standing situation, albeit with a more modern twist.

He quite properly lays out the UK legal situation as to the conduct

in compulsory pilotage situations. To me, despite BRM progress and recognition of modern complex manoeuvring aids on some vessels, I think it proper that the legal position should remain as it is.

Relinquishing the conduct of the navigation of the vessel by a pilot to the captain of, say, a cruise ship, is because that captain has a greater experience of his ship's manoeuvring characteristics. The pilot indicates to the captain the direction (course)





it to all ships in our vicinity. We quickly re-established a satisfactory rapport and we parted at the end of the passage on friendly terms.

It is interesting to note, and is no surprise, that the author draws attention to the many ships that still (as perhaps more commonly in my day) do not have a fully interested and necessarily well trained bridge team. So it is necessary, as he rightly says, for a pilot to ensure that their conduct is robust and able to withstand the closest scrutiny. There was no VDR in my day, as it was only just being introduced, but, as the article I have sent with this missive (The Liverpool Pilot Service - *Cunard Magazine* – September, 1922) says, "What I have said, I have said." Remember this motto, for on a quickly decided 'hard-a-port' may depend the rest of the pilot's career.

The important point historically and still relevant today is that while BRM

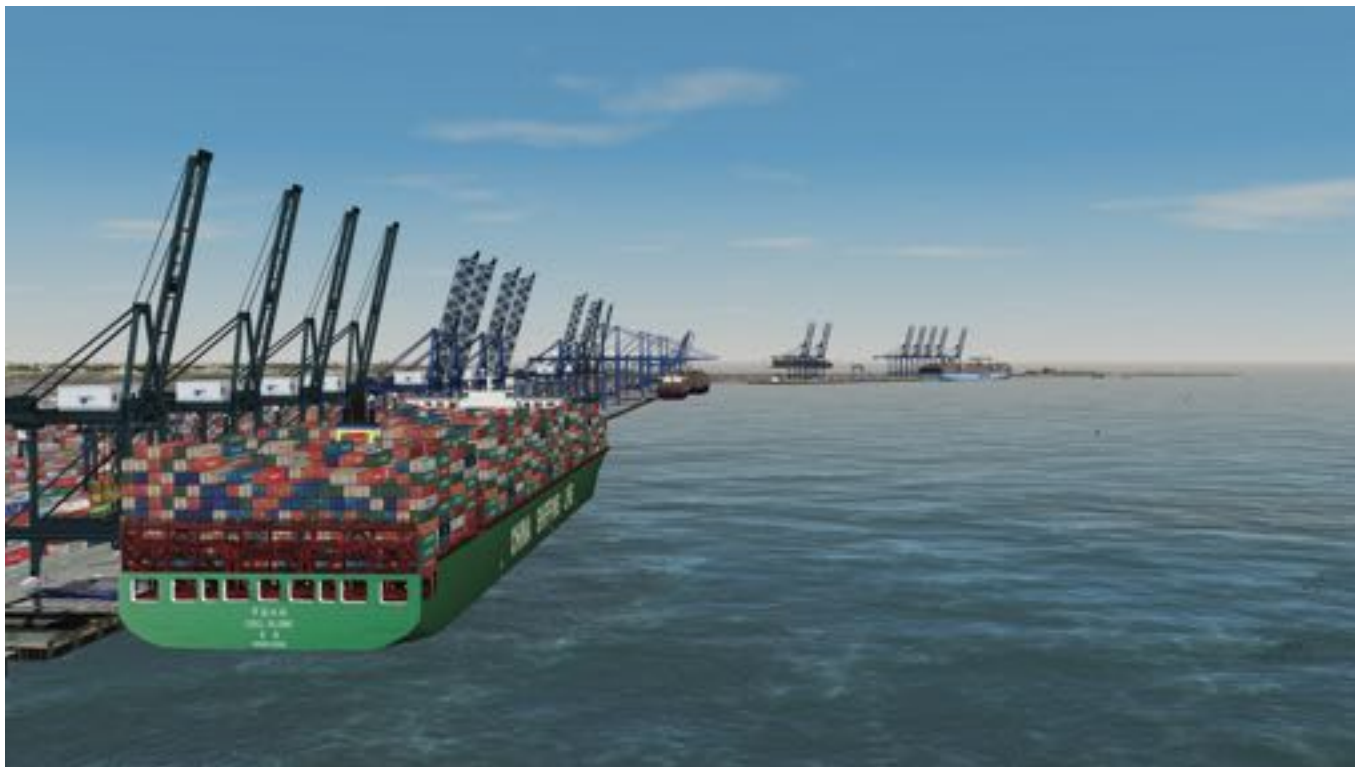
discussion and plans are essential, it remains the case that many times during the passage, especially when in a narrow channel and entering locks and docks, manoeuvring or berthing, there can only be one person who has 'the conduct of the navigation of the ship' – the pilot. The pilot's instructions need to be carried out immediately, unless patently foolish or erroneous. It is not the time or place for a debate as to what should happen next. The principle of the pilot having the conduct of the ship's navigation remains relevant to the additional, but often unspoken, role of the pilot as guardian of the port infrastructure and local environment. A pilot's role is sometimes mistakenly reduced to that of merely being focused on the ship he is onboard, ignoring the need to adjust the passage dynamically in order to participate in the efficient and safe operation of all of other shipping movements in the port,

as well as attending continuously to the safe passage of the ship they are on.

Carried out professionally and courteously, always bearing in mind the privileged position of responsibility which a pilot is placed in as a stranger thrust upon a crew who all know each other, the pilot's role is conduct of the navigation. This responsibility almost always is accepted by the captain as a hugely necessary and beneficial relationship which can safely achieve their mutual responsibility for the safety of ship, crew and cargo. So I fully agree with the author that 'it is not about them and us'. Actually, I don't think it ever has been; but I would suggest that the existing legal position of the pilot in compulsory circumstances continues to be as necessary and correct today as it was over a hundred years ago in the 'Tactician' case of 1907.

Sophisticated simulators contribute to safe navigation

HR Wallingford



The sophistication of ship simulators has shot up over the last 30 years, increasing their contribution to safe navigation in ports. Simulators have many uses and benefits beyond the training of new marine pilots and tug masters, and are set to develop further, as Dr Mark McBride, Ships and Dredging Group Manager explains.

In a similar way to how the look and feel of computer games has transformed over the last 30 years, the graphics on ship navigation simulators have become much more realistic. Both sectors have benefited from advances in computer-generated imagery (CGI) and the expansion in size and definition of screens, made possible by the mushrooming of computing power.

Rocketing processing power has also made a huge difference to the modelling behind the display screens as computers handle ever increasing amounts of data. As a



result, scientists can build ever more accurate models of ships, ports, and environmental conditions including current and flows – all necessary for realistic simulations of navigation scenarios.

The higher quality of simulation, combined with the bespoke facilities designed for pilotage, have been

key to the success and acceptance of simulation as a training tool. If tug masters or marine pilots are trying out a simulation of a new tug or ship in a port that they know well, their confidence will be boosted by seeing that a simulator correctly replicates existing navigation conditions and the layout of the port.

The wireframe model (right) and rendered visual scene of Harwich container terminal (below right), generated by the HR Wallingford Ship Simulation System, show the complexity of the visual modelling and the work that goes into the background.

Simulators are now widely used in tug master and pilot training – for new starter training, learning certain manoeuvring techniques, and moving up class and refresher courses. Simulators can accelerate training programmes by creating weather conditions, such as storms, which otherwise may not occur regularly. Pilots can practice high risk manoeuvres in tricky areas, such as navigating into a difficult berth, to gain confidence and reduce the risk of accidents when trying it out for real.

Another role that simulators can play in supporting safe navigation is in scrutinising near misses or incidents in port. By being able to recreate an incident on a simulator, ports may identify a modification that would reduce the likelihood of it recurring, for example in the layout, procedures, or manoeuvring strategies.

Modifications made to ports for other reasons can also be examined using simulators to evaluate the impact on navigation. When developing systems, it is important that developers allow the simulation models to be altered easily to reflect changes to the layout, so that they can be updated. Inbuilt flexibility also enables scenarios to be tailored to the specific training needs of the tug masters and pilots.

As well as ports changing, ships evolve too – in design, size, and engine performance. For example, the current largest container ship can now carry more than four times the volume of its predecessors of 30 years ago. Simulations can also be used for examining the impact of ship alterations on manoeuvrability in port, environmental limits and towage requirements. This then



leads on to evaluating what training pilots and tug masters will need, with the option of offering initial familiarisation training on the simulator.

The next wave of changes to ship design is expected to include the introduction of more semi-autonomous features, and simulators will need to adapt to those changes. Furthermore, the data that has been collected to build simulator systems may well play a part as an input mechanism for semi or fully autonomous systems. There are many issues still to resolve before fully autonomous large cargo ships could be commonplace at sea, but developers will be watching advances closely.

In the more immediate future, there are likely to be further improvements in ship and tug manoeuvring models,

as processing power continues to grow. If Moore's law, which states that processing power will double every two years continues to hold true, there will almost certainly be further advances in the detail in visual scenes, and models will be able to handle more complex data even more quickly.



Dr. Mark McBride, Author

Mariner Mentoring

Chris Bordas

Last week I celebrated my 63rd birthday. By itself, this event held no significance for me, as I conducted my life as normal, piloting a tanker to the Isle of Grain LNG terminal, opening my birthday cards and going to bed early, to be rested for my next job.

Being on the precipice of old age does bring challenges with it though, both in the way I focus myself in my career and business development and on how I view the people I interact with. A particular aspect of this is to look at junior officers (and doctors) and think that they must be far too young for the responsibility which rests on their shoulders. Of course, I can assume this perspective to be a two way street. What do junior officers (and doctors) think when they see me! This cognitive process can be more aptly described as reflection. To look back at one's own or systemic actions, analyse and feed back to change and improve. Indeed, I reflect upon what tasks lie ahead of me and what provides me with the most satisfaction from my role within pilotage, consultancy, the HCMM and Chartership. The most important facet, which lies at the centre of these, is the ability to pass on my knowledge and experience. It is a strikingly important element in my career path, which as Mentor has brought me a great deal of satisfaction.

Last month the HCMM assigned me a new mentee. Miriam Weber and I were introduced to each other onboard *HQS Wellington* for her induction ceremony. This lady had entered the industry, as many do nowadays, as a post graduate who also had a wealth of experience of sailing in the Caribbean. This sailing experience alone generated much interest and admiration from me, being a former RYA instructor. She had just started Phase 2 of

her marine education at Fleetwood and was keen to soak as much information from me as possible, seemingly to the deference of her friends and peers who were also attending the ceremony. Therefore, we were off to a good start and I was able to point out and introduce her to the members and Past Masters around me. Despite having a senior appearance (apologies) they are all at the top of their game with industry practice and leadership. Very capable individuals who would be keen to assist with any specific specialisation. For me this is what is so good about the HCMM as well as the other nautical institutions which are based in London.

For any trainee who undertakes international voyages, loneliness is just one problem onboard multi-national crewed vessels. Membership and menteeship helps to address these difficulties, which in hindsight, my generation never had to face. Soon Miriam will be joining a TeeKay Shipping tanker.

I was also the first Pilot that Miriam had ever spoken to on a professional basis and she remarked on how easily our conversation flowed. But I had thought this was the case with all bridge teams I interacted with? More time for reflection on my part.

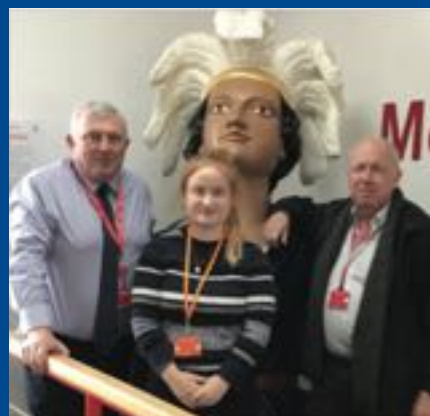
At the end of the day, I invited Miriam to come to the Medway and see what we do as a port and meet our senior management. The idiom of having my hand bitten off springs to mind here and so the following week we met up at the Port of Sheerness. Enough of me and over to Miriam:-

Just after I finished my first phase in college, I had the absolute privilege of being invited by Captain Bordas to the Medway pilot station. It was such a great experience to get to see, not only a path mine, or my peers',

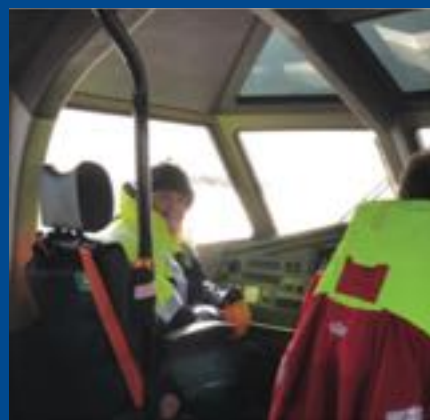
careers could lead but, also, find an appreciation for pilots and what they do for us on ships. I met with and spoke to many of the people involved in the running of the Peel Harbour Group, which hopefully will lead to a visit for other cadets at my college to Liverpool Port. The true highlight, however, was being able to go out in the pilot boat. Truly a wonderful experience I would repeat in a heartbeat.

As a Mentor, it does not get much better than this. One day I hope Miriam will be able to say:

"Yes I had a great Mentor, learnt such a lot . . . what was his name again?"



Group Harbour Master Gary Doyle, Miriam and myself.



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A note from the design dept. about images...

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 do not embed 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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