



EMPA

EMPA JOURNAL

No. 55 - November 2018

Journal of the European Maritime Pilots' Association vzw

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Competitive European Pilotage

Those who have read my messages in previous editions of this Journal may raise their eyebrows when seeing this headline. Because; time and again I have emphasized on the incompatibility between maritime pilotage and competition.

Fortunately, I am not alone in doing that. Across Europe, and beyond, the recognition of maritime pilotage as a service of public interest, and certainly not a profit motivated commercial business, is becoming more and more widespread.

Competition brings along commercial priorities and reduced professional integrity that unavoidably will hinder the independent safety focus that is required by maritime pilots in order to fulfill their important public duties. Consequently, the European Parliament decided to exclude maritime pilotage from the "Market Access" chapter of the Port Services Regulation with this well-founded justification: *"Pilotage provides an essential and unique service to the shipping industry, which if open to competition would jeopardize maritime safety and security, the protection of the environment and the efficiency of ports."*

But being shielded from competition, surely should not be misinterpreted as not being competitive! Professional maritime pilots and robust pilot organizations are always investing time and resources in improving their competitiveness. Therefore, we never stop striving for excellence in the pilotage profession. This never-ending pursuit of safeguarding quality of our services, of improving training and operational standards, and of excelling in innovation and technology development – is crucial in order to maintain the ability to meet the demands of our industry and of the society that we serve.

On 5th December 2018 we celebrate the 15th anniversary of the IMO's Resolution A.960: *"RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS"*. Through this important document, the United Nations' maritime body IMO introduced quality standards that all pilots should adhere to. The training and certification Annex lays down the required skills of a pilot, and outlines in detail how the training and continued proficiency should be arranged in order to meet and to maintain these skill requirements.

One very important part of these training standards, is the necessity of emphasizing on adequate personal safety training, of learning techniques for personal survival at sea; as well as emergency first aid, including cardio-pulmonary resuscitation (CPR) and hypothermia remediation.

The year that has passed has been an extraordinary tragic one for European pilotage! Two good colleagues of ours lost their lives in dramatic, fatal accidents in Italy and in Portugal – and two Finnish pilot boat crew members died after their pilot boat capsized when approaching a ship that was about to disembark her pilot.

We owe the remembrance of these highly respected and deeply missed co-workers of ours to pay good attention to the lessons that can be learned from such tragic accidents, in order to improve the quality and safety of our services. Shipping is by nature a risk exposed industry. But risks can be managed and mitigated! By reducing potential consequences and by reducing the probability of accidents, we ensure that our profession becomes ever more robust. In this respect, training and competence standards are essential. The Training and Certification Annex A of IMO recommendation A.960 is indeed to be acknowledged as a vital reference document.

EU lawmakers are also very clear on the importance of training of the staff that operates in our industry. Article 14 of the Port Services Regulation does not exempt pilotage services from its scope, and states that: *"Providers of port services shall ensure that employees receive the necessary training to acquire the knowledge which is essential for their work, with particular emphasis on health and safety aspects, and that training requirements are regularly updated to meet the challenges of technological innovation."*

The second Annex B of the A.960 recommendations establishes common procedures on the essential communication process that is going on between the pilot and the bridge team of ships that are under pilotage, as well as to parties external to the ship, such as vessel traffic services, tugs and linesmen. The importance of good Bridge Resource Management procedures and of communicating in a way (and in a language) that ensures that all parties concerned understand the relevant information, should never be undervalued.

During our General Meeting in Antwerp in May this year, EMPA adopted two recommendations on Pilot Boat Operation and Manning, and on Pilot Training. Here, EMPA gives a strong signal to the entire membership that we should all comply fully with the A.960 recommendations, as well as with IMO resolutions regarding pilot transfer.

By doing so, we all contribute in safeguarding that European pilotage remains competitive!

Stein Inge Dahn
President of EMPA



IN MEMORIAM



"Captain Miguel Conceição"

Miguel Conceição was born in 1973 in Cartaxo.

He joined the nautical school in 1993 and after finishing his studies he sailed on bulk carriers and container vessels where he became a Captain.

Miguel started as a pilot in 2006 in the Azores, and moved with his family to Terceira Island for 10 years.

In 2016 Captain Miguel joined Lisbon Pilots.

Unfortunately, on the 28th of February, doing what he most loved, Miguel died while disembarking the container vessel "Singapore Express".
He fell in the water.....

Miguel leaves behind a wife and 8 year old son

*"You will always be remembered for your openness without any filters
and for being always thoughtful to your colleagues."*



“Captain Walter Bonazza”

It is with great sadness to announce that
Capt. Walter Bonazza, a Pilot in Porto Nogaro, has passed away
on 18th October 2017, at the age of 54.

Captain Bonazza died during working hours as a result of a tragic accident.
He fell overboard when the pilot boat had a collision with M/V Skylark in the afternoon
on October 18 2018, Porto Nogaro, Italy, Adriatic sea.

Walter Bonazza had a long career as an officer on cruiseships of Carnival.
After his marriage, he decided to stay ashore, close to his family.

After becoming a pilot in Porto Nogaro in the Lower Friuli, he became a resident in
Cervignano, where his two children were born.

Bonazza comes from a noble family, where he inherited the title of Knight of Malta.



THE SHIPPING INDUSTRY COUNTS ON US. 24/7

- DUTCH PILOTS -

30 year anniversary Dutch Pilot service

On the 12th of September 2018, Nederlands Loodswezen welcomed some 200 customers and stakeholders aboard the SS Rotterdam to mark 30 years of autonomy. "At the Dutch Maritime Pilots' Organisation there has never been a dull moment," reflected Joost Mulder, chairman of the Nederlandse Loodsencorporatie, on the past three decades in his opening speech. An observation that certainly also applied to the varied symposium, which had 'The future of the human element' as its theme.

In his opening speech to the symposium, chairman of Nederlandse Loodsencorporatie Joost Mulder concisely touched upon the past, present and future of the profession of maritime pilots and their role in Dutch ports. About the theme of the symposium he said: "No matter how rapid developments may occur or which shape they take, I am certain that people with knowledge, expertise and experience are and will continue to be of great importance for the shipping sector and the maritime sector of the future. The type of work may change, but the capacities of people will always remain necessary. With the theme 'The future of the human element', we focus on the developments in the port and how they impact people. But also on the special processes that take place within that person."



Other speakers at this symposium

Port economist Bart Kuipers of the Erasmus University Rotterdam explained the role of man in port logistics throughout the ages and presented a comprehensive overview of the most important developments in that area in the last decades.

"What happens in our brains when we encounter a bear?" asked Victor Kallen, psycho-physiologist at TNO Defence Safety & Security, as part of his highly humorous argument. He further elaborated on the influence the brain has on a person's functioning and on how stress impacts this. "The more stress, the faster the turnover of croquettes," was one of his remarkable examples. The final guest of the symposium was illusionist Victor Mids, known for his inimitable tricks with Dutch celebrities in the TV show Mindf*ck.



Aftermath

After the symposium there was opportunity for all the guests to reflect on the interesting afternoon during a meal and a drink.

All in all the Dutch Pilots' Organization looks back on a positive and successful completion of the 30th anniversary of their organization in its present form.





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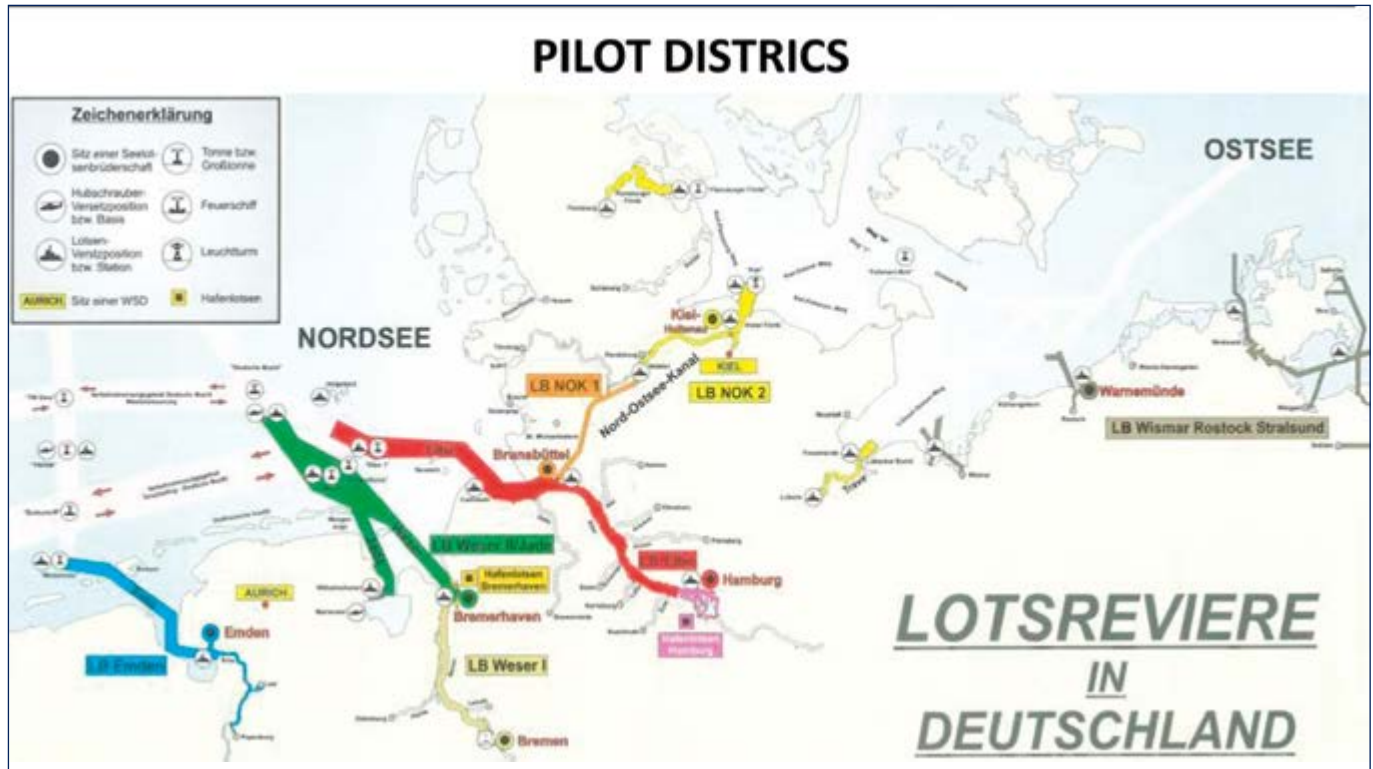
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52nd General Meeting Antwerp

Changes in Pilot-Training and Entry-Requirements to Pilot-Training and Licensing in Germany

At the GM in Antwerp in April 2018 I had the pleasure to address the audience with the planned reformation of German pilot-training and licensing. Meanwhile the work on this matter continued and we are almost ready to hit parliament with the necessary changes in federal laws to complete the process and start the shift to future structures.



For a start follows a brief description of the requirements and trainings as is until today: in order to become a pilot in Germany you basically need to hold a masters license acc. STCW 95 without restrictions and furthermore you need to prove seagoing experience in management-level with the unrestricted license for at least 24 months of service, additionally you need to have EU-citizenship and fluent knowledge of written and spoken German language.

Once this is fulfilled you may apply for pilots training after having passed medical and psychological tests. Being chosen as candidate for a German pilot association, you will then receive 8 months of training in your pilotage area, receiving courses in river-particularities, federal and regional laws and governing structures, emergency procedures, inner rules of the pilot association etc.. Since junior pilots bring yearlong shipboard experience in ship handling, this part is not the main aim of training but still included.

Bundeslotsenkammer



General Information:

- 820 sea and river pilots
- 7 pilot brotherhoods (West to East):
 - Ems (Emden)
 - Weser I (Bremen)
 - Weser II/ Jade (Bremerhaven)
 - Elbe (Hamburg)
 - Kiel Canal I (West, Brunsbüttel)
 - Kiel Canal II (East, Kiel incl. Kiel Canal/Kiel/Lübeck/Flensburg)
 - Wismar/Rostock/Stralsund (Warnemünde)
- 105 harbor pilots
- 2 pilot brotherhoods:
 - Hamburg
 - Bremerhaven

Already in 2012 it was foreseeable that the available number of potential pilot applicants would not be sufficient in the future since the amount of German masters and officers is decreasing steadily and the offered jobs on sea are getting less in number and less attractive due to several impacts in shipping markets.

With this came a steady loss of offspring from our nautical universities of junior-officers and accordingly less issued licenses STCW 95 limited and unlimited.

Current status: in 2016 and 2017 altogether about 350 young people started college in order to get an STCW license.

According to college administrations and the Federal

German license office about 20% of those will become a STCW unlimited license holder, which requires 36 month of seagoing experience. This means that in about 6 years there will be around 35 new license holders that would meet the requirements to apply for a river pilot license or harbor master license.

The federal government of transport and infrastructure set up a workgroup in 2012 with members of the local authorities for pilotage and members of the German federal chamber of maritime pilots in order to find a sustained solution to this, since pilots are a main part of coastal and river protection system and their service is crucial to German ports.

It took years of analyzing possibilities and their chance of implementation in federal laws, their future viability and cost efficiency. Finally all stakeholders agreed to amend the pilot training according to the different requirements for applying for maritime pilot education.



Offspring demand in Germany:

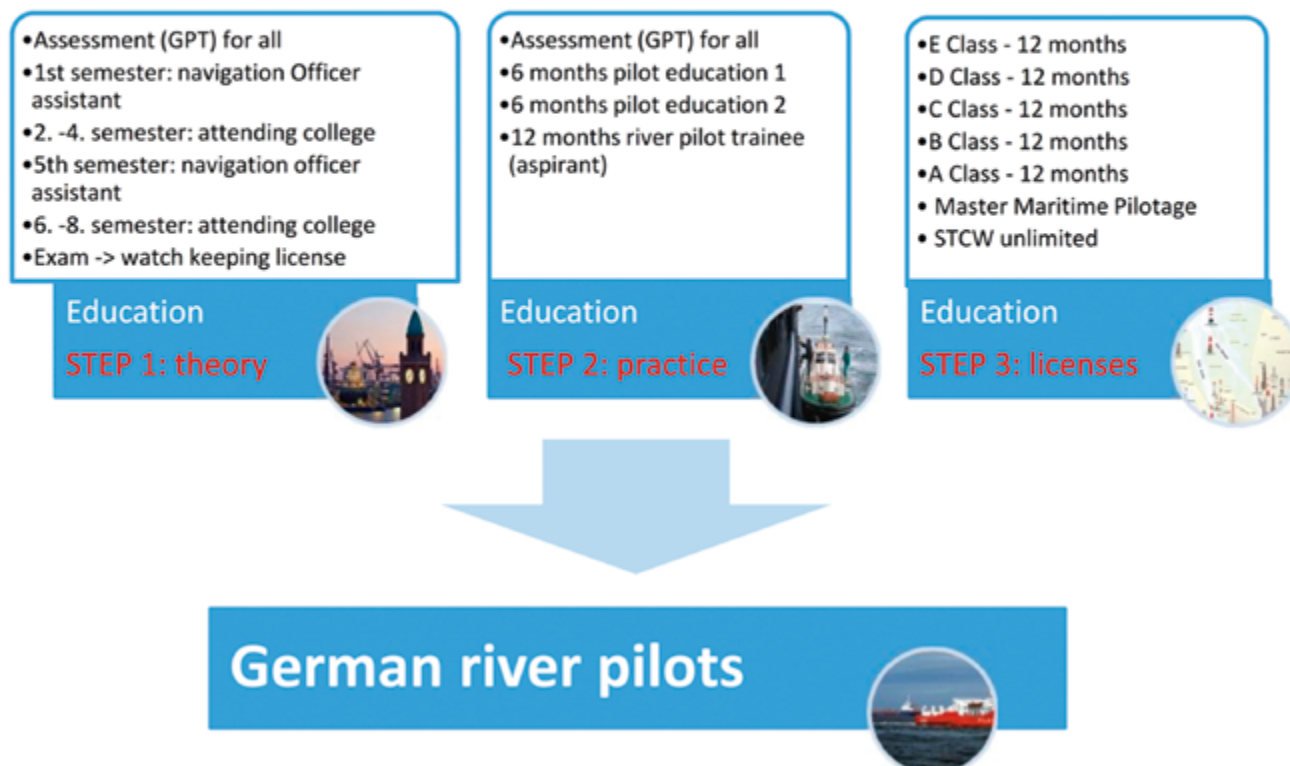


In the following years there is a need of at least 40-50 new pilots each year.

Bundeslotsenkammer



Example: future education



There will be three entry-levels to pilot-training:

The First entry level as is now:

Unlimited masters license, seagoing experience, training as stated above. The duration of training will be generally extended to 12 months (may be shortened to 8 months individually) and additionally to medical and psychological tests there will be a practical entry exam of ship handling capabilities.

The second entry level :

Is the unlimited master license without management-level seagoing experience. These candidates served as nautical officers for 24-36 months on sea, therefore have knowledge of shipboard structures, bridge-team management and emergency procedures on vessels. They lack the experience in ship handling and master-pilot-relationship as well as the "feeling" of being fully responsible for ship, cargo and crew.

Prior to the standard pilot training these applicants receive an additional 6 months of training in order to compensate the lesser experience and knowledge and to gain strong skills in ship handling. This training is pilotage-specific and highly effective. In one German pilot association this kind of amendment is practiced since 2008 with great success.

This kind of training "produced" about 40 senior-pilots until now and is evaluated thoroughly.



River pilot education STEP 1: taking classes



- college or general university entrance qualification
- ↓
- assessment / declaration of intent (precontract)
- ↓
- navigation officer assistant / attending college
- ↓
- graduation „bachelor“

escorted by
the FCP



Pilot education STEP 2a: practice



- assessment (GPT) for all applicants with college or general entrance qualification
- 6 months pilot education 1 (PE1 – compensation for experience time with license)
- training under continuous supervision in all pilots' associations:
 - ship
 - simulator
 - manned model
 - classes
- theoretical and practical exam
- then continue with PE2



Pilot education STEP 2b: practice



- Assessment (GPT) for all applicants with at least STCW unlimited
- 6 months pilot education 2 (PE2 – compensation for experience time as master/chief mate)
- (special practice oriented basic education as actually done by pilots' association Kiel Canal I)
 - ship
 - simulator
 - manned model
 - classes
- oral and practical exam
- then continue with PE3!



Pilot education STEP 2c: practice



- Assessment (GPT) for all applicants with STCW unlimited license and experience time
(possible reduction of aspirant time to minimum of 8 months)
- 12 months pilot education 3 (PE3 – former 8 months pilot aspirant time)
- exam und approbation
- graduation: Maritime Pilotage-Class E

Plan is to implement this not only in all German pilot associations, it will change from exemption-allowance to standard federal law.

Taking all matters in shipping and crewing into account, even the entry-level and training as in b) will not be enough to meet the demand of about 45 trained pilots in Germany for each year to come. There is too little appeal to get into seagoing service for young people, they need to study nautical engineering, get their license STWC95 OOW, serve on deck or as cadet, get a job as junior officer and promotions on board ship. There is simply too many uncertainties even to attend the nautical studies

It is proven, that thorough assessments of personal abilities can be conducted at early age. Young people may pass the medical and psychological test and pass an assessment for maritime pilot duties even before or during nautical studies, so they have certainty of getting a chance to get into the job of a German maritime pilot. This should motivate to enter a nautical study.

The third entry level :

After successfully finishing the nautical studies and having the STCW95 OOW license issued.

The chosen applicants may start training with the maritime pilots before attending the training as in b) followed by a).

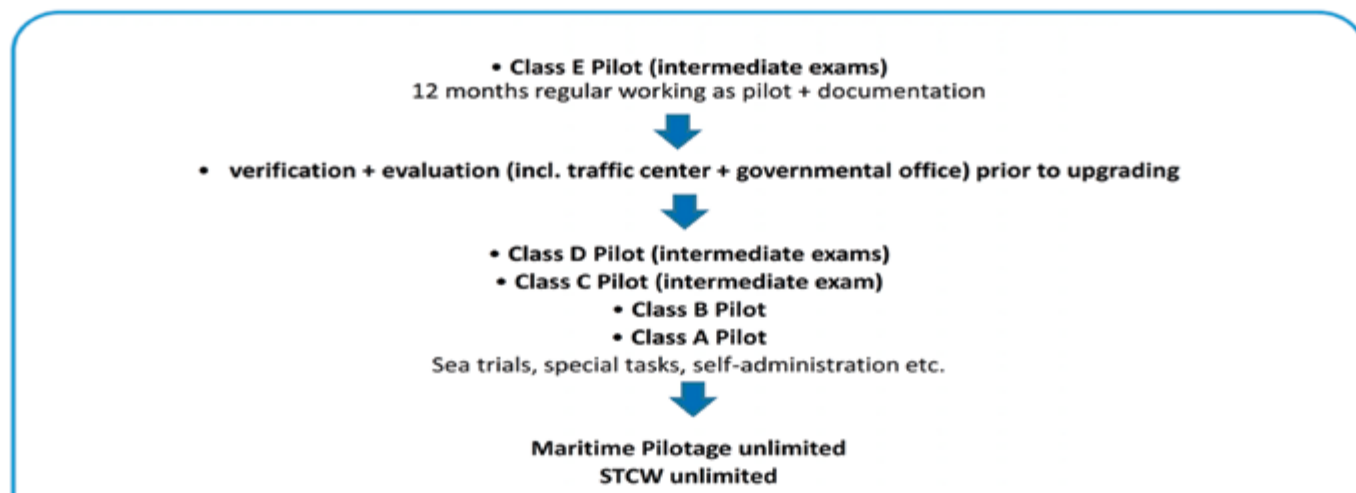
In this 6 months of training we compensate the experience as junior officer on board, regarding especially the pilotage related knowledge. The trainees receive theoretical training accompanied by practical training in all German pilotage areas. Main content is shipboard structures, watch keeping, steering, master/officer-crew-relationship, safety training, emergency procedures on ships, basic ship handling skills, technical abilities and limits of different vessels etc.

Once completing the pilot training the junior-pilots will experience their way on, beginning with Class E limitation to the final Class A unlimited Pilot.

Bundeslotsenkammer



Pilot education **STEP 3: practice**



The borders and time of ship size or pilotage restrictions varies from area to area according to the local need. Shifting from Class to Class will take 12 months each, so the total time of education until becoming fully licensed Class A Pilot will cover 7 years.

Although the total time from starting a career in seafaring to be senior-pilot is shortened, it still takes 11 years (4 years of study plus the mentioned 7 years in training), which refers to the major responsibility of the job.

In all three training units are several specified and standardized ship-simulation-trainings included and one 5 day manned model course. Internal and external experts function as theoretical advisers, training on the job is conducted by senior pilots who are themselves highly trained in adult education and the training contents and goals in particular.

Currently the German pilots work on the details and time sheets of the education units, redesign the inner organization in order to implement the new trainings, educate the future trainers and prepare in close cooperation with the authorities for the upcoming tasks.

Not only the federal law has to be amended, all secondary regulations have to be changed and widely extended. This is in process so that these regulations may be approved by the authorities together with finishing the legal process in the German parliament. It is too early to publish the details, most probably this could be done by next summer.


The basic change of solely relying on shipboard experience on the job to an extended 24 months training directly with the pilots gives great chances to meet future demands of human resource in the maritime pilot associations. By educating the necessary skills we will keep up and even improve the standards of qualification. Each training (a, b and c) is followed by an exam, there will be two practical exams and one theoretical in the end. This sets a new national and international standard.

It furthermore contributes to preserve enduring maritime education in Germany since not only the "first market" of shipboard crewing needs offspring. The complete "second market" of shipping related industry relies on seagoing crew and their experience and knowledge once changing from seagoing service to shore-based jobs.

Our development of training is closely observed by port authorities, coastal authorities, cargo handling companies, shipping administrations and many other maritime stakeholders, since they basically face the same situation as the pilots do.

We are looking forward to carry out the new maritime pilot education, possibly already at the end of 2019 for the first time, and to see our detailed preparation coming to life.

Capt. Matthias Probst
Chairman of the Pilot Ass. Kiel-Canal I
Member of the German Federal Chamber of Maritime Pilots



Bundeslotsenkammer


pilot education roundup

In the future: 3 regular entrance gates:

1. STCW unlimited with experience time in a responsible position
2. STCW unlimited without any experience time
3. STCW limited

Least REQUIREMENTS for entering the education to MMP:

- College entrance qualification (for PE1 and PE2)
- STCW license and/or experience time as master
- Fitness for pilot duty
- German Pilot Test (GPT)
- Practical exam -> preparation and exam PE2 (pilot education 2)



Bundeslotsenkammer

pilot education

The presented future pilot education

- sets new national und international qualification standards;
- grants the safety and easiness of shipping traffic for the future;
- contributes to preserve enduring maritime education in Germany;
- ensures enough offspring for pilots' associations;
- and is relatively easy to finance.

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Manchester Ship Canal 125th Anniversary

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Tuesday 21st

EMPA Board of directors meeting & UKMPA executive meetings

Afternoon : GM Delegates arrive

Evening : Reception at the Crowne Plaza hotel



Wednesday 22nd

All day : Open session

Evening : Reception at the Maritime Museum



Thursday 23rd

Morning : Open session

Afternoon : Delegates' Tour of Local iconic attractions

Evening : Reception at Anfield (Liverpool FC Stadium)



Friday 24th

Morning : Open session

Afternoon : Closed Session

Evening : Gala Dinner



For more information and updates please check our Website www.empa-pilots.eu and www.ukmpa.org/empa2019

Bifipro[®], The solution for high quality and cost efficient fresh water treatment vs Maritime Industry?

Fresh water is a hot item in times of drought and extreme hot temperatures. The relevance and importance of basic water treatment is highly underestimated. Governments all over the world invest large amounts of money to maintain water quality for their inhabitants and visitors. In modern times it is unthinkable that the knowledge to produce and store drinking water is unknown. But is all knowledge present and do we use the correct method? Do we take all environmental issues into account while storing fresh water...



SS Rotterdam: Former flagship of Holland-America Line

Fresh Water treatment

Drinking healthy water from a water tap in a hotel, theme park, train station, public building even a hospital seems obvious. Everybody should have the expectance that tap water has higher qualitative standards than bottled water. There is a clear difference between the city water international standards and public or private buildings. The owners or directors of buildings and public places have the ability to choose their water treatment. It is crucial to implement a legionella management control plan to prevent bacteria growth in the pipes and water taps in the building. Risk assessment, infrastructure, material use and a thorough PDCA (Plan-Do-Check-Act) cycle to exclude all bacteria growth. This means it depends on the professionalism of the property owner whether the water is safe. This is a large responsibility while the government delivers advice.

The most common technique used and known to prevent legionella is thermal disinfection in permanent circulation flow. Heating up water continuously to a temperature above 65°C is sufficient to withstand Legionella and all other species. Otherwise a periodic flush on high temperatures (>80°C) is recommended to kill bacteria. Although local governments still support this technique, the effectiveness of this water protection is arguable according to various scientific articles. Each property has different use and infrastructure, with architects and engineering companies who try to integrate all needs for efficient exploitation. This is the main reason why thermal disinfection fails on many applications, water taps aren't used daily, temperature of the water is not controlled in all parts of the building and what about cold water issues...

If temperature of cold water raises above 25°C it becomes in a dangerous area for legionella growth. It seems to be a high temperature for 'cold water' but think about outside temperatures of >30°C. Think about pipes in a building where room temperatures are set on 22°C (hotels, hospitals, offices). All utilities are commonly installed above ceilings where fresh water, electricity, central heating water are placed next to each other. The temperature above ceilings can increase up to 5°-10°C compared to room temperature. Stagnant water between 25°C – 55°C implies an immediate risk towards bacteria growth.

Thermal disinfection plays no role in water treatment of cold water, all governments neglect the protection of cold water in their most common practice for water treatment. Alternative legionella control measures are allowed, but not supported with any significant effectiveness. Chlorine based alternatives have negative environmental and health impact. The process is difficult, use of gases which are solvable in contact with bacteria and adjusting parameters impact quality of water.

Bifipro®

Holland Water is a Dutch company which is originated from soil remediation activities by the use of electrical current. Over time, methods to ameliorate the soil were investigated to use on fresh water. After a thorough engineering phase and qualitative design process, Bifipro® was born. A patented best-in-class Cu-Ag (Copper-Silver) ionisation technique to protect fresh water installations against growth of organisms like legionella pneumophila, pseudomonas aeruginosa, salmonella, ... Bifipro® is an abbreviation for **Bio Film PRO** tector.



The technique of Copper-Silver ionization is more than 2000 years old, the Romans used Copper-Silver to provide clean water on the aqueducts.

History tells us the Gallians are known as the strongest of all, due to the fact they knew how to store water on the battlefield. They could last longer during battles because they carried healthy water in a Copper cup with silver coin in it.

The Vikings used copper on their ships to remove algae from the bow.

In the 60's NASA developed a copper-silver ionization system to provide the astronauts fresh drinking water. The aerospace engineers made several studies about the best technique to contain and store their drinking water. Cu-Ag ionization was the only effective technique. For NASA parameters like autonomy, simplicity, weight, duration and dimensions played a large role in the utilisation.

Holland Water customized and re-engineered an ancient known technique for an inline protection of private users based on water consumption and peak flow rate. The patented current control that prevents scaling of the electrodes is unique.

Technique and References

Holland Water has close to 500 Bifipro® systems installed in the Benelux, with further market expansion in Poland, Italy, France and the United Arab Emirates. Bifipro® is implemented in health care, hotels, theme parks, shipping (nautical) sector and prison. Yachting market is already disclosed, luxury yachts are already Bifipro® installed through the network of its partner Octo Marine in France.

Holland Water has also developed Bifipro® Cool for the treatment of process cooling water by Cu-Ag ionization, completely eliminating the use of dangerous and toxic chemicals and inhibitors.

A distinctive advantage of Bifipro® is the recolonization time of 6-8 weeks. This implies that if the stagnated water is ionised by Cu-Ag, it takes 6-8 weeks before bacteria re-growth starts. Sudden shut down of the system will not cause immediate problems to the water quality, while shut down of heat production will demand urgent countermeasures in order to prevent bacteria.

All ships could recirculate fresh water with Bifipro® and store the water for longer periods without bacteria problems. Cruise ships that fill water tanks at harbours could maintain their fresh water for a longer time with Bifipro® avoiding costs of high energetic thermal disinfection method.



MSC Cruises: assignment given to build 2 World Class cruise ships.



<http://freshwater.com.my/our-group/> example of fresh water supply

Cost savings and sustainable development

By introducing Bifipro® the temperature control for sanitation water is no longer necessary, this means the temperature of recirculation for sanitation water can be chosen based on comfort use. A proven model is installed and calculated at Az Damiaan, a hospital in Ostend, Belgium, with a capacity of 600 patients, that installed Bifipro® in 2015. The temperature for the sanitation water has been gradually reduced during 6 months from 65°C to 47°C. The cost saving on reduction for heating of the water amounts to yearly € 23.000, a 15% reduction of the gas bill for the hospital. The environmental impact and high quality standard of the water played an important role in the decision. With a return on investment below 3 years for this installation, the board of directors had an immediate and obvious decision parameter.

Next to the economic advantages, the environmental impact towards reduction of energy consumption is huge. Bifipro® reduces the emission of carbon dioxide necessary to heat up the water. Even if production of hot water is provided by a heat pump, the required electricity power can be reduced. Future investment for utilities will be downgraded, the required power will be decreased which implies lower investment.



AZ Damiaan hospital: design for consumption of 55.000m³/year, cost saving of € 23.000/year

Information

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News from Member Associations



Bundeslotsenkammer

The Bundeslotsenkammer (German Maritime Pilots' Association) has a new chairman. Captain Erik Dalege (55), formerly 3rd Elderman of the Elbe River Pilots and responsible for the area between Hamburg and Brunsbüttel, has been elected by the members of the Bundeslotsenkammer for the next 5 years.

He succeeds Kiel-born Captain Hans-Hermann Lückert (64), who since 2009 has represented the interests of the seven German pilot organisations with their approximately 800 sea pilots between Stralsund and Emden.

Erik Dalege began his maritime career in 1980 as a sailor at the shipping company Ahrenkiel. He went through all the stages of a classic maritime career up to the captain. In this position, before becoming a pilot, he worked with the German heavy lift shipping company SAL in the worldwide trade. In 2002 he became a member of the Elbe Brotherhood. There he was elected to the board and also worked as an instructor in the pilot training. Erik Dalege is married, has 3 children and lives near Hamburg. Erik is looking forward to his new task - in the near future he will focus on the implementation of the new pilot training scheme, already initiated by his predecessor. Also the chairmanship of the pilot service company and thus the responsibility for 430 coworkers and 36 pilot boats and - vessels as well as 16 firm and 3 floating pilot stations will claim a large part of its time.

In no case should the international tasks be forgotten; here, the focus is on cooperation at EMPA, IMPA and IMO. He is especially concerned about maintaining the friendships with the national pilot organizations of European and non-European countries that Capt. Hans-Hermann Lückert particularly had fostered. Hans-Hermann Lückert will take his well-earned retirement. Anyone who knows him, knows, that he will not rest in the future. He will remain in shipping as part of his new role as chairman of the nautical club Kiel.

Kapitän Erik Dalege, Vorsitzender Bundeslotsenkammer



Belgian Pilot Association AvK

Traffic to and from the Belgian ports keeps on posing new challenges. The most recent of them, is the new trade of the ARC-7 LNG carriers between Sabetta (Yamal) and Zeebrugge. The client desires berthing and un-berthing of 2 LNG-tankers in one tide, requiring specific upgrades of the intake and operational procedures not to affect other traffic or tug availability. These ice-class vessels have been equipped with 3 high power Azipod propellers, rendering them particular manoeuvring characteristics and requiring the further development of new standard bridge-orders. To facilitate this search and familiarisation, all competent pilots are currently taking part in a training program in the Illawa training centre in Poland. Besides this manned model course, the training is being complemented with the well-known computer simulator sessions in Borgerhout (Antwerp), after its introduction of the ARC7-model.

Meanwhile, the Flemish government aims at an increase of the operational efficiency of the Flemish Pilotage with its optimisation-program. However controversial, the process takes changes, small and big, to the brittle balances that had been achieved over the years. The different Belgian pilot associations haven't ceased to work hard in safeguarding and obtaining new balances.

A new particular concern, is the renewed "administrative prosecution after breach of shipping laws" that had been implemented by the Belgian authorities in 2016. This law enables administrators to impose personal fines up to 1 million euros, to any participant involved in an incident. This procedure is independent from the judicial power, and can therefore co-exist with prosecution in court! It is clear that this development may seriously affect legal certainty of the pilots, skippers of pilot boats, tugs etc.. It may even enable public authorities to doubtful, personal pursuit. This is therefore an item that absolutely must be investigated thoroughly.

Finally, a first breakthrough has been made in the dossier of pensions. That our profession is beautiful but treacherously heavy on the physical and mental level, is out of the question. This has been confirmed with the 4 parameters, selected by the Belgian minister of pensions in January 2018, that may be used to assess the so-called "heavy professions": the job of pilot meets each one of these parameters. Because the job is both physically (1) and mentally (2) taxing, it is risky (3) and it takes extra-ordinary working hours (4). We therefore hope, the age at which retirement may take place, can be lowered from the 67 years of an age that applies now.

Kris De Lepeleire, AvK

South European Pilots (SEP) Meeting 2018: Pilotage as an Associative Protective Measure – One Ocean Foundation and the Charta Smeralda – HOW MARITIME PILOTS CONTRIBUTE! – and other relevant arguments Capt. Francesco Bandiera, President Fedepiloti, opened the meeting by saying pilotage as an Associative Protective Measure (APM) is a topic of discussion at IMO. EMPA has already stressed the important role of pilots in protecting the environment. The One Ocean Forum is a brainchild of Princess Zahra Aga Khan and an event conceived by the Yacht Club Costa Smeralda during which the Charta Smeralda was officialised.

FEDEPILOTI with its former President Capt. Danilo Fabricatore signed the Charta Smeralda. This is particularly important as the world is facing a microplastics threat.

Bonifacio Strait was classified by the IMO as a Particularly Sensitive Sea Area (PSSA), which needs special protection of marine nature from international shipping. The socio-economic aspect is important and this is where the pilots come in. There are 15 PSSAs in the world, in the Mediterranean there is one: Bonifacio Strait. The most narrow passage in Bonifacio Strait is 1.2 miles wide. In case of strong wind, the distance is even smaller when two ships are approaching. The IMO study on the PSSA status of Bonifacio Strait revealed a very high density of ship traffic. Since 2014, pilotage is seen as a recommended protective safety measure in Bonifacio Strait.

IMO recommended

- 1) certain routes
- 2) VTS monitoring
- 3) pilotage.

PSSAs cannot exist without all APMs fully operational. A risk assessment revealed that when VTS and pilotage work together efficiently, the accident risk drops with 300%.. Capt. Stein Inge Dahn, President EMPA, noted that One Ocean is one of many good initiatives. At the 70th anniversary of Fedepiloti, Kitack Lim, Secretary General of IMO, said that shipping is safer with maritime pilots. This was breaking news but obvious for pilots. The 2013 EC proposal on the Port Services legislation has tried to open up pilotage to competition. This triggered intensive lobbying in a democratic process and resulted in a victory for safety.

The legislation is being implemented and will enter into force in March 2019. Capt. Dahn explained pilotage is based on three pillars:

- 1) maritime safety and security
- 2) protection of the environment
- 3) efficiency of ports.

Accidents must be avoided by highlighting the importance of training and always striving for better quality and proficiency in what pilots do.

During the last General Meeting in Antwerp, EMPA made a resolution highlighting the importance of Member Associations following the recommendations of IMO resolution A.960. Despite the clear message from European lawmakers that pilotage should not be exposed to competition, such short-sighted ideas continue to pop up, typically from stakeholders who have little knowledge about maritime affairs.

Recently, EMPA has received such ill-advised signals from the influential intergovernmental organization OECD. This is a challenge that national and international pilot associations should not underestimate.

Coast Guard Capt. C.V. Maurizio Trogu, Maritime Director of North Sardinia, mentioned that when people talk about pilotage, they tend to talk about maritime safety, but they need to focus on the environment too. He stressed that a pilot is a captain's advisor, working for the public interest. As the Sardinian economy depends on Bonifacio Strait, he therefore believes active defence such as PILOT on board and passive control of VTS activity are necessary. Capt. Stein Inge Dahn agreed that the socio-economic impact, how an accident will influence society, needs to be taken into account. The environmental impact is in his opinion important as well. He stressed that ships not using pilots are a risk. IMO Resolution A.960, the EMPA recommendation, as well as the EU regulation, mention that all port services should focus on training. National and local pilot associations should implement the EU regulation.

EMPA also made a recommendation for Member Associations to comply with IMO Resolution A.960. Regarding environmental issues, EMPA already maintains good relations with the environmental association PIANC.

Francesco Bandiera, Presidente Federazione Italiana Piloti Dei Porti

2018 has been an interesting year for pilotage in Ireland as it started with the discussion of opening pilotage to competition. This took the guise of Port Service Regulation workshop in Dublin in 2018.

All parts of the (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports were discussed. The meeting was attended by many stakeholders from waste service providers, ship agents, and harbour masters and of course a pilot. At the meeting when I spoke about pilotage, no stakeholders contradicted, objected or in fact expressed an interest in opening pilotage to competition. Having followed up with correspondence reiterating my points after the meeting with DTTAS, they said no decision will be made on whether pilotage should be open to competition until closer to the end of the 2018. We all wait on the decision, rather anxiously after the recent OECD report from Portugal.

Reports from ports throughout the country remain very positive with trade at least remaining steady and growing in Cork, Dublin & Galway. Dublin have had a new RoRo route to Zeebrugge started. This route is serviced by the vessel Celine (nicknamed Brexit buster), labelled the largest short sea RoRo vessel in the world. Cobelfret the operators, hope to capitalise on Brexit and Irelands expected increased trade with mainland Europe. On the Shannon a Russian owned alumina plant had taken a brief unexpected downturn due to sanctions applied by the US on its owner. The sanctions have been lifted until October and business returned to normal fairly swiftly. It is unclear what will happen when October comes.

In an effort to establish a digital presence we have constructed a website and facebook page. The website address is www.ampi.ie & the facebook page is www.facebook.com/infoampi/. If members would be so good as to give our page a like it would be much appreciated.

I would like to thank Stein, Bjarne, Mike & all other contributors who briefed me so well when attending the workshop in Dublin last February. The information and insights received were truly invaluable.

Wishing all members & colleagues a very happy and safe 2018, I look forward to meeting all delegates at the next EMPA GM in Liverpool, May 2019.

Patrick Galvin, Chairman AMPI



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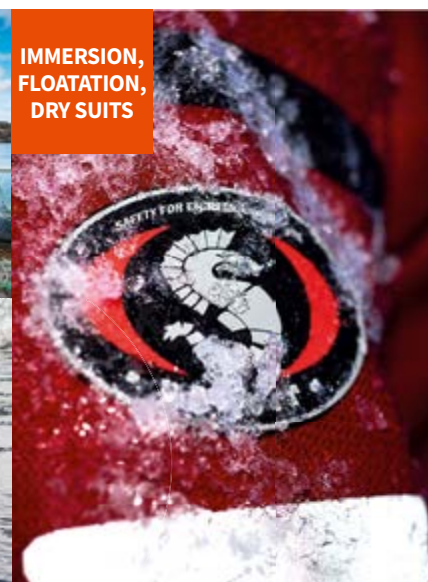
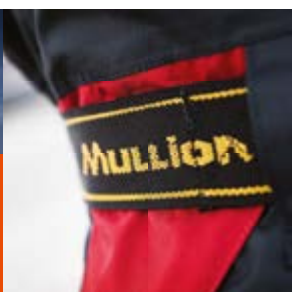
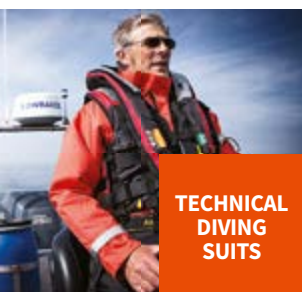


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French Federation of Maritime Pilots

After a slight but continuous decrease throughout the previous years, the number of pilots in France was stabilized in 2017, to around 330 self-employed colleagues spread over 30 pilot stations, 22 in France, 8 in overseas territories. The only French deep-sea pilots' company finally ceased its activity, much unfortunately.

The number of employees for French maritime pilots' organisations has noticeably declined to less than 370, including seafarers, administrative, helicopter crews and also aircraft pilots in New Caledonia.

This trend will probably continue in 2018, despite a slight increase in traffic that has been observed in most ports during 2017, as French pilots continue to improve their productivity and that of their staff as much as possible.

Life of the French Federation of Maritime Pilots:

The team, led by Jean-Philippe CASANOVA is going on, some little changes have occurred as Jean-Philippe is now Senior Vice-President of IMPA, whereas Christophe REUX carries on in EMPA Board, as Senior VP-Treasurer of our European association. Both have been re-elected in May 2018 at their respective positions at the national federation, the FFPM.

After having put into force the ISO 9001 quality management system for more than 20 years, most of the French pilots stations have started, in 2017, to shift to the implemented version ISO 9001:2015.

Ports activity in 2017:

The improvement regarding tonnage and traffic noted all along 2016 in most ports has been confirmed in 2017 with an overall number of moves over 105 000 and a total tonnage of around 360 MT.

Unfortunately, the catastrophic grain season experienced in 2016 still had some consequences for some ports during 2017, but the general statement is that port activity in France is recovering step by step, even though the increase in the size of container ships which has gone over the 20 000 TEU capacity influences somehow the number of calls in this specific branch.

French Maritime Pilots and European Policy :

Our common goal together with EMPA was to keep the maritime pilotage out of the field of the market access while maintaining it in the financial transparency. This was achieved in early 2017 as on January 23rd, the Port Package was approved by the European Council.

As EMPA, FFPM believes that the new Regulation will turn out to be an important legal structure for further sustainable growth and development of the important European Ports and Shipping industries.

Although this result invites us to optimism, we all shall stay vigilant on another issue, i.e. PEC'S. French pilots believe that regarding PEC's, there cannot be a "one size fits all" system for all the European countries, and that the local specificities and knowledge must prevail in their delivery, under the control of national and local authorities.

On this issue, EMPA has continued a common work with ECSA, the European Ship-owners Association, but some changes in their personnel have temporarily suspended this process.

Same as we had been very satisfied that EMPA had moved its headquarters in Brussels, because it helps improving the influence of our European association, we are also very pleased that EMPA finally recruited an external Secretary General, we warmly welcome Miss Aileen Van RAEMDONCK at EMPA, she was already known from our friends in BRABO, who we thank for their help and good cooperation on this recruitment, no doubt that she will defend fiercely European Pilots' interests.

But as life will never be a long calm river, French pilots will probably have to face the consequences of a very surprising recommendation from the EU regarding the Post-Brexit planned corridors that will link Ireland to the European Continent, as all the French ports situated in the Channel are for the moment excluded from the future scheme, although they are the closest, from far, to Eire.

On the occasion of this report, on behalf of the French Maritime Pilots, I would like to express again our very sincere thanks for the action of Stein Inge Dahn and wish him good luck together with the entire Board of EMPA, in keeping on defending maritime pilotage.

Jean-Philippe Casanova / FFPM President



Portuguese Maritime Pilots

By far, this last year, hasn't been the best ever for Portuguese Pilotage.

There has been a considerable drop in the number of manoeuvres (around 6%), the report for Portugal OECD Competition Assessment Reviews - Volume I : Inland and Maritime Transports and Ports, clearly suggests that the pilotage service in Portugal should be done under a competition environment, and finally, the worst moment, the tragic death of our colleague Capt. Miguel Conceição in Cascais, on the 28th of February, when he was disembarking from M/V Singapore Express.

Regarding the number of vessels, unfortunately we can't do nothing about that, so we keep providing and continuously upgrading our service, whenever this is possible.

One the other two points, for sure we need, and we are playing an active role.

The terrible accident, regrettably proved that the APIBARRA training program that was outlined in 2010, and submitted to the Government in 2012, would minimize or even turned the outcome of this tragic moment in our lives. The report is clear, recommending that pilot and pilot boat crews must have training on survival and rescue techniques, recovering drills should be performed, and IMO A960 should be implemented. With the publication of this report, we think, that finally the Portuguese Authorities will understand that we need to implement APIBARRA's training program. Also, I would like to highlight the important role of EMPA, in this field, by producing two clear recommendations regarding, training and A960, and Pilot boat crews training and drills.

OECD, that as everybody knows is the Organisation for Economic Co-operation and Development, which is an intergovernmental economic organisation with 36 high economy member countries, founded in 1961 to stimulate economic progress and world trade. It is a forum of countries describing themselves as committed to democracy and the market economy, providing a platform to compare policy experiences, seeking answers to common problems, identify good practices and coordinate domestic and international policies of its members, focused in finding "bottlenecks" for the Portuguese economy, especially in the inland, maritime and ports sector.

We have been active in trying to assist in elaborating this report, and even, EMPA's President attended one of these meetings. Against all odds, the outcome couldn't be worse!!! Complete liberalisation to the access of pilot career, pool of pilots, allowing ship owners to choose just a pilot and not a company, as a minimum to have at least two licensed pilotage companies (not even concessions, but one-year licenses), deregulation of PEC's, etc. It is too bad to be true.

Like in other previous reports, the technical quality is very poor, some of the facts reported are completely false, the references for the case study are far from showing reality, so this gives us an opportunity to show to our Government that these recommendations, are far from being good measures, when we aim to maintain and if possible to improve safety and the efficiency of port traffic, and protection of the marine environment.

Again, EMPA has been very active in supporting APIBARRA, and we all need to bear in mind that, a problem in someone else's backyard can become rapidly a problem in ours.

For sure next year will be better, good manoeuvres, and be safe!!!

Miguel Castro, President Apibarra



Danish Maritime Pilots

The Danish Maritime Pilots Association have been facing some great challenges the past year.

Working environment - especially working time and hours of rest - and the compliance with the EU working time directive (WTD) and the Danish legislation has been the most serious item. The negotiations with our counterparts have been very time-consuming putting an enormous strain on our small association. By May 2018 we successfully completed the negotiations and signed a new collective agreement with the state pilot company DanPilot. This new CBA will come into force October 1st. This achievement has only been possible due to a complete solidarity among the pilots. They stood together in unity backing up the Danish Maritime Pilots Association in the battle for a better work-life. We send a special thanks to UKMPA, the Port of London pilots were a strong inspiration to find a way for the future to comply with the WTD.

The political goal - by introducing competition in Denmark - is to make pilotage more efficient to achieve lower prices. The pressure from competition in pilotage is leading to a constant push for higher efficiency. The downside is a huge pressure on the well-being and health of the pilots leading to more fatigue and less safety.

The Danish Association has been putting pressure on the authorities encouraging them to conduct proper inspections regarding working time and hours of rest. The inspections have commenced but the Danish Maritime Authorities are only checking the self-assessment data in the pilot companies. Irregularity and lack of proper registration of work time was observed when DMA finally inspected the pilot companies. These findings were not a surprise to the Danish Association - but we are pleased that the Danish Maritime Authorities are imposing proper registration of hours of rest.

By August 1st DanPilot has recruited additional 15 new pilots to ease the work load on the pilots and preparing for the effects of the new collective agreement. This equals an 10 % increase of the numbers of pilots and is a result of the fight for better working environment for pilots.

The DanPilot company will receive a total of 13 brand new pilot boats. Many boats are already delivered and in operation. This is giving pilots and boatmen much better comfort with less noise etc. The competing pilot companies are operating much older boats and are not renewing their fleet. The manning of the pilot boats is still an issue. Many pilot boats are operated by only one man and often up to 10 nm off shore. Danish Maritime Pilots Association is pushing for compliance with EMPA recommendation regarding this matter.

STATUS ON COMPETITION IN PILOTAGE IN DENMARK.

State Pilot company DanPilot has partly taken over the private competing pilot company Danish Pilot Service, this company is now divided into two separate companies:

Beltipilot is a harbour pilot company with 6 pilots offering pilotage in mainly Fredericia one of largest port in Denmark. Beltipilot is owned 51 % by DanPilot.

Danish Pilot Service is the competing transit pilot company in the Danish Straits at the entrance to the Baltic Sea. They have approximately 10 pilots employed. This company is 25,1 – 33,2 % owned by DanPilot.

The privately owned companies that were competing with DanPilot are now partly taken over by the State pilot company (DanPilot). So for the time being the competition has been paused. The law (Danish pilotage act) is undertaking a major review in 2019, consultancy companies are again conducting an investigation of the Danish pilot market. The result of this investigation should be coming out in October 2018.

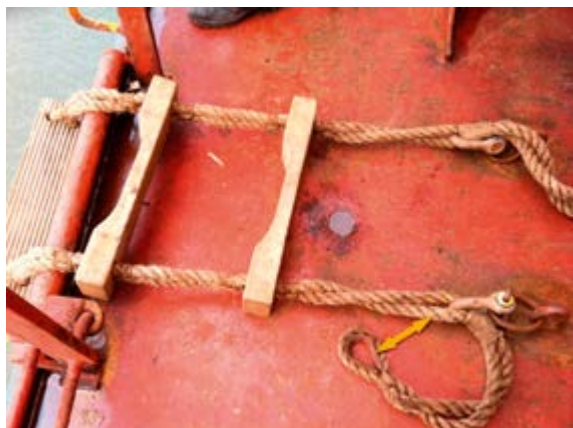
The Danish Maritime Pilots Association sincerely hope that the outcome of the review will be beneficial for the safety, environment and the well-being and health of the pilots.

Pilot Boarding arrangements and Best Practice

It can be established without being mistaken that the transfer is the first and most dangerous step for the pilot when it comes to starting a safe navigation. The rigging of the pilot transfer arrangements cannot be controlled by the pilot himself, as a result a correct rigging should be demanded. Moreover, an exhaustive performance of the new laws should be required, in order to achieve the safety needed in the pilot and his crew's transfer while enacting the approaching manoeuvre and boarding manoeuvre.

There are other difficulties during the approaching such as; rubber along the length, water discharges or the scarcity when it comes to lightening. The lack of members of the crew taking part during boarding arrangement makes it more complicated but this obstacle becomes worse if we pay attention to the lack of communication between the members of the crew who are taking part in the pilot transfer arrangement and the bridge. All these facts contribute to accidents such as falls and also being caught between the ship and the boat.

Ship and crew diversity are two important characteristics of the marine transport. These characteristics can be the root of many different problematic situations. In order to avoid these difficult situations pilots are supported by SOLAS and IMO. These conventions are recognised around the world and the regulations for the pilot transfer arrangements can be found as part of these rules. It is extremely important to follow these conventions as they are crucial to the prevention of accidents.



SOLAS has established that pilot transfer arrangements must be supervised and checked by Port State Control Officers and also by State Flag. These are important rules when it comes to pilot security during the boarding arrangements.

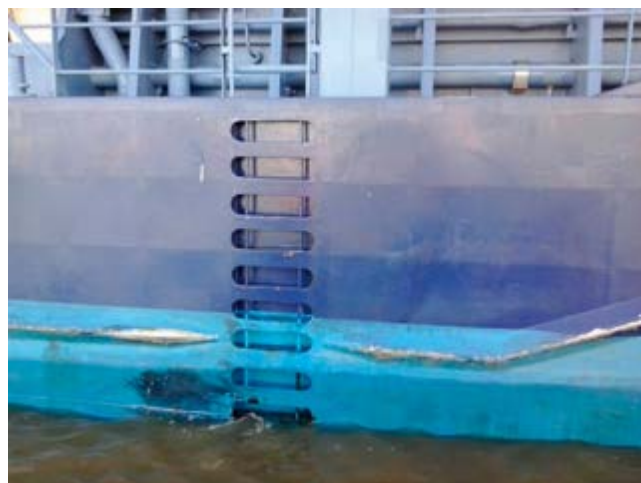
The results of security campaigns by IMPA show that many changes need to be done. There is an urgent necessity of get to an agreement in which ship designers, the owner, the crew, the pilot, the Classification Societies and the authorities responsible of such checks agree to follow the established rules.

During my career as captain, pilot and lecturer I have had the possibility to observe and study that there are specific facts that contribute to the gap in terms of protection.

Ship designers and owners are focussed on structural matters and at this point the pilot transfer arrangements are not a priority even though they are extremely important in terms of security. When it comes to transfer arrangements the crew does not always have the knowledge to proceed in the right way. There are many reasons this can happen, for example, on some occasions they don't know the rules, they don't have the right resources or they don't consider this rigging important enough to follow the requirements established by IMO and SOLAS.

"Pilot boarding arrangements and best practice" is a graphic book that aims to help solve these problems with the collaboration of all the members that are affected by them.

P.S. Feedback will be appreciated. (jsenerizlopez@gmail.com)



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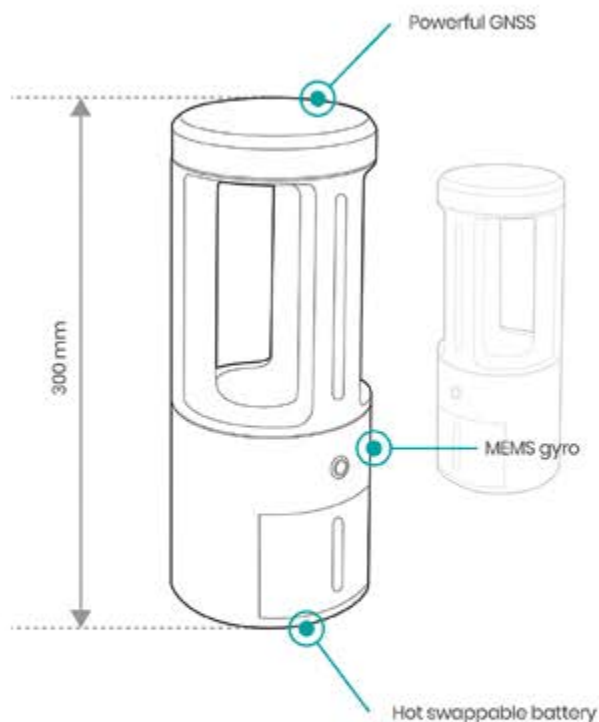
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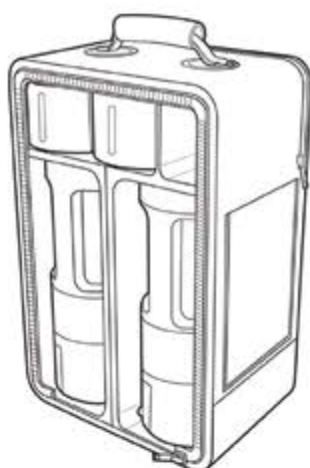
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◦ Position	RTK (1cm)
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Dangerous Ladders

Within the EMPA region the overwhelming majority of pilot transfer operations are still made using a traditional pilot ladder constructed from natural fibre rope and wood, with the pilot embarking or disembarking to or from the vessel by some description of pilot launch. Pilot transfer arrangements for this operation are regulated by SOLAS V Regulation 23, with technical requirements being further contained within IMO Resolution A 1045 and ISO 799. It should be appreciated by all who use pilot ladders that, if the arrangement fails or is rigged incorrectly this equipment does not have any built-in safety backup.

For a number of years, certainly going back to when I became a pilot in 2006, independent surveys conducted by IMPA and regional associations have consistently recorded non-compliance levels for pilot transfer arrangement of around 20%, that is to say that 1 in 5 pilot ladders rigged may be considered to be unsafe. The problems are truly international, across all vessel types and not just confined to FOC vessels.

Those of us who take an active interest in this subject strongly suspect that this figure is actually an underestimate. One reason for this is that to put it bluntly, unfortunately many pilots themselves do not fully understand the regulations as they stand. Even amongst those pilots who do know the regulations there are still a majority who because of their misguided 'must do' attitude, can often look at an arrangement, accept that it is non-compliant but convince themselves that the situation is safe to use.

For a very simple example I will use the 'retrieval line', which is allowed by IMO A 1045 'when required'. At a recent pilots conference a group of colleagues I was speaking with were having difficulty computing the 20% non-compliance figure. One of the pilots in the discussion asked me "are you saying that of the 200 jobs I conduct annually, 50 of them are non-compliant?", he didn't seem able to accept this figure. I did a quick straw poll amongst the group about how to correctly rig a retrieval line. There are 4 possible answers, the line can be led either forward or aft, and secured either at or above the lowest spreader or below the lowest spreader. Only one of the pilots questioned knew that the retrieval line should always be led forward and secured at or above the lowest spreader. Now this may seem very simplistic but an incorrectly rigged retrieval line is non-compliant with the regulations. Some pilots think that this doesn't matter, and the transfer arrangement is safe to use. It may be safe to use, until it gets fouled on the pilot launch deck fittings when the pilot launch moves away from the vessel the pilot ladder, with the pilot on it, is pulled away from the vessel and the launch coxswain cannot see the situation. It has happened.....

An incorrectly rigged 'retrieval line' may also indicate a lack of knowledge and understanding of the rules. In figure 1 not only is the 'retrieval line' incorrectly rigged, but also the arrangement suffers from a number of other non-compliances;

- The ladder is not properly secured to strong points on the vessel
- The ladder is rigged over the rails of the vessel, which are not designed to withstand such loadings
- The ladder should be rigged using the ship side gate
- No stanchions provided
- Most damning of all; the ladder in the photograph does not have any spreaders, this means this cannot be a pilot ladder, it cannot have a certificate saying it is a pilot ladder, if it's not a pilot ladder why to use it as one??

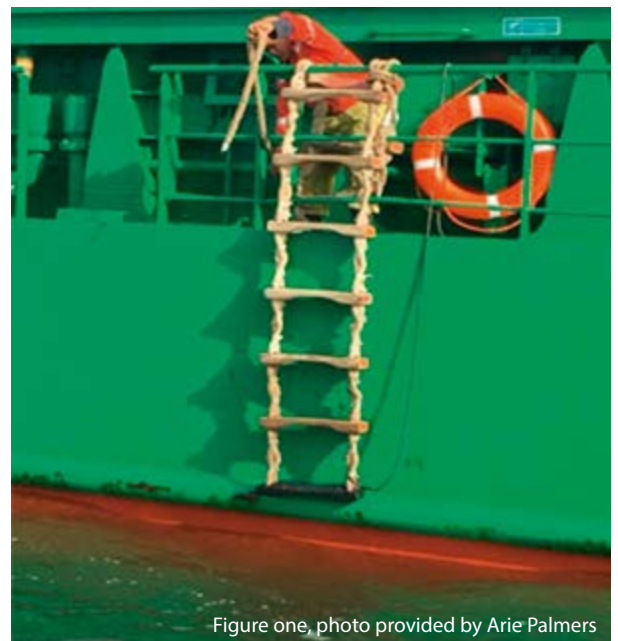


Figure one, photo provided by Arie Palmers

Arrangements such as this one are offered (and accepted) by pilots on a daily basis throughout our region. Such arrangements show a total lack of understanding for the regulations, poor standards of seamanship and a total disregard for a pilot's personal safety.

Everyone involved in the pilot transfer operation must remember that SOLAS is not a target; it is the minimum level of compliance required to make the task as safe as possible.

Under Article 23 of EU Directive 2009/16, pilots are legally obligated to report dangerous situations they encounter in the carrying out of their duties.

Different reporting regimes will be in place for individual Flag State Administrations. If non-compliant arrangements are not reported how can we hope to improve the situation?

In August 2017 a Facebook group **#dangerousladders** was started whose aim was, and remains to improve pilot transfer safety, through education and enforcement. If you are not already a member please have a look.

Some of the photographs shown in the group are of arrangements which do not comply with the regulations but which have been signed off by Classification Societies at the building stage. This is a very worrying situation, where Class Surveyors do not have the required knowledge and understanding of the rules. In this situation it is the Flag Administrators role to raise the non-compliances with the ship owner. This is being done to good effect in other parts of the world, most notably Australia and New Zealand, where there is good dialogue and cooperation between the national pilot associations and their regulators, this is something we in the EMPA family could learn from.

In figure 2, the pilot transfer arrangement provided on delivery is such that the ladder can only be rigged in the one situation with a freeboard of more than 9 metres.

In this photo the following non-compliances can be seen;

- No inboard stanchion on the accommodation platform
- Accommodation ladder platform not secured to the vessel
- Pilot ladder not secured 1.5 metres above the lower platform
- Retrieval line incorrectly rigged, wrong height and wrong direction
- And most importantly for this one, the lower platform is not 5 metres above the waterline



Pilots who inadvertently accept and use a non-compliant arrangement are not doing themselves or their colleagues any favours; it is likely that any insurance policies taken out for personal injury may be invalidated.

How would you feel if you had tacitly accepted the arrangements shown in either of the photographs; which have multiple non-compliances, if a colleague who may even be a personal friend was later seriously injured when using it.

Kevin Vallance, # Dangerous Ladders

Fatal accident during disembarking a vessel

M/V "Singapore Express" and the needless death of Captain Miguel Conceição

As most of you will know by now, our colleague Miguel Conceição, died February 28th in Cascais, Port of Lisbon, Portugal, leaving a wife and an 8 year old son.

On 27/02/2018 at 22:00 hours the Lisbon Port pilot boarded M/V Singapore Express, which was alongside in Liscont, to take her out to sea. The vessel proceeded outbound to Cascais southern anchorage area to disembark the Pilot. The pilot arrangement was prepared on the starboard side using a pilot door and a ladder, located in way to cargo hold n.º4.

The height of the pilot door above the water line was 3,08 m and the height of the pilot ladder to the water was 1.5 m. During transfer from the pilot ladder to the pilot boat the pilot fell into the sea. One hundred and one minutes after the falling into the sea, the pilot was recovered (unconscious) from the water and taken to the medical team that was waiting at the Cascais marina. The pilot was declared dead on arrival.

This is the short summary of this tragic accident but a lot of lessons need to be learned from this accident. The first two questions for us, would immediately be: How was the weather? How was the pilot ladder? The answers to these questions are : 2,5m to 3,5m swell, that's not so much, and pilot ladder properly rigged.

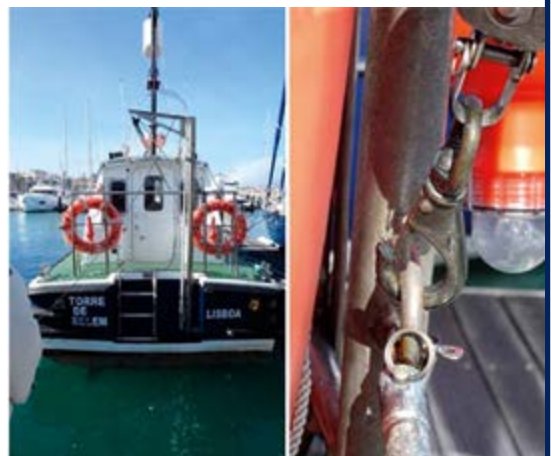
What was the problem? A complete disgrace!!!

When transferring from the ladder to the boat, it opened from the ship side, my colleague was hanging just with one hand and fell into the water.

According to the report, Miguel Conceição, was wearing a life jacket and stayed for about 40 min conscious, trying to board the pilot boat and ended up drowning.

This must have been a terrible death, the crew was close to him at all times, but never managed to pull him out of the water. Neither did they have the necessary training or adequate equipment. The lifebuoy for Miguel came from the vessel and not from the pilot boat...

They tried to recover Miguel using the aft ladder, but he never managed to climb it. Then after 30 to 40 minutes the boat hit him and he was rendered unconscious. One hundred and one minutes after falling in the water he was recovered, taken to shore and declared dead.



Recommendations:

- Establish operational procedures for the transfer of the pilots from the bar, including the position of the crew on the pilot boat, the duties of each crew member, and the safety equipment to be used.
- Implementation of IMO Res. A. 960 (23), of December 5, 2003;
- The renewal of pilot certificate shall include the completion of the basic safety course, required by STCW.
- Realization of regular (annual) training by the pilot boat, including transfer and castaway recovering techniques.
- APIBARRA should draw the attention of their members that the boarding / disembarkation decision should always consider the risk assessment of safety conditions at the time.

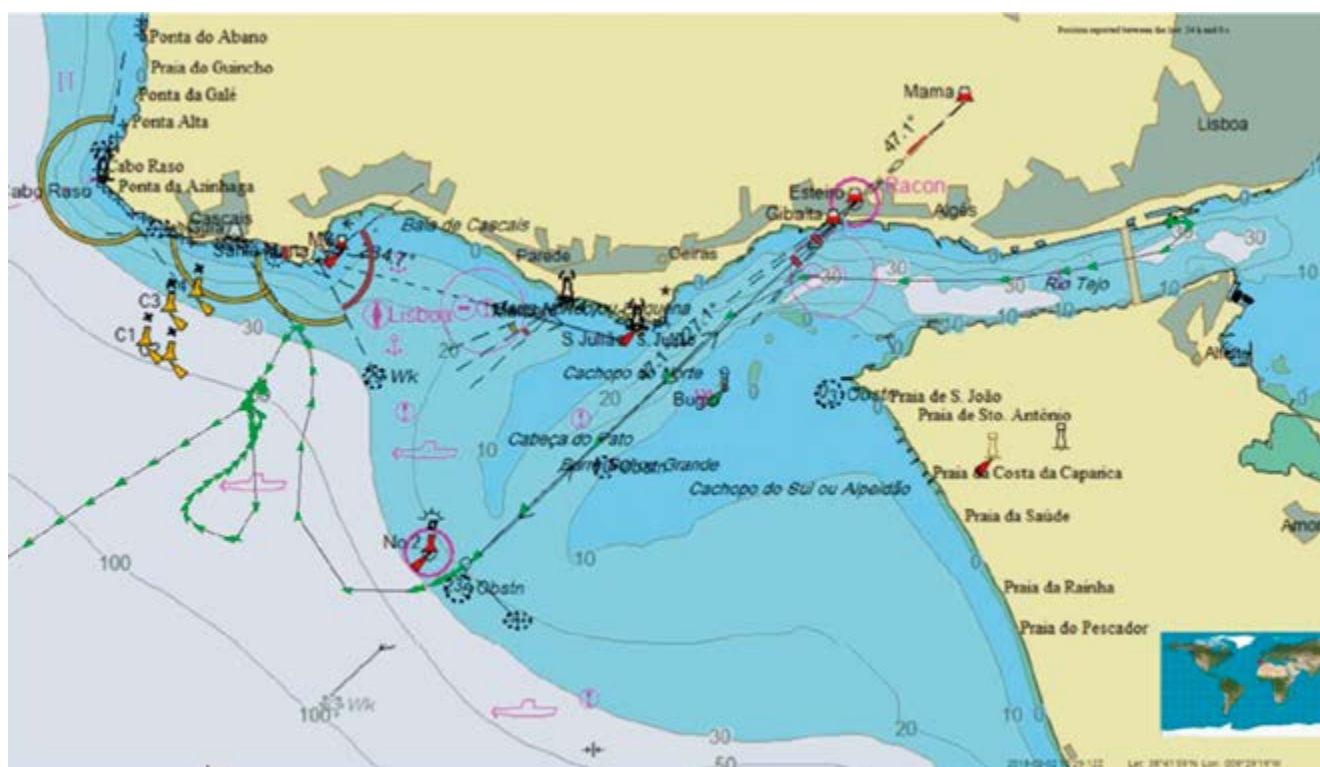
APIBARRA has been struggling since 2006 for the Maritime Administration to implement Res. A960, and we have a training program approved by the Portuguese Port's Association since 2012.

The two most recent recommendations from EMPA are related to the implementation of A960 and the training of the pilot boat crews.

7 months after the death of Miguel, on the 28th of September in Leixões, we organized a conference where we conveyed a strong message that the lack of safe conditions is unacceptable for us and action needs to be taken, because until then nothing was done. At the conference we were able to see what are the best practices in the transport sector and industry, and also, we could share what the best practices are in the UK, Germany and Netherlands.

Finally, we would like to thank EMPA for all the support we have been receiving.

Miguel's death shouldn't be in vain, so make sure that everybody is getting proper training, drills and correct risk assessment.



Full report can be found with following link :

http://www.gama.mm.gov.pt/images/Relatorios_Tecnicos/029-2018_-_Singapore_Express.pdf

Miguel Castro, Apibarra



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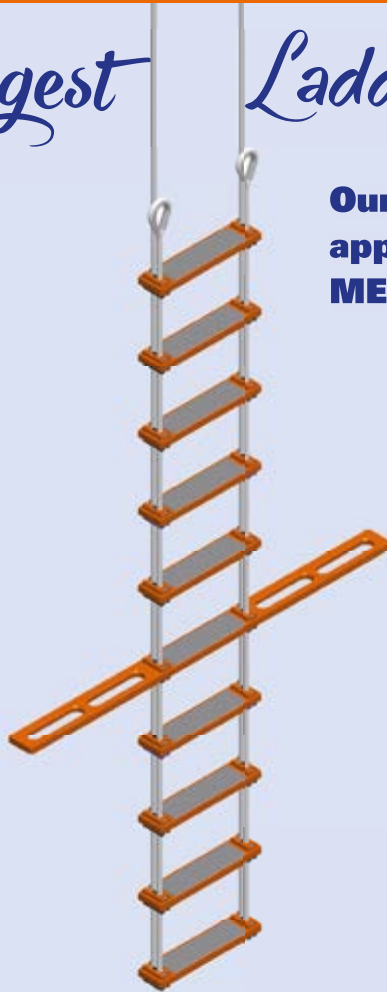


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Pilot flushed from the ladder

Date: August 10, 2018

Time: 20:30

Ship: Jolyn (90m x 12.5m x 5.5m)

Freeboard: 2.5m

Wind: WZW corpse 8

Wave height: 2.5m significant, 4m maximum

Water temperature: 21.5 degrees



During the voyage from Vlissingen Roads to pilot boarding area Steenbank, under the influence of wind and sea state, the ship was already rolling quite a lot, causing the reduction of speed considerably. When approaching the Polaris (Pilot cutter at Pilot Station Steenbank), I advised the captain on the manoeuvre that had to be carried out in order to be able to turn towards a good lee course and disembark well and thus to get safely from board. Because a sharp change of course was needed to achieve this good lee course, I initially let the ship go to starboard for 30 degrees at the time I walked down to the main deck. During the moment I walked down, I had serious doubts about getting safely off board because the ship continued to roll heavily. I then decided to have a look at the pilot ladder and if I didn't feel comfortable with the situation, I would not disembark.

When the pilot launch was approaching alongside, I let the vessel turn another 40 degrees to starboard. Suddenly the vessel amazingly, under circumstances, quietly came to lie, I descended the ladder already a bit, to use the maximum of the possible of this moment and get as soon as possible in the pilot launch.

Just before I wanted to jump into the pilot launch, the pilot launch came off vessel and at the same time the ladder, in my opinion, came loose from the hull. At this moment everything went very fast and I felt my feet and middle in the water and a fraction later I didn't have the ladder anymore. Before I noticed this, I did hear that my life jacket was being activated and I heard the engine of the pilot launch roar. I pushed myself from the hull of the vessel with my feet, a few seconds later I visually observed the pilot launch and indicated to the crew with my hands that I was conscious.

The pilot launch came closer to me and they first tried to get me more close by means of a boat hook. This, however, I pulled it from their hands into the water, because it is made of aluminum. After a few seconds, I managed to find the hook again and I was able to return it to the crew so they pulled me alongside the pilot launch. Due to the weather conditions, the crew of the pilot launch consisted of 3 men. So there were 4 hands available to get me out of the water. Afterwards, it turned out that I had been in water for less than 1 minute.

On board the Polaris, I was equally well received by a completely ready crew, for which I also expressed my thanks for skills of the crew in the pilot launch and the good care on board Pilot vessel Polaris.

The next day I consciously went back to the Steenbank piloting a vessel.

The day after this event, I heard from an eyewitness that the ship made a major rolling movement at the time I was on the ladder. This confirms my feeling that the ladder has come loose from the hull and that I have been flushed from the ladder.

Once again I would like to express my gratitude to all employees of the NLBV for the quick response to the entire situation. Having three guys in the pilot launch in these situations is in my opinion a very sensible choice and can shorten the time a person is in the water. A disadvantage was the smooth boat hook. With a view to weight saving and space, this has probably been chosen, but that does not seem to work. A temporary adjustment had already been made on the Polaris. However, a permanent solution is desirable.

Victor Reijnhout

Dutch Pilot region Flushing

54th International Football Tournament Marseille 2018

On May 11th, the 54th International Football tournament for pilots was held in Marseille.

The draw was held in an old stock exchange building, where the groups were drawn and everyone could enjoy the delicious snacks and the drinks offered.

For some this lasted until the early hours

The next morning the teams were picked up by bus from their respective hotels and taken to the beautiful football fields for a day full of effort and fun.

It soon became clear that it would be exciting to reach the final places.

Ultimately, Flushing pilots and UK pilots proved to be fighting each other for victory. The pilots from Flushing did their best but fatigue was there and the pilots from the UK were less tired because of their youthful age and were quick to take the upper hand of the opponent. With that, this was not a high-level final and the tension was not taken, so UK became the winner for the second time in a row.

After enjoying a beer everyone was brought back to their hotel, where they could prepare themselves for a nice evening party.

The reception of the evening party was held at a fabulous location with a view over the marina. The snacks and drinks were of high quality. The rain was a bummer and the party had to be continued inside. An excellent band brought a nice and relaxed atmosphere. Everyone could dance (with or without muscle pain) and could talk for a long time about the matches and the final winner.



Final Result 54th European Pilot Football Tournament

Champion	UK Pilots
Vice Champion	Flushing
3 rd Winner	Weser –Ems
4 th Winner	France
5 th Winner	Rotterdam
6 th Winner	Norway
7 th Winner	Italy
8 th Winner	EMPA-team
9 th Winner	Belgium
10 th Winner	Amsterdam
11 th Winner	NOK 1– Baltic
Stern Light	Fc Kiel

Next year Antwerp will host
The International Soccer Tournament

More info : See next page
or
website: www.empa-pilots.eu



EMPA 55th Football tournament

Antwerp 2019



Dear colleagues,

In the 1960's, some Belgian pilots started a small yearly two-nation pilot's football tournament. As the years passed by more and more pilot stations joined the "competition". Last year our friends from Marseille greeted about 150 European players from Italy, UK, The Netherlands, Norway, Germany, France and Belgium.

In 2019 Belgium is again the host-nation. On the 17th of May 2019 the 55th EMPA Football Tournament will be held in the beautiful city of Antwerp.

Through EMPA and this letter we would like to invite all the European pilots who play football to the tournament.

No matter if you can form a team of 11 players or if you want to join the tournament as a single player (every year we form a multi-national EMPA-team) you can contact us for information.

Partners are also more than welcome. On the 17th we organize a guided tour through the city.

Schedule for the tournament:

16th in the evening: Drawing Party

17th during daytime: Football Tournament (or Ladies Tour)

17th in the evening: Dinner Party

If you are interested please send us a mail.

To the EMPA-delegates who are not from the above mentioned countries: can you please forward this letter to your pilot's sports associations or pilots who might be interested in this sporting event?

All information will be available on: www.empafootball2019.be

You can always contact us by mail: empafootball@gmail.com or organizer@empafootball2019.be

Beste regards

Cpt. De Vlaminck William

Member of the 55th EMPA Tournament Organization

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- 4/ Liffey, Dublin, Ireland
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- 6/ Echo 1, Valeta, Malta
- 7/ Atlantida Azul, Sines, Portugal
- 8/ Rodwell, Portland UK
- 9/ Spitfire, Southampton, UK
- 10/ Izurda, Bayonne, France
- 11/ Pathfinder, Southampton, UK
- 12/ Cabo Mondego, Figueria, Portugal
- 13/ Espinho, Aveiro, Portugal
- 14/ Quinoa, Bordeaux, France
- 15/ Interceptor, Venice, Italy
- 16/ Ursula, Roenne, Denmark
- 17/ Skua, Liverpool, UK
- 18/ Joa vaz corte real, Horta, Azores
- 19/ Foxtrot, Valeta, Malta
- 20/ Alvaro de ornelas, Horta, Azores
- 21/ Failte, Cork, Ireland
- 22/ Getares, Algeciras, Spain
- 23/ Khaleeg Aden, Port of Aden, Yemen
- 24/ Diogo de Teive, Azores
- 25/ Josse Van Hurtete, Azores
- 26/ Turnstone, Liverpool, UK
- 27/ P&O Maritime, Mozambique
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