

EMPA NEWSLETTER



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Editorial

Dear Colleagues, Dear readers,

The end of a bizarre year is almost over.

First there was a period of all kinds of measures regarding Covid-19. When it turned out that Europe was going to be quietly released from the restriction and people were heading for a time without worries, a war broke out in Ukraine that would have a major impact on everyone in Europe. We must not forget that the citizens of Ukraine are still fighting for their freedom and that of many others.

We therefore try to support our colleagues from Ukraine in every possible way.

We look forward to what 2023 will bring, with the silent hope that the conflict in Ukraine will be resolved... but also that all colleagues will be able to pilot and maneuver the ships in complete safety.

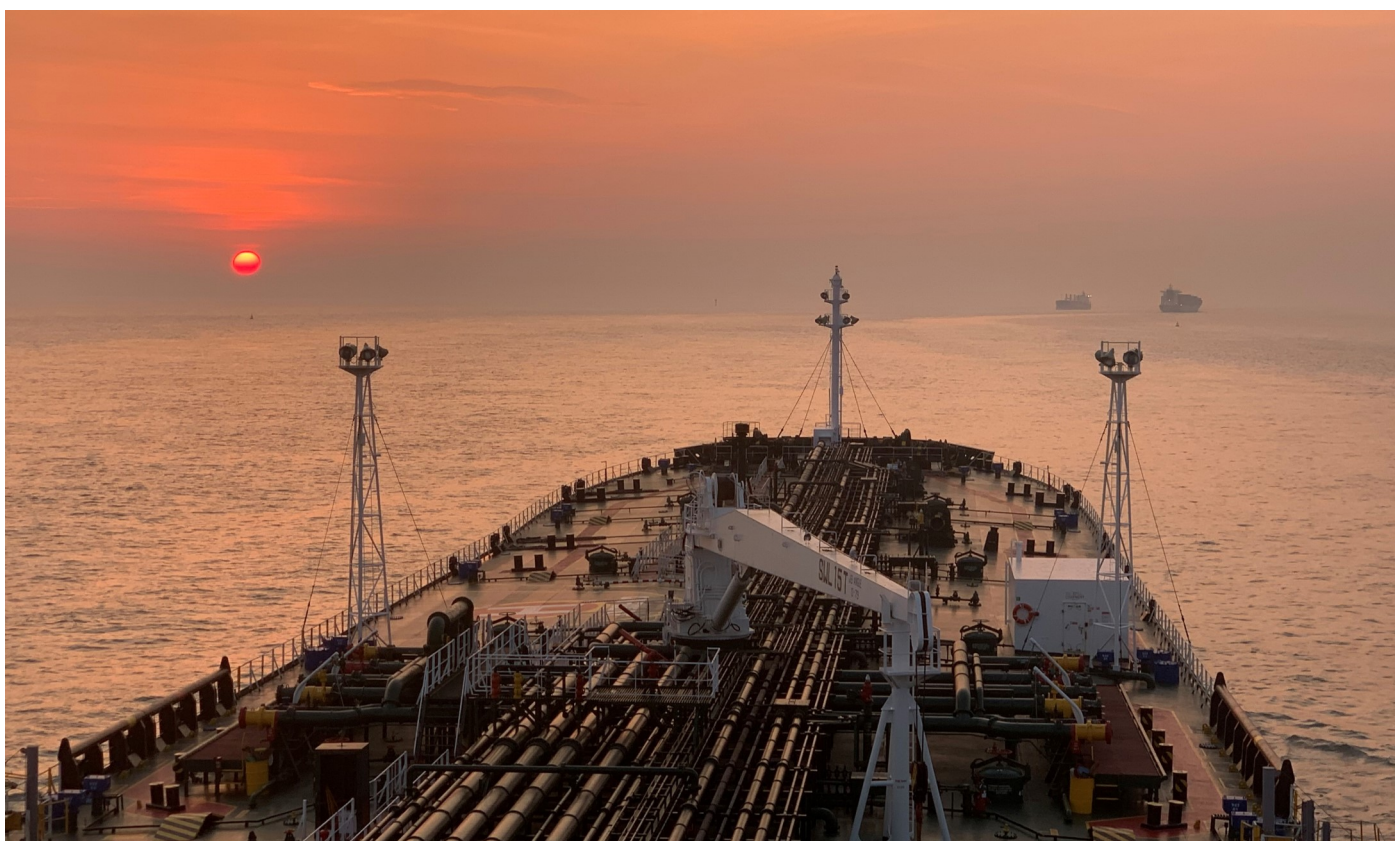
I wish everyone a happy Christmas and a good end of the year.

Stay safe

The Editor

Olivier Allaert

www.empa-pilots.eu



Statement of the President

Dear Colleagues,

The year 2022 is coming to an end. It was the year that should stand for the transition from the corona world back to normality. Thankfully, this virus is no longer the dominant issue in much of Europe. However, the dark clouds of war have gathered over the eastern part of Europe. The reprehensible invasion that began in February 2022 is still ongoing.

Despite everything, EMPA must and will continue to work on the topics that fall within our competence. EMPA has resumed its work to the usual extent. We continued our in-person meetings with various stakeholders in the maritime sector, and we ensured that pilotage continues to keep its position in European politics.

Together with IMPA, we have also dedicated ourselves to safety with a particular focus on reporting faulty pilot ladders, but above all, on the consequences of reporting such cases at national, European and international levels. We strongly encourage any Pilot who discovers a non-compliant arrangement to act by contacting the Captain to demand remedial action before embarking or disembarking the vessel.

Time is passing quickly; it is already Christmas, the New Year is starting next week, and we look forward to our next General Meeting in just a few short months. We are pleased that the newly elected President of Fedepiloti, Captain Roberto Bunicci, is willing to continue preparing our upcoming GM from the 25th to the 28th of April in Rome. At this GM, we will make many important decisions, including electing three vacant Vice President positions. First and foremost, I hope for many delegates from our member associations.

I want to take this opportunity and say a big "thank you" to our Secretary General, Mrs Aileen Van Raemdonck, the members of the Board, our Newsletter editor and webmaster, Olivier and our secretary Claire. Our meetings, which we regularly hold once a month, either virtually or in person, always occur in a good atmosphere and are very fruitful. The performance of the Training and Technical Committee and the Communication Committee also deserves special recognition. I want to thank our treasurer, Henry Caubrière, for handling our financial affairs.

The Board of Directors usually meets monthly, in most cases, virtually. We had our last Board meeting in Spain on Tenerife. Our special thanks go out to Juan Pedro Morales and José Antonio Pérez, who met us on behalf of all Spanish colleagues. Our Spanish colleagues perfectly organised the meeting. Our meeting on board the Correillo La Palma was an extraordinary experience. The presentation of the Amura project during our last Board meeting was also fascinating. Essentially, it is about developing a common European platform for exchanging information through a pilot reporting app. The advantage of this application is that, according to Amura, it can link existing apps, such as those already developed by UK, France, Norway and Germany. But it is also an app that would be available for countries that do not yet have a reporting app. We will continue to work step by step on the app while always keeping an eye on the costs. Furthermore, we do not want to compete with the IMPA/Saab app.

In November, I visited our colleagues in Croatia. At this point, I would like to thank Petar Bubic again for his outstanding hospitality. The President of IHO and I attended a meeting organised by the Croatian Hydrographic office to sign an agreement with the Croatian pilotage organisation on the unrestricted use of data and implementing the IHO standards S100 and S102. The conversation resulted in the desire for a letter of intent to be drawn up, which will lead to cooperation between national pilotage organisations and national hydrographic institutes on using the IHO standards previously mentioned.

The Board has decided to make EMPA more involved in the EMPA Football tournament. EMPA will sponsor the trophy, and some Board members will attend the tournament and the award ceremony. The next tournament will take place in Flushing in May.

Dear colleagues, I wish you all a Merry Christmas and a Happy New Year characterised by peace, security and confidence.

Yours sincerely

Erik Dalege



ITS Award 2022

EMPA, together with ETA, wins ITS Safety Award

EMPA, together with the European Tugowners' Association (ETA), has won the Safety Award at the 26th International Tug & Salvage Convention (ITS) for their Common Guidelines for Efficient and Safe Harbour Operations, which EMPA and ETA published in June 2019. The award recognises the associations' efforts to improve standards of communications between tug masters and pilots during pilotage and towage manoeuvres. The 2022 ITS Convention and Awards ceremony were held in Istanbul, between the 28th and the 30th of September.

We would like to express our gratitude to all those who voted for us, the event's organisers, Riviera Maritime for another successful ITS Convention, ETA for the great cooperation we have had during the last years and in particular Capt. Kimmo Lehto. As Chairman of ETA's Nautical and Technical Committee he was in charge of devising and coordinating this project.

We would also like to congratulate the fellow nominees who made the shortlist: the British Tugowners' Association, the UK Maritime Pilots' Association and the Turkish Directorate General of Coastal Safety.



ESPO Awards 2022

On 8 November, EMPA President Capt. Erik Dalege and Secretary General Aileen Van Raemdonck attended the 14th edition of the annual ESPO (European Sea Ports Organisation) Award ceremony. The newly elected ESPO Chair Zenno D'Agostino (President Eastern Adriatic Sea Port Authority and former head of Assoporti, the Italian port association) opened the evening as captured in the photo.

Barcelona Port Authority won the ESPO Award 2022 in recognition of the role of maritime passenger transport in enhancing the city connectivity and bringing added value to the local community. The ESPO Award was handed out by Magda Kopczynska, Director for Innovative and Sustainable Mobility in the European Commission's department for Mobility and Transport (DG MOVE), during the traditional ceremony and dinner at the Bozar in Brussels.



FEPORT Seventh Annual Stakeholders' Conference

At the seventh edition of FEPORT's Annual Stakeholders' Conference in Brussels, EMPA was represented by Secretary General Aileen Van Raemdonck who attended the event.

This year's conference addressed competitiveness in a world of perma-crises. The participants concluded that challenges could not be faced individually and the key is better cooperation. The critical role of transport and logistics was highlighted and tribute was paid to employees in the transport sector.

A key point that emerged from the conference was the need for the European transport sector to incorporate risk management into its planning process when facing continual crises. While there was widespread support for the goals of the Green Deal and the Fit for 55 package, there were calls to ensure that measures taken to achieve these goals should not come at the cost of the competitiveness of European industry.

The importance of continued investment in transport infrastructure was underlined, with some guest speakers highlighting the need to make jobs in the sector more attractive to young people.

Finally, a significant number of panellists stressed the importance of collaboration in the area of data sharing and cooperation between all stakeholders if the European industry will continue to be a global leader in an era of 'perma-crises'.



Georgian Maritime Pilots Association

EMPA GM 2025. GMPA is indeed very grateful to EMPA for choosing Georgia as the host country of 2025 GM.

GMPA is looking forward to host EMPA GM 2025 in Batumi, the largest seaside city in Georgia. Batumi is the capital of Adjara Autonomous Republic and situated several kilometers from the Georgian Turkish border. Batumi is a speedily developing summer resort, very popular not only among Georgians but also foreign tourists, especially from neighbouring countries. Batumi also develops as the new cultural center of Georgia where one can find very interesting pieces of modern art. This is a city where East indeed meets West. We do hope EMPA members will enjoy not only the unique spirit of the city, subtropical landscapes and delicious cuisine but also the historical places.

We suggest to hold GM 2025 during the week of 28 April-4 May. We plan to accommodate the event and the guests in Sheraton Batumi Hotel, where we have good experience of organising such wide scaled events.



GMPA currently consists with 3 pilotage companies and 10 pilots. It was founded in 2014 and soon after that applied to become EMPA member.

Captain Murtaz Devadze, the Head of the Georgian Maritime Pilots Association, who has been re-elected just a few days ago on this position for a second 4-year term, is the experienced master mariner and manager. He was born in 1971 in Batumi and in 1990 after graduation of the Batumi State Maritime Academy joined the Georgian Shipping Company.

Before 1999 he served on vessels under the management of Columbia Shipmanagement Ltd. In 2003 he became the ship master.



He managed to combine service on seagoing vessel with on shore jobs, like security officer on Batumi port and head of Seafarer's department in Maritime Transport Agency of Georgia (the **MTA**). Besides, currently he is doing doctoral studies. In 2015 Capt. Devadze has been certified as a pilot and joined the pilotage service in Batumi port. In 2018 Capt. Murtaz Devadze has been elected as the Head of Georgian Pilots Association.

Organisation of Pilotage Service in Georgia.

Pilotage Service is regulated by the Maritime Code of Georgia and the Technical Rules “on Activities of Pilotage Services and the Certification of the Pilots” (the “Technical Regulations”) adopted by the Government of Georgia in 2013. From the very beginning the pilotage service was subject to competition rules and less attention was paid to the safety aspects. However, in 2015 things changed, inter alia, thanks to EMPA involvement, namely then President of EMPA Capt. Stein Inge Dahn sent an explanatory letter to the Parliament of Georgian and the Maritime Transport Agency. Respective amendments to the legislation had been adopted and now the pilotage service does not fall under the competition rules/restrictions. Therefore, we have the situation, where we have a single pilotage company in each port and/or terminal (except Supsa terminal where no pilotage service is provided).

The Technical Regulation was elaborated in line with IMO A.960(23) Regulation of 05 December 2003.

The Certification of the Pilotage Service is conducted by the MTA and consists of 4 levels, starting with consideration and assessment of the application and ending with granting the certificate. There is the list of necessary equipment to be provided, including pilot boat, which also shall be certified by MTA. The Certificate is valid for a 5 years' period and may be renewed on the same terms. The Certificate may be amended or abolished.

The pilotage service is a paid service and each pilotage company is entitled to establish fees, which depends on the length of the port canal and conditions in which vessel is piloted.

The pilot also shall be certified. There is requirement that pilot shall be citizen of Georgia, having at least 36-month experience as chief mate or the master on vessels of 3000 GT and more (from which at least 12 months as the master) or holder of the evidence of 24-month practical working as the pilot. The candidate shall pass the training courses adopted by the MTA and at least 3-month pilotage training in the respective port. The Pilot's certificate may be abolished in case of grave breach from the pilot's side or degradation of health condition. Each pilotage Service shall be insured from civil liability at least for the amount of 100,000 Gel.

The age limit for the pilots is 65 years. This is very strictly observed rule. The pilotage service is controlled and supervised by the MTA.

Since pilotage service is directly liaised with the ports, we'd like to introduce all 4 ports of Georgia, which are open for navigation. Due to occupation of the part of Georgian north coast (namely the territory of former Abkhaz Autonomous Republic), the port of Sokhumi is closed for navigation.

Batumi Sea Port - The history of modern port of Batumi is started in 1885. The main factor of the development of Batumi Sea Port was Caspian oil. The construction and operation of Batumi port among others had been carried out by the companies Rothschild and Nobel. The volume of the first export of oil products made in 1883 was 3 million pounds. The first tanker sailed from English port West Hartlepool to Batumi and transported oil from there to Singapore and Thailand back in 1892, was British oil tanker "Murex" In 1900, the Baku-Batumi oil pipeline was completed. In those days Batumi Sea Port handled 26% of the world's oil. By the beginning of the XX century, Batumi Sea Port became one of the leading ports of the Black Sea by its importance and freight turnover. In 1923, during the period of the Soviet government, Batumi Sea Port was registered as the port of the highest — 1 category, what sped up its development even more. In 1959-1962 the marine passenger terminal was built and by 1967 the port could already receive large vessels in the outer harbor.

Since 2008 the JSC KazTransOil, a subsidiary of Kazakhstan national oil and gas company JSC NC KazMunayGas, acquired the rights to exclusive management of the Batumi Sea Port.

Batumi port consists from:

Oil terminal - Throughput efficiency of the oil terminal is – up to 15 million tonnes annually. The terminal specialises in refining raw oil and almost all types of oil products: diesel fuel, petrol, reduced crude and so on. There are 3 berths in Oil Terminal, largest of which, Berth #1 is capable to receive 45,000 DWT vessels.

Container and the railway ferry terminal (berths 4,5,6) - Throughput efficiency of the container terminal is 200 000 TEU annually. The ferry runs between Varna (Bulgaria), Chornomorsk (Ukraine), Poti and Batumi. The operation of the ferry is totally automated. The nominal throughput efficiency of the terminal is approximately 700 000 tonnes.

Dry Cargo Terminal (berths 7, 8, 9) - bulk cargo, fluid cargo, general and packing. Maximum throughput of the dry cargo terminal – 2,0 million tonnes annually.

Marine Passenger Terminal (berths 10, 11) - is situated in the center of the city, in the seaside boulevard. The throughput efficiency is about 180 000 passengers annually. There are handled large passenger ships as well as small-capacity cargo and passenger ferries (Ro-Ro). In Batumi port operates “Black Sea Pilot” Ltd.



Poti Sea Port - is the oldest and largest port in Georgia which had been building during 1889-1905. APM Terminal operates the port and is handling container, liquids, dry bulk cargo and passenger ferries. There are 15 berths, with total quay length of 2,900 meters, more than 20 quay cranes and 17 km of rail track.

The port serves as a European gateway for international trade in Georgia, Armenia and Azerbaijan, as well as in Central Asia. It is connected to the Georgian railway network, with connection to all key cities in the country.

“Poti Pilot” Ltd renders the pilotage service to the vessels entering/leaving Poti port.

Pace Terminal operates within the Poti Sea port. It is the newest terminal opened in 2021. The Pace terminal will serve the container cargo. The “Poti Pilot” renders the pilotage service there also.

Kulevi Oil Terminal - Kulevi port has quite old and rich past which starts from 1804, when Russians landed in the mouth of Khobistskali River and built a fortress there. The modern oil terminal counts its history from 1999, when the Georgian Government signed an order regarding Kulevi Oil Terminal and port construction. In 2006 the State Oil Company of the Azerbaijan Republic (SOCAR) undertook the fulfilment of the project and construction works and in May 2008, the terminal began functioning. Since then the Kulevi Terminal shipped over 30 million tonnes of oil and oil products. Since May of 2010, Kulevi Oil Terminal began to ship crude oil. There also are facilities for discharge/loaded of liquefied petroleum gases (LPG).

“Kulevi Pilotage” Ltd renders the pilotage service in Kulevi terminal.

Supsa Terminal is operated by BP since 1999. Supsa oil terminal is used for transportation of pipeline oil from Azerbaijan. There is no pilotage service rendered in Supsa terminal.

Capt. Mike Morris (UKMPA) awarded MBE

Captain Michael (Mike) Morris started his career at sea as a Cadet with Houlder Brothers joining his first ship in January 1977 trading worldwide.

By 1982 like many others at that time, he found himself looking for a new company to ship out with. He had 7 happy years with Pacific Nuclear Transport Ltd sailing to Anzio in Italy and various Ports in Japan carrying irradiated nuclear waste.

Leaving deep sea in 1989 Mike did a short stint on the near continental coasting trade as Master before joining Sally Line, Sealink and Belfast Freight Ferries leaving for a life as a Pilot on the Manchester Ship Canal in 1998 where he is a senior Pilot today.

Mike joined the Executive Committee of the UKMPA in 2010, was elected as Vice President of the European Maritime Pilots Association in 2012 and was appointed as Chairman of the UKMPA in 2019, leaving in 2021 after successfully steering UK Maritime Pilots through the Covid Pandemic.

Not many Pilots either at home in the UK or members of EMPA are aware that in addition to his Pilotage duties as a senior Pilot on the Manchester Ship Canal and representing Pilots in the UK as Chairman UKMPA (2019 – 2021), Mike has been an elected Councillor representing his own town of Southport for the past 5 years. Part of his duties as an elected member of Sefton Metropolitan Borough Council (which incorporates the Port of Liverpool) is an appointment to Deputy Chair of Mersey Port Health Committee.

It was whilst attending a meeting at Port health he first learned of a little known virus emanating in the Wuhan province in China which was later be known as Covid-19. It was obvious that this virus was of concern as highlighted by the WHO. This early knowledge of the Virus obtained direct from the 'horse's mouth' gave Pilots early warning of what to expect. Mike started to work on procedures to keep Ports open during the Pandemic but more importantly Pilots in the UK safe whilst keeping trade in the UK open.

Mike worked closely with the Dept for Transport and the shipping minister directly, and shared knowledge with other Maritime Stakeholders (UK Major Ports Group, British Ports Association, UK Maritime, Dept for Health and Social Care, Public health England, EMPA and IMPA) for Marine Pilots to be awarded 'Key Worker' status right at the very beginning, ensuring ships were able to enter and leave port safely and maintain trade.

In the early days of the pandemic, no one really knew what they were dealing with, and Mike attended meetings nearly daily with government departments and Public Health England together with the leaders of other stakeholder organisations disseminating and sharing knowledge as information changed. Mike was credited with ensuring Marine Pilots were supplied with PPE and lateral flow tests free of charge by the UK Government when Pilots needed them to keep Pilots and their families and co-workers safe.

Mike was a driving force for Pilots during this time, protecting them from being subjected to commercial pressure from any source. The UKMPA has never enjoyed so close a bond with Government departments as it did during the Pandemic. There has never been a time in the UKMPA history whereby a Shipping Minister would seek knowledge direct from a Pilot by telephoning him late in the evenings when advice was being sought. The Minister, the Hon Kelly Tolhurst MP, a marine surveyor prior to her entering Parliament in 2015 was presented by Mike with a life-time membership award to the UKMPA.

Mike is also very proud to have been instrumental in being one of the founding members of the Maritime Professional Council of the UK. The Council was formed with the specific aim of holding maritime law makers to account. In June 2022, Mike was awarded the Honour of becoming a Member of the Order of the British Empire for his services to the Maritime Industry, which he has been involved in for many years both at home and abroad.

With the sad passing of HRH Queen Elizabeth II, it is hoped that Mike will be presented with his Honour at Buckingham Palace by His Royal Highness King Charles III in the coming months. Photos of his investiture will be shared with his Pilotage friends in the UK and Europe.

<https://www.thegazette.co.uk/notice/4084865>

Mike presenting the lifetime membership of the UKMPA to the Shipping Minister Attached



History of Pilotage in Türkiye

History of Pilotage in Türkiye (by Murat Koraltürk) and Founder of Pilotage Services, Retired Frigate Captain Süleyman Nutki Bey

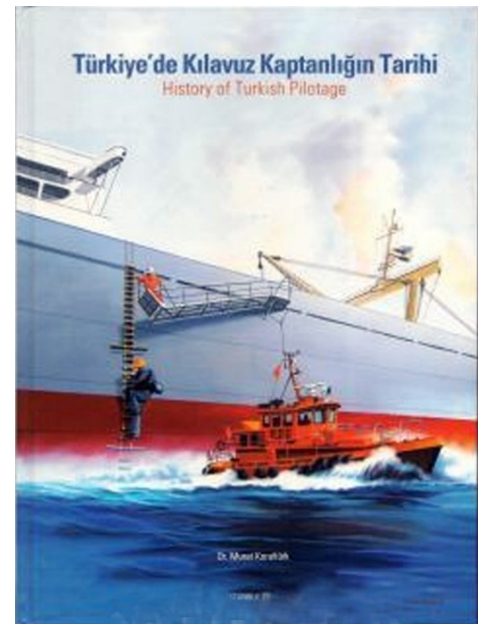
Whatever profession we have today, if we do not know the history of that profession, we cannot connect with the past and carry our profession to the future. It is possible to write the history of the profession by obtaining the best written documents, especially books, archival documents, ephemera, reports, articles, newspaper articles and oral history studies. But most importantly, they are enthusiastic and devoted people. Here is Dr. Murat Koraltürk, with his meticulous and precious works, appears as the author of our professional history, which we will give brief information about below.

Murat Koraltürk tells the story of the origin of the book as follows: "When my interest in the sea and ships combined with my interest in history, I became interested in maritime history.

Knowing this, my friend Captain Turgay Erol stated that in the summer of 2003, the Turkish Pilots' Association requested a book on "History of Pilotage in Türkiye".

Which he intended to present to the participants at the IMPA Congress to be held in Istanbul in June 2004, and that with this project, when he asked me if I would be interested, I said I could without hesitation.

Thanks to Koraltürk's efforts, we have a book about the history of our profession. This book is the first book on the subject. As Koraltürk states in the preface of the book, he does not want this study to be the final research. He adds to his article that it is not possible to further develop and expand the scope of the book due to various constraints, especially time. Continuing from the foreword: "The book includes the history of pilotage from ancient times to the present, but also places the center of gravity in the XIX. the end of the century and XX. It constitutes the development of pilotage in the Ottoman Empire at the beginning of the century. What we saw during the research process, Türkiye's XIX. Starting from the middle of the 19th century, the demand for pilotage services has also increased due to the development of economic relations with the West, especially due to the increase in foreign trade volume. Parallel to this, the modernization of pilotage services in Türkiye came to the fore. (Koraltürk, ibid.)



Koraltürk introduces the chapters of the book as follows in the introduction: "In the first part of the book, which consists of five chapters, the brief development of pilotage from ancient times to recent times is explained. Again in this section, the pilotage of the Ottoman Empire in the XIX. century development is discussed. In the second part of the book, the XIX. In the 19th century, on the one hand, economic change and on the other hand, technological change also had an impact on Ottoman maritime.

The increase in maritime traffic and port movements increased the demand for pilotage services.

In the third chapter, the steps taken to modernize the pilotage services in the Ottoman Empire are explained. In this context, developments ranging from requests for pilotage privileges to the establishment of an official pilotage organization are discussed.

Despite the steps and efforts to modernize the pilotage services in the Ottoman Empire, especially since the 1890s, this service could not be provided at a certain quality and standard. This development began to be recorded only in the Republican period. These developments are discussed in the fourth chapter of the book. In the fifth part of the book, the Turkish Pilots' Association is the subject.” (Koraltürk, *ibid.*)

Koraltürk stated in his book that there are few published studies on the history of pilotage in Türkiye. The examples given here are; M. Orhan Kızıldemir's “History of Pilotage in Our Country” (The Voice of the Captain- July, August, September 1993, p.16; October, November, December 1993 p.14), Eser Tutel, (Ships... Masters... Piers... İletişim Publications , İstanbul, 1998, p. 345-351). The author states that the subject is so untouched and states that primary sources are used as much as possible. The sources used here are:

Ottoman Archive and Historical Maritime Archive documents, Republic Archive, various unprinted reports, books, articles and newspaper articles as auxiliary sources. (Koraltürk, *ibid.*)



Süleyman Nutki Bey

The late Eser Tutel has given very valuable works about our merchant marine. I have benefited from and continue to benefit from his books in many researches. Dear Ali Bozoğlu mentions in the preface of one of his books how the late Tutel encouraged him to write. It turns out Tutel is sick in this process. He wants to leave his place to his beloved Ali Bozoğlu. Then Tutel dies. Tutel has left its magnificent archive and books to the İstanbul Naval Museum (located in Beşiktaş), Mr. Koraltürk and Mr. Bozoğlu. With such an attempt while he was alive, he took his archive under protection and delivered it to safe hands. People who are interested in naval history always keep the late Tutel's books at their bedside. Tutel gives information about the pilotage services in Türkiye (1998) in six pages in the above-mentioned book.

The Establishment Story of Pilotage from Retired Frigate Captain Süleyman Nutki and Eser Tutel

Tutel writes that the importance of pilotage in our country was understood after an old Ottoman Greek captain named Marino applied to the Naval Ministry in 1892. The Ottoman Greek captain requests concessions for the Bosphorus and Dardanelles Straits and the port of İstanbul and undertakes to give 1,000 gold coins to the Treasury.

The Minister of the Navy Bozcaadalı Hasan Hüsnü Pasha (the Minister of Navy, who sent the Ertuğrul frigate to Japan) at the time, who was examining the petition, understood the importance of the situation and ordered a commission to be established in the same frigate under the presidency of the Mesudiye frigate commander, Hayri Pasha, and to start working in this area. It was written and drawn, but no conclusion could be reached, even the Ottoman Greek captain was not answered. Süleyman Nutki Bey, one of the members of the commission gathered on the Mesudiye frigate (father of Ord. Prof. Dr. Ata Nutku who also served as the Head of Shipbuilding Chair at İstanbul Technical University), began to emphasize this business when he retired from the Navy in 1910.



Atatürk and Rauf Orbay

Süleyman Nutki Bey, who rejoined as a member in the second commission convened in 1914, made a great effort for the establishment of the Pilotage Service. At the end of the long work, on August 24th, 1914 (August 16th, Yavuz (ex Goeben) and Midilli (ex.Breslau) anchor at Tuzla, The Great war is very close.

A Pilotage Regulation was drawn up and all the powers in this regard were given to the Ottoman Seyr-i Sefain Administration. Unfortunately, this very useful initiative was not realized after the outbreak of the First World War. With the Treaty of Brest-Litovsk signed after the great revolution in Russia in 1917, the possibility of ships coming from the Black Sea to pass through the Straits was getting stronger. In the face of this situation, Süleyman Nutki Bey stated that the pilotage services and privileges of the Navy Minister Cemal Pasha were given to the Ottoman Seyr-i Sefain Administration and this Administration was affiliated to the Ministry of War (this way was resorted to due to the war, during this period. Many of our ships took part in the war, many of our sailors belonging to the merchant navy were martyred) convinced that the pilotage services should also be carried out by Seyr-i Sefain. But since the organization was not established, it could not be put into practice. In the face of this situation, although Süleyman Nutki Bey prepared a report again and gave it to the Ottoman Seyr-i Sefain Administration Committee, the report could not be put into practice this time, due to the opposition of the Deputy General Director Topal İsmail Hakkı Pasha. Worse still, the establishment of the organization extended to the days of the Armistice in 1918. Because in those years, a lieutenant commander named Kohen from the Germans, who was our ally, started to guide in the Bosphorus. It was said that Topal İsmail Hakkı Pasha had relations of interest with this lieutenant commander named Kohen. In addition, Süleyman Nutki Bey faced the ill-treatment of the Pasha.

The establishment of the organization was carried out on October 9th 1918 with the insistence and support of the then Minister of the Navy Hüseyin Rauf Bey (the famous Hamidiye hero Hüseyin in Rauf Orbay). On that day, Süleyman Nutki Bey was allocated a room in the Ottoman Seyr-i-Sefain Administration building, albeit small enough to accomodate a table and two chairs. First, a pilots committee consisting of experienced and knowledgeable captains was formed. The organization had no money, nor did it have a boat to sail to the ship to be piloted. Since he had no allowance, it seemed impossible to obtain the necessary material. The pilotage organization was established for its establishment, but was not yet in position to serve. Moreover, among the authorities, there were also those who thought that this institution could never serve.

Süleyman Nutki Bey did not give up, he did not get tired, he worked to strengthen the organization. In addition to explaining the situation to Admiral Vasıf Pasha, who was appointed to the General Directorate of Seyri-i Sefain at that time, he also applied to the Ministry of War officially and requested that the pilotage privilege be transferred to the Ottoman Naval Society to protect the interests of the country. Turkish maritime owes a lot to one of the retired frigate captains (commander) Süleyman Nutki Bey, who spent 28 years in this business.



Bahriye Müze ve Kütüphane Idaresinin ilk kadrosu.
Sağdan üçüncü müze müdürü Miralay Hikmet bey,
sağdan dördüncü Binbaşı Süleyman Nutki bey.

Süleyman Nutki Bey (3rd from left)

Initially, it was estimated that for a capital of 5,000 liras, a profit of 1,500 liras would be made per year. Considering these, the Navy Society decided to take over the concession for 200,000 liras. However, this time, the Ottoman Seyr-i Sefain Administration gave up on handing over the privilege. Finally, by the order of the Minister of the Navy, on 1st January 1919, the Ottoman Navigational Sefain Administration accepted a budget of 6.000 Liras for the pilotage Services Organization. This is how the Pilotage organization began to serve (Tutel, ibid, p.346-347-348).



Türkisch Maritime Pilots Association Logo

Süleyman Nutki Bey, who has an important place in the recent Turkish maritime history, held important and pioneering positions in the late Ottoman navy and witnessed the first years of the Republic. He has left behind valuable works, especially with his copyright and translation works in different fields of maritime such as Turkish naval war history, Turkish maritime trade, naval technology, and maritime lexicon. With this position, he took his place among the navy officers whose name is not forgotten. His writings became an important source of reference for naval historians after him. (Mehmet Korkmaz)

As the late Tutel described above, Süleyman Nutki Bey is an indomitable warrior. He is an invincible intellectual sailor. He defeated the strict bureaucracy of the Ottoman Empire and prevented foreigners from getting involved in these matters.

Books and articles have been written about him. He is the number one founder of our profession. Getting to know him and his works, understanding him and keeping him alive is one of the most important duties of us pilots.

May everyone's souls rest in peace, especially retired frigate captain (commander) Süleyman Nutki Bey, who contributed to the establishment of pilotage in Türkiye.

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* Koraltürk Murat, History of Pilotage in Türkiye (2004- Istanbul, Turkish Pilots Association Publication, Turkish/English)

* Tutel Eser, Ships... Masters... Piers... İletişim Publications, İstanbul, 1998

* Korkmaz Mehmet, <https://dergipark.org.tr/tr/pub/tws/issue/65511/985456>

Pilot's Column

When in 2014 Ignacio Chofre, a pilot launch coxswain from Valencia Spain, having seen at close quarters the myriad of different noncompliant pilot transfer arrangements offered to pilots, decided that enough was enough he posted a photograph on Twitter with the title **#dangerousladders**. He little anticipated the Pandora's Box he was opening



In September 2017 a change in social media platforms saw the launch of **#dangerousladders** page on Facebook, membership of this group is currently approaching 4,000 from all corners of the globe. Slowly but surely Senor Chofre attracted interest from a wide variety of parties who shared an interest in pilot safety, not only pilots and pilot launch crew but also ships crews, port authorities, P&I representatives, ship managers, flag state administrators and maritime lawyers to identify some of the stakeholders who had concerns regarding pilot safety.

With its diverse membership, the group has been able to attract comments and observations which have been used to improve the knowledge of members and thereby the safety of pilot transfers. Members of the group are involved with national and international initiatives which aim to further improve pilot safety with the additional knowledge gleaned from **#dangerousladders** and other ongoing campaigns.

Away from **#dangerousladders** Ignacio is well respected family man and a proud father of two daughters. In his 'spare time' he coaches two junior basketball teams and enjoys listening to 'classic rock' music.

Being the humble person I have found him to be he shies away from publicity and well deserved praise, but Ignacio surely deserves appreciation from the pilotage community for his ongoing commitment to our safety.



Written by

Kevin Vallance

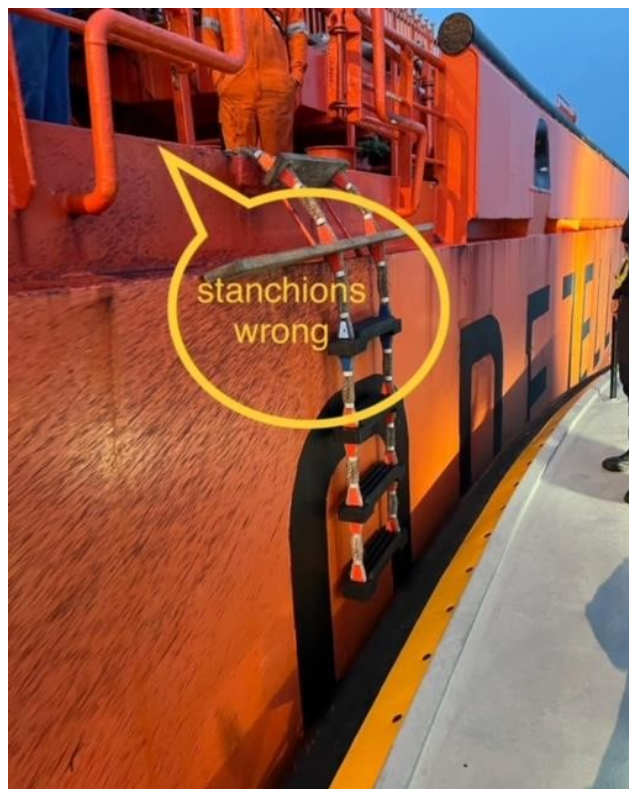
Stanchions, a fool proof system or?

Every time I read an accident report that starts with “a pilot fell of the ladder..”, I think well.. he fell of the ladder, but WHY did he fall down? When a ladder has snapped it is not difficult to determine the cause of the accident, or when the securing comes loose. When this hasn’t happened finding the root cause can be a bit more challenging. We know of an accident at the Kiel Canal a few years ago where a wheelman fell down and got injured, same happened in several other places, even with fatal outcome. The root cause of those accidents was..... stanchions...

Imagine climbing up the ladder, pitch-black of the night, rain and snow have a horizontal direction. The pilot reaches the top of the ladder, tries to grab a stanchion....there is nothing to grab, and he loses his balance and plummets right into hospital or worse.

Are the rules clear on this topic? Let’s have a look at SOLAS ch.V reg 23.. We all know rule 2.1 which mentions safe access..When a pilot falls down, the access is not safe, easy peasy.

Rule 4 mentions the access to the ships deck, 4.1 and 4.2 mention the use of ADEQUATE stanchions. That is a bit multi-interpretable, as so much in SOLAS ch.V reg 23 this can be explained in a lot of different ways. IMO A.1045 mentions in rule 5.1 that stanchions should be 1,2m above entry level, 0,7-0,8m apart and a minimal diameter of 32mm and secured at the base..Basically a round piece of steel.. not really rocket science is it? Still things go wrong, maybe because fools are so ingenious.



The photo above shows a stanchion where a piece has been cut back to make it easier to pass the spreader trough, when you don’t notice during your ascend, you’ll end up in the water or on deck of the pilot launch.....

So, we now know how it must be done. The minimum diameter 32mm, so you can have a firm grip. Why no max diameter? Well, nobody will be so stupid to install lamppost size stanchions?



Picture 1

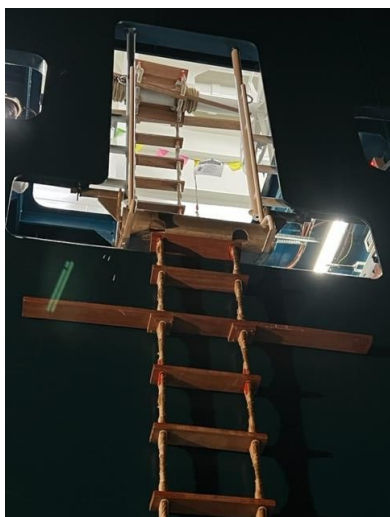


Picture 2

Did I already mention that fools are so ingenious? No firm grip in this case.. A good friend of mine always states: “you can’t legislate for stupidity..” Indeed, but you must try to do so because eventually someone will find a wrong way of doing it. This is the reason why in the new poster a max diameter of 36mm will be added, just to prevent designs as the above one (Picture 1). Besides that, it was hard to even reach the stanchions whilst on the ladder because they were too far up as the picture 2 shows :

Again, a fine example where the entire chain of design-build-class (class approved of course) and psc have failed resulting in a dangerous setup for any pilot trying to attempt this invention. I contacted the CEO of this company, Class and psc to question the design. Together with the CEO we worked out a workable solution. He was not pleased with this design to say the least: at her maiden trip the vessel was reported to psc several times. Also, the crew was very willing to make alterations to this setup, after all everyone tries to do his or her job to his or her best ability. Final photo is the solution, and as far as I am concerned it is now safe and workable (is that a word??). Several parties should be happy we are doing their jobs basically.

To finish of this small article, I would like to stress everyone to have a good and proper look at the stanchions. Try them before you use them, I had loose stanchions in my hand on several occasions.... If you don’t agree with the stanchions, just wait until they have it sorted, probably the pilots before you did not complain about the non-compliance, take your responsibility so the pilot after you will have a safe setup! Stanchions have been altered and lowered, now you can have a firm grip when you use them.



Stay safe everyone!!

Arie Palmers
Registered pilot

Psychological impact on a pilot

There is no denying that human beings are somewhat unique. As a species, we have an innate desire to feel significant and to contribute to society. These unique traits were recognised over 2000 years ago by Aristotle. Aristotle describes us as rational animals, who pursue knowledge for its own sake (BBC, 2022). In other words, we are animals who have used our unique traits to progress from living in caves, to living in a truly global economy. In this global economy, products can be designed and produced by humans and shipped to other humans anywhere in the world. Furthermore, this global supply chain is also supported by a mammoth number of humans, who have used their thirst for knowledge to specialise in a variety of trades. For example, the Maritime trade. Interestingly, according to The MarineBio Conservation Society (2021), Aristotle was also known as the father of marine biodiversity and had a keen interest in the sea. I wonder what he would think if he knew our pursuit for knowledge would lead us to shipping over 2 billion tons of cargo annually by sea. (UNCTAD, 2021).

The problem is, progress always comes with risk. It was Stephen Hawking who said that the biggest threat to mankind is science and technology (Guardian, 2022). What he meant was, as we develop, we also introduce new ways to cause harm. Thankfully, as we are rational animals, we also develop ways to mitigate against harm. Let us take a Maritime Pilot as an example. A Maritime Pilot has likely spent many years at sea. Many years using their in-built motivators, to develop a level of mastery allowing them to navigate and manoeuvre a vessel in confined waters. Allowing ships to berth alongside and to safely load and discharge the 2 billion tons of cargo we ship annually. So essentially, a Maritime Pilot has used their innate desire to contribute to society and fulfil a psychological need; but not without risk.

Boarding and landing from vessels is dangerous. For example, in the latest International Maritime Pilots' Association survey, non-compliance in Pilot transfer arrangements operating in Europe was reported at 17.55% (IMPA, 2021). Although largely unreported, injuries and deaths of Maritime Pilots are also worryingly high. When we take into account that a Maritime Pilot has worked for years to specialise in a chosen career, it begs the question; What are the psychological impacts when a Pilot sustains a career ending injury boarding or landing from a vessel? As a species, we have an inborn desire to feel significant and to contribute to society and, until recently, there has been little consideration regarding the psychological impacts to a Pilot when this is taken away. Although there is currently no psychological data from injured Pilots, it is possible to compare similar injuries in other professions. For example, career ending sports injuries or industrial injuries. For clarity, the term "career-ending injury" refers to an involuntary termination of a person's career as the result of an injury.

According to Welldoing (2022), life changing injuries are recognised to result in a range of psychological conditions, as many as 72% of people reported lasting mental health conditions following a life-changing injury. As already mentioned, there is currently no research surrounding injured Pilots, but we can draw similarities from other data. In the same way a Pilot has pushed and strived in their career, so has a professional sports athlete. When we take this into account, the resultant loss and the human emotions would be very similar.

Rapp (2017) set out to study the effects of career-ending injuries in professional athletes through an existential phenomenological perspective. In other words, athletes who had suffered career-ending injuries were interviewed, and the data from these interviews were analysed. Also the emerging themes were documented and analysed.

The themes and findings of this analysis were unsurprising. The athletes described how they had not only suffered the trauma of an injury and the loss of their autonomy, but they also lost their place as a person. Similarities can be drawn when we imagine a Pilot losing mobility as the result of an injury, but also losing their place in society. Rapp (2017), goes on to describe how this dual loss can lead on to depression, pain, shock, anger, isolation, humiliation and helplessness. Furthermore, when this is coupled with financial threats it often leads to the perception of a crisis, and ultimately, a traumatic life event.

The idea of an injury resulting in life-long trauma is also consistent when we look at industrial injuries. Kendal et.al (2017) set out to investigate the impact surrounding both returns and non-returns to work following injury. He found that a non-return to work directly impacted a person's physical, psychological and financial wellbeing and if a return to work was not possible it often resulted in psychological morbidity. As was the case with the sports athletes, the trauma of the injury - coupled with the psychological impacts - is likely to lead to a traumatic life event for the individual involved. It is also easy to compare an injured Pilot with the data derived from the industrial injuries. When we take that into account, it quickly becomes apparent that the prospects for a Pilot who has suffered a career-ending injury would be poor.

On a positive note, we have already discussed how we are rational animals who develop ways to mitigate against harm; thankfully, this also includes psychological harm. There are several effective tools that can help a person who is experiencing lasting trauma (Watkins et al. 2018). The type of trauma will dictate the method used, but importantly, therapy is well documented to be effective. For example, cognitive behavioural therapy when used and followed correctly is reported to be effective following a traumatic incident (Kar, 2011). It is important to note that for the best results, the patient must commit to the treatment and utilise the tools that are taught during the therapy. When a person utilises the tools they can create different responses to the emotions which were once leading to psychological morbidity, and in turn, reducing or removing the symptoms of the trauma.

After researching the potential psychological impacts on a Maritime Pilot following a career ending injury, it quickly became apparent that from a psychological perspective there would likely be lasting mental health conditions. Although there was no data directly relating to Pilot incidents, there was comparative data derived from other industries. On a positive note, with the correct course of therapy the psychological conditions can be managed and reduced; Provided there is commitment to the course of therapy from the patient. Having said that, when we imagine a Pilot striving in their chosen career, it is easy to imagine a Pilot striving in a method of therapy and ultimately improving upon the conditions we have discussed in this article. With that in mind, it is imperative that a Pilot's mental wellbeing is taken into account following a traumatic injury.

Kind regards,

Ewan Rattray



Let's Save the Correillo "La Palma"

The only survivor of the Canarian Coasters steam ship vessels. A Living legend of the Canary Islands

HISTORY OF THE "LA PALMA" COASTER

A hero for the Canary Islands.

She was launched in Middlesbrough, England, on the February, in 1912 and finished in April, four days before than the sinking of the "Titanic", together with her sister-ships "Viera y Clavijo" and "Leon y Castillo" and the small coasters "Lanzarote", "Fuerteventura" and "Gomera-Hierro", to cover the maritime and postal communications between the ports and wharfs of the islands.

During her long maritime life, apart from the passengers and cargo transported, she helped in various accidents, rescuing many shipwrecked people; she supplied the thirsty islands with water in the droughts; she was a school for the students of the Nautical School of the Canary Islands; and she has also been a living legend of our history communicating the ports of the Canary Islands with the ports of Spanish West Africa.

On 17th March, 1976, the La Palma coaster put in at the port of Las Palmas de Gran Canaria because one of her steam boilers had broken down. There she remained docked and finished her long commercial life. Then new ways of saving the ship would begin with disagreements, the threat of scrapping, sinking, indifference.....

HERITAGE RELEVANCE

A historical relic

The "La Palma" coaster is a ship of its epoch with a riveted steel hull and with triple expansion steam engine. She is one of few ships of her class that still remain in the world.

Once restored, she will be a maritime museum and a source of memories of the Maritime History of the Canary Islands.

SIMILARITIES WITH OTHER COUNTRIES

At present she is unique in Spain.

We are carrying out an inventory of the historical ships restored in different countries and we have identified more than 300 ships.

Some small ships have been restored in Spain, such as the "Hidria II", but there are not any in the coaster class, although, there are some unhappy precedents, like the "Galatea" (at present, "Glenlee"), the Maria Assumpta, etc.

The "La Palma" coaster has had some offers from International organizations devoted to the restoration of historical ships in order to take her out of Spain to be restored, such as the "Viera y Clavijo" coaster, but, in this case, we will not allow it to escape.

**WE DON'T HAVE RIGHT TO ALLOW THE MAIN JEWEL OF MARITIME TRANSPORT
IN THE CANARY ISLANDS TO DISSAPPEAR.**

CHRONICLE OF A DREAM COME TRUE:

March 1976: She was taken out of the inter-island service, put up for auction and sold to the Flick Family.

March 1986: She was transferred to the Tenerife Island Authority.

1986-1996: She was beached, the restoration works were started and then they were stopped, tenders of ideas and different projects: sinking, underwater museum, scrapping, etc.

Year 1996 : A commission was set up in the Canarian Association of Captains of the Merchant Navy to save the “La Palma” coaster.

May 1997: A team from “The Maritime Trust” visits us. They restored the following ships: “Cutty Shark”, “Victory”, “Discovery”, etc. They inspected the coaster and carried out a technical report that said the following:

“The ship is in good condition for restoration”

“The best way is for the ship to sail”

November 1997: The Tenerife Island Authority presented a project for an Escuela Taller (Workshop School) to the INEM.

December 1997: The Association Pro-Restoration and Preservation of the “La Palma” coaster was founded, whose main activities are: recruitment of members and a manifesto of solidarity by means of the collection of signatures, publicity in the media, dissemination of the project at fairs and research into all the fields related with the ship. Up to now, the over 870 members and over ten thousand signatures collected are the clearest demonstration of the popular will, the key element which has enabled us to reach the point where we are now.

1997-2003: Awareness raising and presentation to society and public authorities of the ambitious cultural project to save the La Palma coaster from the depths of the sea and from her detractors.

September 2003: the La Palma Coaster Foundation was set up. The Tenerife Island Authority, the owner of the ship, transferred the rights to the new Foundation in order to manage the restoration work, to gain the necessary funds for the purpose and manage her future use.

November 2004: The on-board restoration work begins.

FUTURE FATE

-The ship will be at the service of Canarian Institutions and Organisations.

External and local promotion of the Canary Islands. Functions and exhibitions in Spanish and foreign ports. Presentation of local products. Events in Canarian ports (berthed or sailing). Training sessions, forums, conferences, etc.

- The ship at the service of Canarian companies.

Floating historical unit, which can be used for events, meetings, presentations, congresses, exhibitions, cultural cycles and trips around the islands.

The persons and bodies which collaborate as Benefactors of the Foundation may enjoy benefits and priority in all those activities that are carried out on the ship.

THE SHIP AS A CULTURAL ENTITY

- A travelling museum to teach of the Culture and History of navigation in the Canary Islands.
- Nautical library specialising in Canarian emigration.
- Her triple expansion steam engine is a relic of the naval construction at the beginning of the 20th Century. Her riveted steel hull and the value of many of the pieces that are still on board make the La Palma Coaster the most valuable treasure of the Maritime Heritage of Spain.
- Art gallery / exhibition hall
- Training ship

CONTACT US

How, where and when?

Telephone: 922 843 451.

E-mail: correillolapalma@cabtfe.es

Attending our regular meetings: every Tuesday at 6 p.m.

Address: Casa del Mar, Av. Francisco Larroche s/n, 5ª planta, Santa Cruz de Tenerife.

These meetings are open to all our members, collaborators, sympathisers, friends, etc.. Come along and find out more so as to have a more profound knowledge about our foundation and take the decision (if you choose) to support us or collaborate on this project.

We would like to express our gratitude firstly to the Tenerife Island Authority which has put its trust in us and has borne most of the costs of the restoration as well as the Canarian Island Authorities which have contributed money and finally to most of the borough councils of the Canary Islands.

Private initiative is also a key factor, however, there is still a great deal of work remaining to be carried out without financing.



WE CONTINUE TO FIGHT AND WE NEED YOUR HELP

ENROL AS A BENEFACTOR AND ENJOY A TICKET OF HONOUR

FILL IN AND SEND US THIS FORM

I wish to be a benefactor of the La Palma Coaster Foundation

Name.....Surname.....

Identity Card.....Date of birth.....j

Address.....n°.....floor.....letter.....

Location.....City.....Postcode.....

Country.....

Phone.....Fax.....Mobile.....

e.mail.....Job.....

Observations /how would you like to help to the "La Palma" Coaster Foundation specifically?

Benefactor Less than 100 €/ year

Long standing Benefactor From 100 € to 1000 €/ year

Full Benefactor More than 1000 €/ year

Please pay from my account, until further notice, the invoices of € monthly/ yearly that will be sent by the La Palma Coaster Foundation.

Bank.....

ACCOUNT NUMBER

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Your faithfully,

FUNDACIÓN CANARIA CORREÍLLO LA PALMA
PABELLÓN INSULAR DE DEPORTES "SANTIAGO MARTÍN"
PLANTA BAJA, OFC. I.5, LAS MACETAS, 38108 LA LAGUNA
SANTA CRUZ DE TENERIFE

Tel 922 843 451. www.correillolapalma.com, e-mail correillolapalma@cabtfe.es

Any donations paid to the La Palma Coaster Foundation are subject to deductions in Personal Income Tax. The applicable law is based on Act 49/2002, of 23rd December, on the regime of non-profit organisations and fiscal incentives for patronage, Act 50/ 2002, of 26th December, on Foundations and Royal Decree 1270/ 2003, of 10th October, on the regulations for the application of the fiscal regime to non-profit bodies and on the fiscal incentives for patronage.

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57TH EMPA FOOTBALL CHAMPIONSHIP

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