EMPA

EMPA JOURNAL

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Journal of the European Maritime Pilots' Association vzw

Content

ADVERTENTIE ABEKING

EMPA Journal 2013

Editorial

Dear Colleagues,

This year EMPA is 50 years young. The Board of EMPA has decided, that for the occasion, an anniversary issue of the EMPA Journal (n°50) will be edited later this year.

Going through all the EMPA Journals of the sixties and seventies, I was surprised of the courage and determination of my former colleagues to engage in a union for pilots. We all know that pilots are individualists. However, often I came upon the word 'solidarity', a word all too often forgotten nowadays.

My respect for those pioneers is great and especially for Capt. J.L.Janssen, first Secretary General and first EMPA Journal Editor. After the first tentative meeting in Paris on May 3rd 1962, a group of dedicated pilots got together in Antwerp in January 1963 to form an Association. When the Belgian host, Capt. J.L.Janssen, asked in his short opening speech for the foundation of an independent European Maritime Pilots' Association, with its own status and funding, he was enthousiastically supported by all the delegates of the represented national associations.
As an active pilot, Capt. Janssen was called for a job during the meeting and on his arrival in Flushing discovered that in his absence he had been elected Secretary General of the new Association!

When he left as Secretary General he was honoured in the EMPA Journal n°3, 1967 and he continued to be the EMPA Journal editor for years after that. in the EMPA Journal n°3, 1967 We read the following :

PERSONALITIES
During three years J.L.J. spent most of his free time on the administration work of the EMPA. Being an idealist, he gave the best of himself to awake the European idea between pilots; preaching for more solidarity between European pilots is his hobby. Amateur he was not afraid to attack the edition of the EMPA booklet. And look at the result.
Dear friend, pilots from the North Pole to Gran Canaria are grateful for the enormous pioneer work accomplished for their profit.

Communication in those days was much more time consuming and much more difficult as all messages were rendered through written hard copies. The Journal (booklet as it was called then) was an excellent tool for communication. There were a lot of good and interesting articles from pilots. The quality of the articles was often excellent.

As this is my last EMPA Journal as Journal editor, I hope you enjoyed the last 8 copies as well as all the others other before that. As website, facebook and twitter has become more important, I still believe there is a place for the Journal as a communication tool and I hope that the dreams of our forefathers, now some 50 years ago, may come trough and 'solidarity' will remain the binding agent on which the foundations of our Association was built.

Allaert Roger

EMPA Journal Editor

journal.editor@empa-pilots.eu

European Maritime Pilots' Association vzw

www.empa-pilots.eu

Office Mon. & Fri. 09.00-17.00
Adm.Secretary
Claire VAN LOKEREN
Italiëlei 74
2000 Antwerp / Belgium
T + 32 3 231 86 80 / M +32 (0)475 62 37 15
office@empa-pilots.eu

President
Stein Inge DAHN (Kristiansand, Norway)
president@empa-pilots.eu

Secretary General
Dirk Vael (River Scheldt, Belgium)
dirk.vael@skynet.be
secretary-general@empa-pilots.eu

Senior Vice President
John M. DALLI (Malta)
jmd@maltanet.net
senior-vice-president@empa-pilots.eu

Vice President Treasurer
Jean-Philippe CASANOVA (Marseille, France)
jph.casanova@ffpm.fr
jph.casanova@empa-pilots.eu

Vice President
Roberto MAGGI (La Spezia, Italy)
robymaggi2004@libero.it

Vice President
Mike MORRIS (Manchester Ship Canal, UK)
morris.appledell@btinternet.com
m.morris@empa-pilots.eu

Vice President
Willem BENTINCK (Amsterdam-IJmond, Netherlands)
w.bentinck@loodswezen.nl

Cover : Photograph by Mirjam Terpstra, Marine photographer, Netherlands

Empa News

During the 47th General Meeting in Malta, Captain Stein Inge Dahn (Norway) was elected as new President of EMPA for four years.

Dear Colleagues,

Pilotage, and compulsory pilotage systems, is the most effective way of ensuring safety, security and protection of the environment in the European ports and fairways.

We who work as active pilots, and have first-hand, updated knowledge about what is going on in the wheelhouse of the ships, about the risks of handling large ships in constrained waters, we have a particular responsibility to convey and communicate this knowledge to the outside world, to the policymakers and to the public. Because we pilots are the only impartial representatives of the coastal states and the local port communities who really know the dangers and risks that entails from the actual standard of competence of the seafarers, from the maneuvering shortcomings of the ships, and from the physical restrictions of the fairways - and the local traffic, weather and current conditions.

Therefore, the pilots, and in particularly those who speak on behalf of the pilots' Associations, have an important responsibility to get our message through to the authorities, to the politicians, and to the public in a clear and proactive way.

I am humbled and grateful for the trust that the General Meeting of EMPA placed in me in Malta in April, by electing me to undertake the responsibilities of leading our proud Association through the rough seas that pilots are facing at the present time. In many nations throughout Europe, as well as in the governing bodies of the European Union, we note with much disturbance that the well proven pilotage systems are being challenged. Consequently, the involvement of EMPA is needed, maybe more than ever.

It is assuring to recognize that in this context, the present officers of EMPA can benefit from the successful efforts of those that preceded us during the 50 years' long history of our Association. To me, it is particularly timely to express my gratitude to Captain Jacques Sauban, Captain Chris Lefevere, and Captain Ismail Akpinar for the important and successful work they carried out while serving as President, Secretary General, and Vice President of EMPA, before stepping down at this year's General Meeting.

I started my career as pilot in the Skagerrak pilotage district of Norway in 1991, where I am still working as an active pilot. From here, I salute all colleagues throughout Europe for the important work you conduct every day. This work is important, not only for the safety of the ports and fairways in which you pilot, but also for the mutual reputation of our profession. I will do my utmost for EMPA to be a framework for good collegial interaction to ensure the vital objective of speaking on behalf of pilots with one voice in Europe.

Stein Inge Dahn
EMPA President

The new Board of Directors of EM-

From left to right :
Secretary General Dirk Vael (River Scheldt, Belgium),
Vice-President Mike Morris (Executive Member of UKMPA and pilot in Manchester Ship Canal),
President Stein Inge Dahn (Pilot in Kristiansand, Norway),
Senior Vice-President John M. Dalli (Malta Pilot),
Vice-President Roberto MAGGI (President Fedepiloti and pilot in La Spezia, Italy),
Vice-President Jean-Philippe CASANOVA (Secretary General FFPM and pilot in Marseille, France),
Vice-President Willem Bentinck (President Amsterdam-IJmond Pilots and pilot in the same region, the Netherlands).

47th Empa General Meeting Malta 24 th - 26th of April 2013

European pilots towards a sustainable maritime future

"How should developing technology and innovation enhance pilotage in Europe to meet the challenges of increasing ships' size, increasing traffic, the public demand for higher sustainability and an eco-efficient transport network towards 2030?"

On Wednesday 24th of April 2013, the Honourable Dr. Edward Zammit Lewis, Parliamentary Secretary for Competitiveness and Economic Growth of the Republic of MALTA, opened the three day Conference and Annual General Meeting of the European Maritime Pilots' Association .

European Pilots have to meet the challenges of increasing ships' size, increasing traffic, the public demand for higher sustainability and the EU's goal for an eco-efficient transport network towards 2030.

The first day of the conference was highlighted by the video message of Dimitrios Theologitis from DGMOVE. He delivered his views on his Ports Policy review and on Pilotage.

The Round table conference on Thursday :
'European pilots towards a sustainable maritime future',
delivered clear answers on some interesting questions as :

- Should all ports in Europe have a PEC system?
  Yes : 36,5% / 63,5%
- Should the meaning of PEC be changed from Exemption Certificate to Equivalent Certificate? Yes : 2,2% / No : 97,8%
- Will competition in Pilotage lead to better quality?
  Yes : 2,1% / No : 97,9%
- The Society is the pilots main customer! Yes : 88% / No : 12%
- PPU's will be used by all European pilots in 2020!
  Yes : 27,3% / No : 72,5%
- Recruitment of good pilots will be a major challenge in 2020!
  Yes : 81,8% / No : 18,2%

On Friday the 26th of April Capt. Jacques Sauban stepped down as president of EMPA and Capt. Stein Inge Dahn was elected as president for four years by the General Meeting. During the same meeting Capt. Chris Lefevere stepped down as Secretary General and Capt. Dirk Vael was elected as Secretary General for four years.

The panel during the Round table conference

The Conference came to the following conclusions:

- **The importance of innovative navigation technology on board ships is recognised by Marine Pilots. This technology however, is merely an aid to decision making on board and does not replace the Navigator and Pilot on board.**
- **Close cooperation between Maritime Pilots and Vessel Traffic Services remains essential to ensure safe passage of ships in European ports and waterways.**
- **The recruitment of highly skilled European Maritime Pilots will be a challenge for the years to come.**
- **Holders of a Pilot Exemption Certificate cannot be equivalent to a Pilot.**
- **Maritime Pilots are aware of the economic difficulties faced by the shipping industry and ports, however commercial pressure must not be allowed to influence the safe operation of Pilotage.**

Next General Meeting
Antwerp 27 & 28th of March 2014

Pilotage Award for Innovation

Terms of Reference
EMPA Pilotage Award for Innovation

Name :

EMPA Pilotage Award for Innovation

Type / frequency :

Biannual Award (even years) organized by the European Maritime Pilots Association vzw,
Italiëlei 74, 2000 Antwerp, Belgium.

Objectives:

Raise the awareness about the future of pilotage, encourage research into pilot related innovation in technical or legal matters, offer feedback to pilots from current scientific studies, enhance high quality standards of the profession

Submissions :

Valid submissions are Masters and/or Phd. Papers in English, not older than 3 years, submitted at a European institute, in a domain relevant to Pilotage such as :

- enhanced efficiency and safety of pilotage services,
- technology developments and innovation in pilotage,
- Pilots personal safety
- Pilots education and training
- legal implications of pilotage regimes

There is no participation or entry fee. Submissions should be received 2 months before the General Meeting and should be free of copy rights. Submissions to be made to : office@empa-pilots.eu

Award :

The winner receives a

- Price max. 1.000 euro
- free participation to the EMPA GM (travel + hotel + registration)
- Publication of summary in EMPA Journal / website.

Jury (votes) :

Chairman : Academic	(1 vote)
EMPA : President, Board of Directors or ex. BOD	(3 votes)
Users : Harbour Masters, Ship Owners, Press, …	(2 votes)

In case of equal votes, the vote of the chairman overrules.

Refusal or cancellation :

If the quality is not satisfactory the jury may decide to withhold the award.

First edition :

2014, Announcement at GM 2013

Statutory basis

The EMPA Pilotage Award for Innovation is subject to the "Articles of Association" and the "Internal Regulations - EMPA Rules".

Adopted, Malta, EMPA BoD 23rd April 2013.

ADVERTENTIE AD NAVIGATION

News from Member Associations

Malta Maritime Pilots

Malta Maritime Pilots wish to thank all participants, observers and speakers who attended the EMPA 47th Conference and General Meeting which was held in Malta on the 24 to 26 April. Together we all made such an important event in the EMPA calendar a memorable and successful meeting. Having had a packed agenda and an array of interesting informative speakers, the event has received very good comments. Although the weather was not what we would have liked it to be, the friendly atmosphere prevailed amongst all, new friendships were made and old ones rekindled.

This year's EMPA AGM coincided with the 10th anniversary of the formation of the Malta Maritime Pilots Cooperative Ltd.

Since day one, we have worked towards engaging with EMPA and IMPA, and even more with the member organizations. We had no intention in reinventing the wheel but spinning it harder proved to our advantage in moving forward.

When we look back at the last 10 years of our existence as an organized team, it is with pride to deduce that we have come a long way in setting a high goal for ourselves. Setting a standard is hard work, keeping it is even harder.

Events in chronological order:

- 2003: Official formation of the Malta Maritime Pilot Cooperative Ltd, the official pilotage service provider for Grand Harbour, Marsaxlokk Port, Mgarr Gozo and the Maltese territorial waters.)

- 2008: Pilot Launch Operations Ltd was set up. Taking the ownership of the four existing pilot boats, further upgrading the fleet with full refurbishment of the existing boats and investing in two new pilot launches in the preceding year

- 2005: Investment in pilotage training in overseas training centres, to come in line with IMO A960 recommendations. All pilots attended Simulator Training and SAS Bridge Resource Management Course at MARIN Research Institute Netherlands. The training mainly focused on handling of Container vessels and cruise liners with various means of propulsion in the ports of Marsaxlokk and Valletta respectively.

- 2009: Manned model training course in emergency shiphandling and shiphandling with pods in Port Revel Shiphandling Centre, Grenoble. France.

- 2011: The official opening of Mediterranean Maritime Research and Training Centre (MMRTC). A Centre Co-financed by EU Funds, National Funds and Private Funds. The training centre encompasses a full mission simulator and a tug station simulator. In April 2013 the tug station was upgraded to a full mission simulator. The MMRTC is DNV Certified and has full accreditation from the Maritime and Coastal Agency of UK and Malta Transport recognition. A number of courses for pilots and the local Maritime Industry have been carried out in conjunction with Glasgow Nautical College.

- 2011: In partnership with the Turkish Maritime Pilots' Association (TUMPA), the *Colegio Oficial Nacional de Practicos de Puerto* (Spanish Maritime Pliots) and the Italian training centre , *Centro Studi,* the Malta Maritime Pilots (MMP) embarked on the Certipilot Project.

The main objective of the project is to accredit informal and non formal training, including recommendations in IMO A960, undertaken by pilots' organizations in their respective countries. Certipilot also serves the purpose of recognizing the continuous training and self-development required in today's maritime industry.

The Certipilot project is an EU co-financed project under the Leonardo da Vinci Multilateral Projects 'Development of Innovation', which is a transnational co-operation project that aims to improve the quality of training systems through the development of innovative contents, methods and procedures within Vocational Education and Training (VET).

At Malta Maritime Pilots, we firmly believe in the importance of such training due to its role in exercising our professional and independent judgment during high-risk operations without commercial pressure.

Training has allowed us to be confident and ready when the 330 meter cruise liners called at the Port of Valletta and when the 399m 'CMA CGM Marco Polo' and the 'CMA CGM Jules Verne 'called at the Port of Marsaxlokk.

We are very conscious of the fact that we play a crucial part in the competitiveness of our ports which assist in the economic growth of our State.

We must keep in mind that we have a responsibility towards the protection of the environment and the public interest.

It is through professionalism that we can achieve excellence by which the industry, the environment and our economy can all benefit.

Professionalism gives quality and saves costs.

Capt. John M. Dalli
Malta Maritime Pilots

Beroepsvereniging van Loodsen vzw
Association of Flemish River- and Canal Pilots

Italiëlei 74
B-2000 Antwerpen
Belgium

Tel : 32+3+233.32.78
Fax: 32+3+233.32.77
E-mail : bvlvzw@scarlet.be
www.bvloodsen.be

Beroepsvereniging van Loodsen vzw

The Association received a letter from the Captain of the 'ZIM ANTWERP'.

Dear Sir,

I, the Master in command of the good ship ZIM ANTWERP, would like to convey my professional impression following berthing the dock of 'PSA HNN Deurganck Terminal Quay 1742' at a totally zero visibility and dense fog.

I was highly impressed by the top notch professionalism of the pilots who berthed my ship on 15/NOV early morning hours in a zero visibility. I was also very impressed by the instruments they have used for the manoeuver. I actually saw it in development about two years ago when I called port of Antwerp with a sister ship, the ZIM DJIBOUTI, when few pilot boarded my ship and started testing it.

It was the first time in my marine career (26 years) when I saw a vessel berthed at a dense fog like that. Where usually other ports around the world close down the port until the fog is lifted, in this port they actually berthed the ship, and this is a great achievement in our industry.

Summarizing the above, I congratulate and salute you for a JOB VERY WELL DONE.

Thanks and Best Regards
Capt. Simon Hadar
Master /M.V. ZIM ANTWERP

Farewell speech Ryszard Wrobel

former President of PMPA

Dear Colleagues,

It has been 21 years since the Polish Maritime Pilots' Association joined EMPA. I have been a delegate to EMPA throughout this period - but now it's time to pass the helm to a younger generation.

During the years of our membership and participation in meetings, personal contacts with fellow pilots from other European countries as well as from all around the world, we, the Polish pilots, have been able to benefit from your experience, technical and legal insights. I want in particular to stress that if my colleagues had not sent me to the Liverpool EMPA GM, and if at that meeting I had not had such a warm reception and been cared for so kindly, Polish pilotage would probably have continued to languish in the grip of the various groups with specific commercial interests for several more years.

By participating in the life of EMPA and making use of your invaluable experience, the privatization process was quickly completed and we were able to adapt successfully to the generally accepted European standards.

I would like to express special gratitude to the former President of EMPA Geoff Topp for his warm welcome in Liverpool and subsequent involvement in the problems of Polish pilotage. I also want to give thanks to the other Presidents and Secretaries-General in particular to Robert Hofstee, Roger Péréon, Gianfranco Gasperini, Juha Tulimaa, Dieter Blöchl, Jacques Sauban, Albert Cools, Chris Lefevere, Paul Lauwereins, and Roger Allaert . And ... Claire, to you I wish to convey a special word of thanks, appreciation and gratitude for your involvement, patience and understanding.

Together with my wife Jola, we have very fond memories of all the EMPA GMs in which we were able to take part. Our time spent with you will always remain in our memory. Finally my thanks go to all of you who honoured us with your presence in Poland during the 2005 GM.

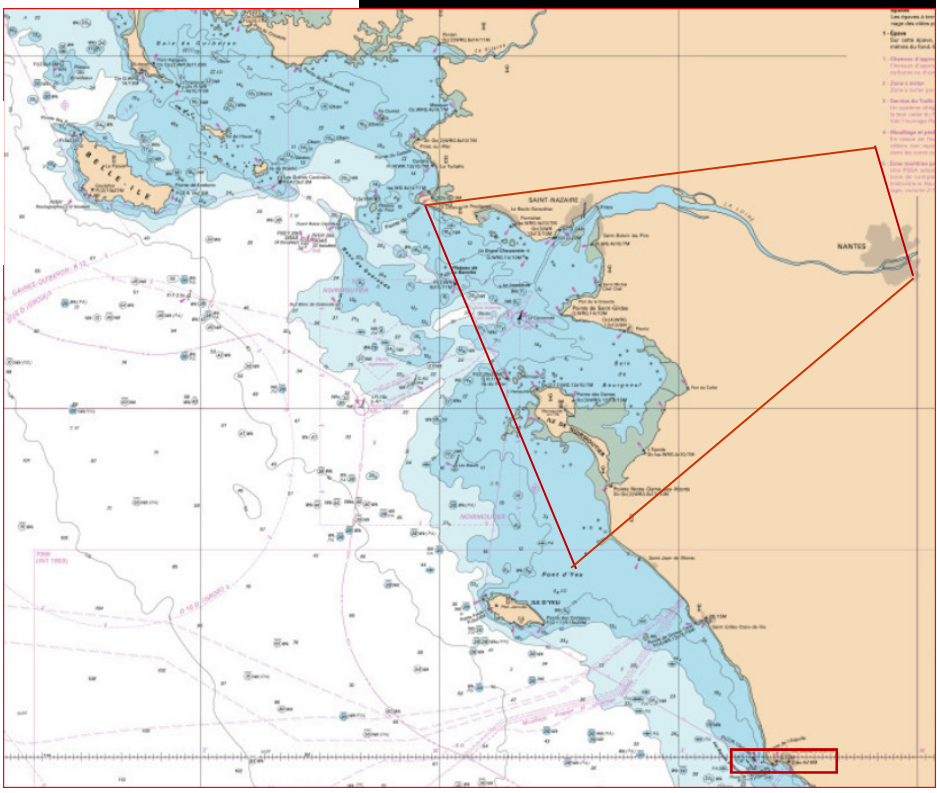
In view of the challenges currently looming on the horizon, my first and foremost wish is the unity of the entire EMPA community, pilot associations and all European pilots, while in second place I want to wish you every success in the pursuit of our collective objectives.

All the very best,

Ryszard Wrobel
former EMPA Delegate of PMPA
former President of PMPA

In the picture

Pilotage de la LOIRE



Area of competence

Les Birvideaux / South des Sables d'Olonnes

Compulsory pilotage area:

*LOIRE : ligne BANCHE / PILIER
to Bridges of NANTES: up to 75 m
* Sables d'Olonnes : up to 50m

1- THE LOIRE PILOTS

The Loire Pilot Station is today the result of a long amalgamation of coastal pilot stations throughout the 20th century of which Belle-Ile en Mer was the last station to join the Loire Pilots in 1933.
Their reputation as excellent ship-handlers and astute sailors , over this long history, are perpetuated up to the present day.
The 30 pilots of the station carry on this tradition while being at the leading edge in the use of new technologies. By their recognised skills, they actively participate in the dynamics of the economy and the port community as well as its development.

2– QUALIFIED PROFESSIONALS

Having maritime training of the highest level, and with long experience of the sea and a perfect knowledge of the area, the pilots of the Loire and the Sables d'Olonne carry out their mission of public service with dedication and passion.
By the assistance given to the captains of the ships, they are the keepers of navigational security and the protection of the environment. Thanks to their permanent presence in the area, they are an essential link in surveillance and of port safety. Organised in continuous service and whatever the meteorological conditions, the pilots bring captains their local nautical expertise and advise them during their approaches to ports, fairway navigation and ship handling.

Administrative Pilot Office

Supervision traffic / technical services

Pilot Boat "La COURONNEE IV"

3- AN OPTIMISED STRUCTURE

The Loire Pilot station comprises three distinct centres:

The administrative and direction centre at Nantes at Quai de la Fosse.

The operational centre at Saint-Nazaire (supervision traffic, technical services) The Duty Pilot present 24 hours a day organises the service and participates in the regulation of the traffic.

The Offshore centre at sea 24 hours with the Couronnée IV, provides for the Reception of the ships, recuperation and taking on board of pilots.

4- A FLEET OF 4 RAPID PILOT BOATS

The Loire station has high performance vessels which are regularly renewed, and manned by highly experienced seamen. These launches, identifiable by their black hull, their white superstructure bearing the word 'PILOTE' symbolised by a black stock anchor, assures the transfer of the pilots between the land and the Couronnée IV (pilot boat) as well as their embarkation onboard ships.

A specialist technical service assures the management of this fleet. It has a workshop and zone so as to bring ashore its two launches to carry out all necessary maintenance, repair and modernisation.

The launches are manned by a Chief and an engineer.

5- A PILOT BOAT

The Loire Pilots are the only station in France to possess a pilot boat, the « LA COURONNEE IV » (2007) with 2 pilot launches (1 reserve)

The pilot boat is an offshore base stationed at sea off the Loire estuary.

Her launches permit the transfer of the maritime pilots to the ships for duty.

The boat is on stand-by 24H/24H with no break in service except two weeks a year for technical maintenance.

The crew comprises of 6 man.

Other Missions : Safeguard of human life (Stand by rescue vessel)

Security of access (ISPS)

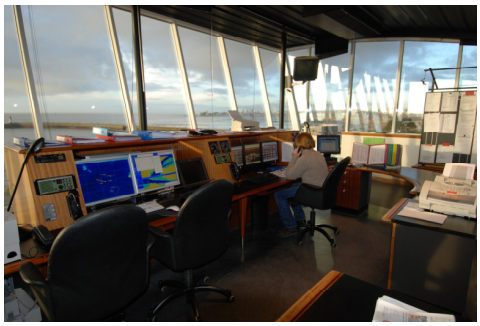
Memorandum of Paris and Security

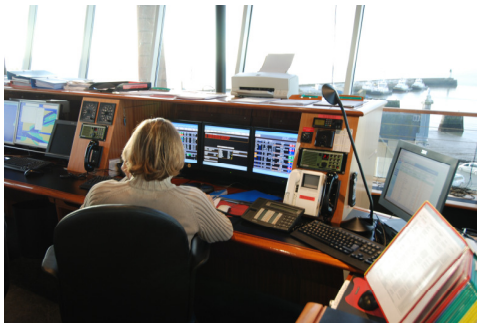
6- A FLEET OF 13 VEHICLES

These allow the pilots to travel around the port zone to carry out their duties.

7- TRAFIC SUPERVISION (Saint-Nazaire)

The center for the management of traffic and the logistical organisation for the operation of pilots, is manned by a duty traffic pilot on a 24h/24 basis.





8- A MANOEUVRING SIMULATOR

The Loire station is partner of the simulator of the pilots of the Atlantic, Bretagne and Overseas. The aim of this simulator is to perfect their initial and continuous training (recommendation IMO A-960).

The level of realism achieved favourises an approach pertinent to the problems linked to human error, in particular in complex or difficult situations. In bringing their expertise in ship-handling knowledge in the area, the pilots – in close collaboration with the port services - use this simulator in order to validate the conditions of access to future works, port infrastructures, even new traffics.

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9- ENVIRONMENTAL QUALITY

By its quality certification ISO 9001, the Union of Professional Pilot's of the Loire confirm their desire to continuously improve their service to ships to the satisfaction of Owners.

The pilot station is equally engaged in the respect for the environment. This engagement is confirmed by reducing the environmental impact of the activities of the station (treatment of foul water, special antifouling paints, sorting of waste, limitation of CO^2 discharges by the adoption of an economical speed, maintenance area,……)

Simulateur of the Atlantic SPSA

10- SPECIFICATIONS OF THE LOIRE PILOT STATION:

Pilot Organisation

1 Président / Office work except during school vacation or is on the ships.

1Vc Président/1Pilot Major(Nautical)/Office work Monday to Friday and Saturday to Tuesday on ships and then rest until Monday morning.

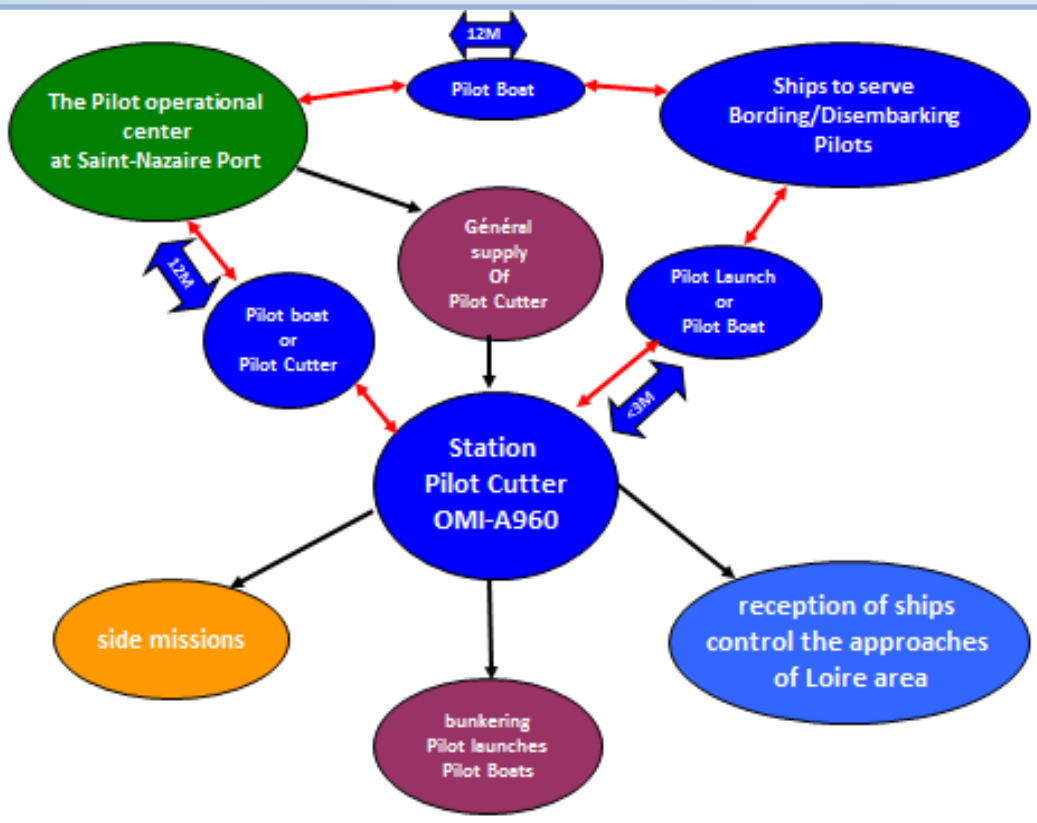
15 Pilotes on the service list

In winter: 8 days on / 5 days off

During school holidays: 9 days on / 4 days off + 32 days holiday per year

Legal age of retirement: 55 years **/ Actual age of retirement:** 58 years

11- THE PILOTAGE ORGANIZED OUTSIDE AT SEA



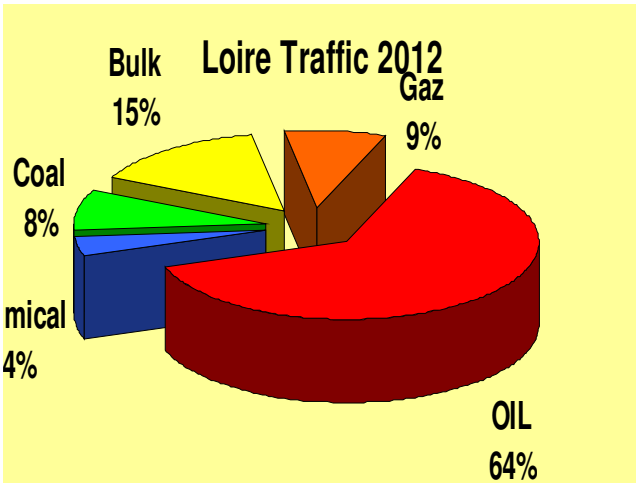
12- Distances between the pilot station at sea and the main docks:

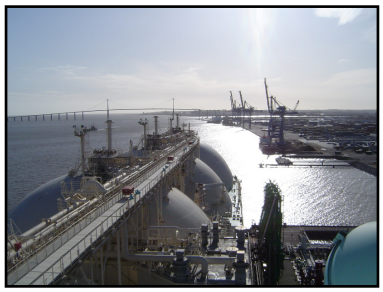
Pilot station at sea / Saint-Nazaire dock: 11 miles

Pilot station at sea / Montoir dock (Conteners/Roro terminals): 13 miles

Pilot station at sea / Donges (Coal/oil/chemical terminals/Bulk terminal) dock: 15 miles

Pilot station at sea / Nantes dock: 40 miles





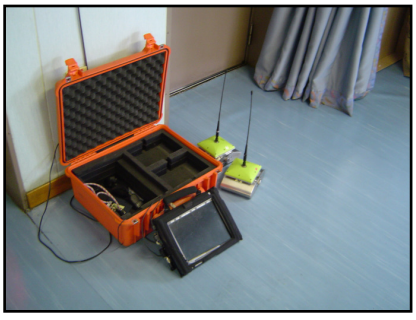
13- Size and kind of vessel:
Montoit/Donges:
Tanker: max 350KT and 16m draft /Gas tanker
Q max and Q flex (Air draft limit 58m)
Nantes:
Max 225m and 9m draft

14- PEC's ON THE LOIRE RIVER
We have 22 PEC's and the ship movement with PEC represent 26% of total traffic in Loire port.
The issueing of PEC's is limited to ships less 120m and without dangerous cargo.

15-TRAINING LOIRE PILOT:
Generally we have five knowledge modules per year
Every year the number of days of simulator training:
Pilots less than 5 years: 6 days / Pilots between 5 and 15 years: 4 days / Pilots over 15 years: 2 days

training young pilot	duration	NANTES/INDRE CORDEMAIS	MOUILLAGE/ CARNET/DONGES MONTOIR	St NAZAIRE RORO
0 à 3 months	3 months	L <= 90 m TE <= 7 m	L <= 90 m TE <= 7 m	L <= 90 m TE <= 7 m *Except RORO*
3 à 9 months	6 months	L <= 110 m	L<= 110 m	L <= 110 m *Except RORO*
9 à 18 months	9 months	PEL <= 10 000 t	PEL <= 15 000 t	PEL <= 10 000 t *RORO<=120m**
18 à 27 months	9 months	PEL <= 20 000 t	PEL <= 30 000 t V <= 20 000 m3	PEL <= 20 000 t *RORO<=150m*
27 months à 3 years	9 months	*PEL <= 40 000 t*	PEL <= 50 000 t V <= 30 000 m3	PEL <= 50 000 t V <= 30 000 m3
3 à 4 years	1 year		PEL <= 100 kt V <= 60 000 m3	PEL <= 100 kt V <= 60 000 m3
4 à 6 years	2 years		PEL <= 200 kt V <= 90 000 m3	PEL <= 200 kt V <= 90 000 m3
6 à 10 years	4 years	All ships except ART. 20 chief or second		
10 à 12 years	2 years	All ships except ART. 20 chief		
Over 12 years		All ships		

16-PPU
Loire Pilots use Marimatec PPU (Castor software) for many years on the big ships.
We have a lot of problems with the reliability of these PPU especially under the bridge of Saint-Nazaire and whilst swinging.



17- THE FUTURE OF THE PILOTAGE
Our estuary port is difficult to access because of the sandbanks and strong currents. The Masters of the ships arrive very often tired especially on small ships and Pilots support is essential for the safety of the ship and its surroundings. Pilots workload facilitates a continuous traffic flow and protects the environment. On larger vessels the Pilot is the conductor of all stakeholders for the smooth running of the operation.

Real Professionals serving your ships

By Capt. Michel Samzun
Loire Pilot

In memoriam

In memoriam
Capt. Stamatis Fasoulis
President of the Panhellenic Maritime Pilot's Association

On the 21st of January 2013 we were shocked to hear of the death of Capt. Stamatis Fasoulis, President of the Panhellenic Maritime Pilot's Association. Capt. Fasoulis died of heart attack at age 55. He was born in Salamis island and at age of 16 he started his sea-going career as a cadet on board of Hellenic passengers liner vessels of the shipping company HELLENIC MARITIME LINE (H.M.L).

In 1979 he successfully finished the ASPROPIRGOS Merchant Navy Academy and joined again H.M.L as second officer. He continued his career as first officer and staff captain on passenger liner vessels in the other shipping companies. In 1996 he received his first command as a Master and served until 2002.
In 2002 Capt. Stamatis Fasoulis became a licensed Piraeus Pilot. In 2010 he was elected President of the P.M.P.A until the day of his death.

On January 22 more than 1000 colleagues, friends, relatives, and representatives from various authorities attended his funeral. At that time all passenger liner vessels, tug boats and pilot boats continuously used their whistles to pay tribute to him.

The Board of Directors of EMPA wishes to express her deepest sympathy and sincere condolences to his wife Mrs Christina Armani Fasoulis and all his beloved ones. Pilots and the maritime community lost a colleague and friend.

Sincerely yours, EMPA, the Board of Directors

In memoriam
Capt. Michele Robazza
Pilot in Genova

On the 7th of May 2013, during the departure manoeuvre, the M/V "Jolly Nero" crashed into the Pilot's Tower, destroying it completely.

In the accident nine people died while four were heavily injured. One of the victims is our colleague and close friend Capt. Michele Robazza, born in 1968 who, from an early age, wanted to become a sailor, even though he didn't live in a coastal city.

Michele moved to Livorno and while living in a boarding school he attended a Nautical Academy. In 1987 he started his career as a cadet of the Italian Navy and after three consecutive years he was discharged as a lieutenant. Later on he continued his career joining up the merchant navy where he became a chief officer of tanker ships.
In 1999 he became a harbour pilot in Genoa.

Michele wasn't only one of the many pilots, but he was also a man with a high sense of duty and of great human kindness. We like to remember him always smiling and with his great sense of humour like every real Tuscan. Lover of the pilotage art and fond of his family, he sadly left his relatives, his wife Michela and his two children Aurora and Alessio, 9 and 7.

Michele Robazza leaves the Genoese Harbour community with a huge void. On the 15th of May, the State burial ceremony took place in Genova with the special presence of the President of the Italian Republic.

Ciao Gocciolino

ADVERTENTITE NLC

EU Ports Policy

The European Commission's Third Attempt to Liberalize Pilotage - Action Required!

Seven years on from the resounding failure of two earlier attempts, the European Commission has put a proposal for the liberalization of port services in the EU back on the table.

THE EUROPEAN COMMISSION considers that a Regulation is necessary as port services and operations in some of the TEN-T seaports (a list of 439 seaports and inland ports) are in the Commission's opinion sub-optimal. Efficient port services are crucial to the performance of the TEN-T seaports so the argument goes. The Commission says that it has identified three issues that may prevent port services from being organized in an optimal way: (1) many port services are subject to only weak competitive pressure because of market access restrictions; (2) monopoly or oligopoly formation, although justified in certain situations, may lead to market abuses and (3) in some ports, users are faced with excessive administrative burdens due to a lack of coordination within ports.

The Ports Policy proposal is the third attempt by the European Commission to liberalize port services. The previous attempts date from 2001 and 2004.

Duringthe last decade the European Parliament has twice voted to exclude Pilotage from any legislation that mandates Free Market Access to Port Services

In 2001 the proposal by the Commission that imposed open market access in pilotage and many other port services was amended upon its first reading in the TRAN committee of the EU Parliament, when pilotage was excluded from the scope of the directive, mainly because of safety concerns. This amendment was adopted by Parliament in plenary session. The European Council, however, upon examining the decision made by the Parliament rejected the exclusion of any services at all from the legislation. This decision by the Council led to a second reading by Parliament, and once again the majority of the Members of Parliament voted to exclude pilotage, together with several other amendments.

Commissions third attempt to liberalize pilotage!

Not satisfied with the political agreement found with the Commission and the Council, the European Parliament subsequently rejected the entire directive proposal.

In 2004 the Commission came back with an almost identical proposal in a new attempt to open port services, including pilotage, to market access. This was once more turned down by the politicians in the European Parliament, with the subsequent withdrawal of the entire proposal by the European Commission. The fierce demonstrations by thousands of dockworkers played a decisive role in the way the MEPs voted against the proposals.

Evidently the European Commission does not give in easily, as a third attempt to liberalize the ports was introduced on the 23rd of May 2013 by European Commissioner Siim Kallas. In a rather transparent attempt to avoid further political controversy the dockworkers have been left out of the scope of the proposals on this occasion. But pilotage is prominently present in the new proposed regulation, despite the fact that this service accounts for only 5-6 % of port costs (according to data published in the Commission's own proposal).

While the last two attempts to liberalize pilotage took the form of proposals for "Directives", this time the Commission goes even further and wants the European Parliament to adopt a "Regulation". Both legal instruments are binding within the member states. The difference is that a Directive has to be examined by the national parliament of each member state and incorporated into national law. EMPA is surprised that the European Commission has not followed its proclaimed intention to introduce best practice in ports by means of "Soft Laws" (recommendations, etc.).

The European Commission asserts that the Soft Law approach to port regulation has failed and has therefore elected to propose a legally binding Regulation. Even so after the Commission declared its intention to take a Soft Law approach in 2007, virtually no soft measures were adopted by the EU, so it is in the view of EMPA misleading to say that the Soft Law approach has failed; to the contrary it has never really been implemented.

Should the proposed regulation be adopted by the European Parliament, it could have serious consequences for the way Pilotage is organized in many European ports, both now and in the future. As it is a Regulation it would not be up to the member states to determine how the objectives of the proposal are to be achieved. This proposed regulation would become binding law in all EU countries.

MV DORIC CHARIOT, involved in one of many accidents on the Great Barrier Reef following the liberalization of Pilotage Services in these vulnerable waters

Pilotage is essentially a safety service which has never been successfully organized under competitive conditions anywhere in the world and which should not be liberalized. It is simply unacceptable that a pilot would have to act under commercial pressure. Although EMPA believes in fair pricing, transparency and high quality in Pilotage, Pilotage should be left out of the scope of any Regulation that does not have Safety, Protection of the Environment and Security as its primary objective, but which rather is an attempt to introduce open market principles.

Action required!

Pilots cannot exercise their independent judgment when exposed to commercial pressures. Their considerations must be limited to the purely nautical and give priority to public safety. Pilots must be able to refuse an operation if its safety cannot be guaranteed. In a competitive environment it is extremely difficult for pilots to maintain their integrity and independence, their loyalties will inevitably shift away from the interests of the port community as a whole towards contractual customers. Pilots who compete for work will do things that they would normally refuse to do. Competition in Pilotage will inevitably lead to accidents, as has happened in countries that have experimented with the liberalization of pilotage.

Pilots are directly involved in decision-making processes on board ships, on behalf of society as a whole with the sole objective of improving Safety, Protection of the Environment, and Security

The EC provides no evidence whatsoever of any abuses or other problems in connection with Pilotage, yet another reason why the inclusion of Pilotage in the proposed regulation cannot be justified.

EMPA is working closely with all the main maritime stakeholders in Europe and Member Associations to achieve our common goal: "Pilotage should be left out of the scope of the Regulation". This goal has been set after intensive communication and close cooperation with EMPA's Member Associations, The Council of Presidents' Task Group, and within the Board of Directors. EMPA acknowledges that immediate political action is required to guide the EC away from a path which would undoubtedly lead to unsafe European ports and low quality Pilotage.

For more information on EMPA's position on the EC proposal visit our website

www.empa-pilots.eu

EU Commissioner Siim Kallas wants to liberalize Pilotage, despite the previous failures of his predecessor

Maritime Pilots and P&I Clubs

Maritime pilots and pilotage under siege

Privatization, pressure from the European Union and from owners and managers mean that pilots and maritime pilotage find themselves under constant attack. Rubbing salt into the wound are the P&I clubs, causing tension between pilots and owners.

Between 02.20.1999 and 02.20.2004 the London-based International Group of P&I Clubs carried out research with the support of IMPA. One of the findings of the research was that a number of the incidents that occurred during this five year period because of a lack of information exchange between the Master, the officers and the pilots, even though the pilot was on the bridge.

The survey conducted by the P & I clubs asserted that 83 % of marine accidents can be linked to human error, which compares badly to the average for other major accidents, where human error is a contributory factor in roughly 60% of cases. The percentage of accidents occurring when the pilot is board is low: the pilot has expert maritime skills, an intimate knowledge of the port and the waterway and can bring his profound expertise to bear to guide the Master during operations such as berthing and unberthing and negotiating the ship safely through the frequently busy channel connecting the port and the open sea.

It is a common observation of all maritime pilots that his arrival on the bridge is by and large greeted by a noticeable sense of relief on the part of the captain and his officers.

The P&I survey of the results of accident investigations concludes that as long as the pilot is properly and continuously on the bridge, the ship's captain and officers must take the pilot's recommendations into account.

According to these findings though not enough information is exchanged between the ship's captain and the pilot. Furthermore it was found that on those ships that encountered dangerous situations the ship's officers failed to make the necessary checks while the pilot was on duty.

According to some P&I clubs most accidents with a navigational, geographical or cargo connection occur because of the risky assignments given by national authorities. In such situations the assignment of a pilot in a risky pilotage area is pointless as the pilot's efforts become useless.

The P&I clubs and the IMO expressed the view that despite the pilot's duties and responsibilities, his presence on board does not exempt the Master and the OOW from their duties and responsibility for the ship's safety.

Masters and watchkeepers should concentrate even more on safe navigation when there is a pilot is on board. Pilots are only advisers and their presence does not relieve bridge teams of their duties and responsibilities for the safety of their ships.

However, the International Chamber of Shipping's Procedures Guide, Section 3.3.3.1 in states, "The presence of a pilot does not relieve the Master or the OOW of their duties and obligations for the safety of the ship. Both should be prepared to exercise their right not to proceed to a point where the ship would not be able to manoeuvre or would be in any danger."

There was an objection by the P&I Clubs regarding the International Maritime Organization's request to follow up guidelines issued eight years ago for countries to provide training and monitoring for pilots. P&I Clubs alleged that only a very few administrations have actually implemented Resolution A.960, which made recommendations regarding the training, certification and operational procedures of pilots. Mark Williams, Director of the West of England P&I Club said that "The International Group of P&I Clubs was looking at this issue more closely".

According to Mr Williams, many administrations will be opposed to Resolution A.960, in contrast to requirements for merchant seamen, there were no international controls at all for pilots. This situation is a real gap, a weakness.

A research report recently published by the pilotage subcommittee of the International Group of P&I Clubs states that pilotage-related claims continue to cost the shipping industry over $ 44 million a year. According to their statistics Argentina is the worst location for pilotage error even though there is a substantial level of pilotage activity, with one incident occurring for every 24,591 shipping movements. Nonetheless only three such incidents had a high claim value. Taiwan, Malaysia and Denmark followed with the highest incidence of pilot error-related claims. Argentina used to be one of the few countries that allowed competition in pilotage.

The P&I clubs always reminds ship-owners of the importance of planning passages from berth to berth and monitoring those plans particularly carefully when there is a pilot on board. The International Group of P&I Clubs report warns all beneficiaries that it is vital for Masters and watchkeepers to be in a position to monitor the pilot's work closely when there is a departure from passage plans when berthing or unberthing.

According to the Club, the obligation to make a passage plan to and from the pilot station can be traced to SOLAS, which requires Masters to plan the passage having regard for the International Maritime Organization (IMO) guidelines that state the plan should cover the entire voyage, from berth to berth.

In future maritime pilotage will come under the close scrutiny of the marine mutual insurers, as they are counting the mounting cost of pilot error. It has been suggested that the Clubs or some other insurer should provide insurance for pilots, although this raises the objection that the premium would eventually be reflected in pilotage fees, so that the ultimate cost would still be passed on to ship owners.

Ismail Akpinar
President of the Turkish Maritime Pilot's Association
Former Vice-President of EMPA

Pilotboats


Pilotboat OSTERIFF 1963
LOTSE


SZCZECIN PILOT
PILOT 60
Photograph by Mirjam Terpstra


Ravelingen Belgian Pilotboat on Flushing Road
PILOT
Photograph by Mirjam Terpstra


Flying Boat by Safehaven Marine


Swath vessels for Belgian Pilots
WANDELAAR
PILOT
PILOT
Photograph by Mirjam Terpstra


Explorer for German Pilots
EXPLORER

ADVERTENTIE QPS

PEC fact finding study of the EU

Accident Analysis Does Not Find Evidence that PECs Have Negative Effects on Safety

DG Move published today a fact-finding study on the use of Pilotage Exemption Certificates (PECs) in European ports. The study contains, among other things, an analysis of accidents based on data from seven countries where reliable data were available.

From this analysis appears no evidence that PECs would have negative effects on safety. The analysis shows that, on average, the frequency of accidents of vessels with PEC holders on board is similar to the frequency of accidents when a pilot was on board. Based on the available data, no clear trends could be identified with regard to accidents with and without a pilot on board. In addition, the study demonstrates that there is a greater presence of PECs in northern Europe compared with the south. Overall, the study provides a good overview of the frameworks applied for issuing PECs and confirms the variety of systems applied throughout Europe.

The main objective of this study is to provide a comprehensive picture of the procedures and legal requirements for issuing PECs across the EU, Croatia and Norway. In addition, information and opinions were gathered from a range of stakeholders and a comparative analysis of accidents was undertaken, to better understand the impacts associated with PECs. The study is intended to provide a baseline of information and data that can be further used to assess the need for an EU policy initiative on PECs.

"The study contains a wealth of useful information", said ESPO Secretary General Patrick Verhoeven, "We realise that PECs may have potential benefits for the shipping industry and for short sea shipping in particular. The knowledge on safe nautical access to a port however exists predominantly at local level. Whilst a common EU framework for the granting of PECs could potentially be helpful to avoid random decisions and ensure a level playing field, it would have to focus on general principles only, rather than providing detailed, prescriptive measures."

The Commission has so far not taken a decision regarding any forthcoming proposals. It should be noted that the study was undertaken by PwC and Panteia on behalf of DG Move and, as such, the views expressed in it are those of the authors and do not represent the official view of the Commission. The Commission has launched an impact assessment in November last year.

Source : European Seaports Organisation /ESPO

Reply to the EU fact finding study for PEC's

by Captain D. P. Cockrill FNI / Chairman UKMPA

The Commission's public consultation into PECs is well intended and is clearly driven by certain probably justifiable representations from the commercial shipping sector with regard to the situation pertaining in a few Member States.

However, it is also clear that the Commission is making significant assumptions (evidenced by statements and objectives within the current questionnaire) that have been erroneously extrapolated from the inadequate information and data obtained in the 2012 PWC study.

The Commissioners clearly do not have a full understanding of the complexities of pilotage and the grave implications of the overall responsibilities associated with holding and using a PEC. National legislation pertaining to pilotage responsibilities and status is diverse within the EU and is reflected in the manner in which this applies to PECs. The current study makes no acknowledgement to this, in direct contravention to the principles of subsidiarity.

There currently exists no comprehensive, reliable statistical data upon which to base any objective assessment of the safety implications of PEC use. The assumption that there is minimal safety impact on PEC use under current regimes is based on a minimal, incomplete accident data-base. Until a full, proper and comprehensive database of maritime incidents, navigational infringements, interventions by VTS into PEC related navigational and traffic interactions and other similar events is available, no alteration to the status quo of PEC regulation, administration or use can be arguably justified.

It should be understood that Pilotage of a vessel in port waters is not simply a case of navigating the waterways. It is a highly complex application of diverse high level skill sets including regulatory knowledge, situational awareness and assessment, traffic movement prediction and interaction and integration with numerous unpredictable environmental factors pertaining to other ships moving within the port as well as to one's own vessel.

The study is flawed in the manner in which it is being progressed and should be immediately reviewed as to process and goals.

Currently it is not serving the public interest which should be its goal paramount.

Sensible seamanship by Michael Grey

Pilots are on and off ships all the time, giving them a wide-ranging view of ships' operating standards and the competence

THERE WERE some 270 pilots on the loose in London late last month, attending the 21st Congress of the International Maritime Pilots Association . If you have read this column for any length of time you will realise that I like to support pilots all I can, believing that they are a force for maritime safety, insurance against accident and bring practical good sense into any operational discussions.

Their association is an important attendee at the International Maritime Organization, where those representing it bring a unique practical perspective to any debate. There are many ex-mariners in national delegations and non-governmental organisations, but only the chap behind the IMPA card can say things like "on a VLCC I was piloting yesterday..." and apply this contemporary knowledge to the discussion. This matters.

The fact that they are on and off ships all the time also gives them a wide-ranging view on ship operating standards, along with the training and competence of their crews. It's one thing for a government surveyor to sternly walk around a ship in port with his clipboard. A pilot sees that ship from the sharp end, in motion at what is arguably its most vulnerable time.

Some have suggested that pilots tend to be a bit prickly and defensive, but I would suggest that this is because so many ship owners like to think that they are a sort of optional extra and compulsory pilotage an unfair cost. Those same ship owners have run their crews down to an overworked and exhausted minimum, and demand that Pilotage Exemption Certificates enabling practically anyone including the ship's cat to substitute for a licensed pilot be available on demand.

The latest enthusiasm, now that the idea of "remote pilotage" from a VTS tower seems to have been discredited, is to inflict competitive pressures on pilots, to drive down the costs in a sort of Hayek-inspired fashion. This seems to spring from a romantic notion of what pilots were like in the days of sail, when swarms of pilot cutters would meet arrived ships in places like the Western approaches to the Channel, all touting for business, with the shipmaster spoilt for choice.

Many professionals would rather think of pilots as a human addition to the safety systems, and generally fail to see how this is in anyway improved by the imposition of a "market", especially where there is not the level of business for such competition. You don't have competing bollards on the quayside, or competing locks into the same enclosed basin, do you? And in most of the places where competition has been imposed, surprise, surprise; the actual costs of the pilotage to the users have increased, not least because of all the additional management extras.

In Australia, in Argentina, Denmark and a number of other places, competition has meant change for the considerably worse, with the job a darned sight less attractive for the people carrying out this important safety work.

However, there was little sign of such complaints at the recent IMPA Congress, with sessions on personal safety (pilots still take their lives in their hands as they board and leave ships), the design of pilot boats, pilotage administration and perhaps unsurprisingly, some important sharing of ideas on technology. Pilots know they must "stay current "with fast-changing technology, while being very aware of the risks of overdependence on electronics, as they tend to see this a great deal aboard ships they are handling. "Technology is great—when it works," an IMPA past president famously said. With the arrival of electronic charts, ship's officers are vulnerable to the march of technology and a new type of navigation. They might be on a new ship, and have to get attuned to new equipment every year or so.

A pilot faces one of at least 30 different Ecdis units every time he or she boards a ship. How can the pilot tell that the equipment has been properly set up by some second mate who is also unfamiliar with the equipment? One pilot made the point that half the Ecdis units he sees are not set up properly, many using pirated or out of date software. Maybe we should worry more about this revolution now taking place, especially when one third of 500 respondents asked about Ecdis revealed that they had encountered serious problems. "It's still embryonic," was one remark. Sure, but it is also mandatory.

Pilots really earn their crust when they board a ship and find that the pilot station to berth passage plan on the Ecdis takes the ship right over several shoals, because the wrong draught had been entered. Or clambering up a ladder in a storm off New Zealand to find the ship on its "electronic leads", heading straight for a cliff, with the bridge team following their electronics assiduously, without any adequate check.

Many pilots themselves use the Personal Pilot Unit, now laptop size but quickly becoming smaller. There was fascinating discussion about how this can be integrated into the training of new pilots. "Brilliant kit, but it should not lead me to a place my brain had not visited first," was the very sensible pilot advice.

Source : www.lloydslist.com/safety

Accidents

Report on the investigation of the collision between Stena Feronia and Union Moon in Belfast Lough on 7 March 2012

AT 1858 ON 7 MARCH 2012, the outbound general cargo vessel *Union Moon* collided with the inbound ferry *Stena Feronia,* in the vicinity of the fairway buoy that marks the harbour limit of Belfast Harbour. Both vessels suffered major structural damage; however, there were no injuries or pollution and each vessel managed to proceed into port without assistance.

Once alongside in Belfast, both vessels were visited by officers from the Police Service of Northern Ireland, who breathalysed the bridge teams. *Union Moon*'s master was found to have an alcohol level of 123µg of alcohol per 100ml of breath, in breach of the permitted maximum of 35µg of alcohol per 100ml of breath. He was arrested and, on 31 May 2012, was sentenced to 1 year's imprisonment for breaching the Railways and Transport Safety Act 2003.

The investigation found that although *Union Moon*'s master had been under the influence of alcohol and had altered course to port resulting in a collision course with *Stena Feronia*, several other factors contributed to the accident, including:

A lack of clear guidance regarding traffic flow around the fairway buoy.
No action taken by the bridge teams of either vessel to prevent a close quarter situation from developing.
Action taken on board *Stena Feronia* to avoid collision.
Sub-standard VHF communications.

Belfast Harbour has reviewed the accident with its Safety, Environmental and Security Committee, harbourmasters, Vessel Traffic Services staff and a representative of the Belfast pilots. It has taken measures to ensure its required radio procedures are followed, and has changed the point at which pilots disembark outbound vessels. As part of its comprehensive review of port operations, which was ongoing at the time of the accident, Belfast Harbour has since laid four new buoys which address the pinch point at the fairway buoy, introduced new routeing advice for mariners approaching Belfast Harbour, updated its Navigational Risk Assessment, and incorporated the findings of this report into its regular programme of Vessel Traffic Services emergency training.

Northern Marine Management Ltd has issued a fleet guidance notice to its masters, reminding them of the importance that all deck officers have a clear understanding of the International Regulations for Preventing Collisions at Sea and of the manoeuvring characteristics of their vessels.

Continental Ship Management AS has, inter alia, reviewed the manning levels of its vessels and issued a circular letter to its fleet to reiterate its instructions on watchkeeping, including the need to ensure the bridge is manned by an additional lookout during the hours of darkness.

Northern Marine Management Ltd has been recommended to amend its safety management system to provide clarity on the roles and responsibilities of the bridge team when a Pilotage Exemption Certificate holder is acting solely as a pilot.

1.8.1 Pilotage

Pilotage was compulsory for vessels over 75m length overall (LOA) not carrying a PEC holder. Pilots normally boarded vessels at the designated pilot boarding place 1nm to the north-east of the fairway buoy; pilots on outbound vessels between 75m and 100m LOA were instructed to disembark at Beacon 12. However, on 7 March 2012, *Union Moon*'s pilot disembarked at Beacon 16.

Following the accident, the harbourmaster instructed that pilots on vessels between 75m and 100m LOA should remain on board until Beacons 5 and 6 are reached. Pilots on larger vessels were required to remain on board until Beacons 3 and 4. At the time of the accident, Belfast Harbour was conducting a comprehensive review of port operations that included pilotage and buoyage.

1.9 Pilotage exemption

1.9.1 Belfast and Birkenhead requirements

Stena Feronia was similar to *Stena Mersey* **(Table 2)**, in terms of dimensions and characteristics, and so prior to transferring the ferry to cover the Belfast to Birkenhead route, Northern Marine Management Ltd had requested Belfast and Liverpool harbourmasters to each endorse *Stena Mersey* PEC holders' certificates for *Stena Feronia*.

2.6.2 The PEC holder

Stena Feronia's bridge team expected *Union Moon* to alter course to starboard once she had cleared Victoria Channel and passed the fairway buoy. When this did not happen there should have been little doubt that a risk of collision existed, and an appropriate reaction would have been for the PEC holder to sound five short and rapid blasts on the whistle in accordance with Rule 34(d) and then alter course to starboard.

The delay in the PEC holder taking action in accordance with Rule 17(a)(ii) can be attributed to the following:

- The PEC holder heard the PCO talking with *Union Moon*'s master on VHF radio and asking him to confirm a port-to-port passing with *Stena Feronia*
- The PEC holder subsequently heard the PCO advising *Union Moon*'s master that an alteration of course to port would stand his vessel into danger with *Stena Feronia*
- The PEC holder anticipated that collision could still be avoided by *Union Moon*'s master taking corrective action following his alteration of course to port.

As the trial manoeuvres simulated by the MAIB show (Section 1.10.2), action by *Stena Feronia* alone during the conversation between the PCO and *Union Moon*'s master – in accordance with the provisions of Rule 17 (a)(ii) – would have been sufficient to avoid collision, but the passing distance would have been small.

However, once the PEC holder had been informed by the third officer that *Union Moon* was, in fact, in the process of altering course to port, action by *Stena Feronia* alone would have been unlikely to avoid a collision as shown by the third trial manoeuvre. In such circumstances, the PEC holder should have immediately taken such action as would best avoid a collision, and also sounded five short and rapid blasts to alert the bridge team on *Union Moon*. Such action might have prompted *Union Moon*'s master to take earlier corrective action. Instead, the PEC holder responded to the PCO's VHF radio call to *Stena Feronia* and then, at the PCO's request, attempted to communicate with *Union Moon*'s master by VHF radio.

At 1857, having received no response from *Union Moon*, the PEC holder concluded it was necessary for *Stena Feronia* to take action to avoid collision in accordance with Rule 17(b). However, his order for the wheel to be placed hard to starboard was executed too late to prevent the collision.

The simulation trials indicated that the collision could have been avoided had the PEC holder ordered hard to starboard wheel at any time up to when the third officer initially informed him that *Union Moon* was in the process of altering course to port. The fact that the PEC holder opted not to do so indicates a lack of precautionary thought.

Given the close proximity of *Union Moon* and *Stena Feronia*'s manoeuvring characteristics, the fact that the PEC holder did not take avoiding action until a further 34 seconds had passed, indicates that he didn't appreciate the limited time available in which he had to act before collision became inevitable. A further 34 contributing factor is likely to have been his distraction in choosing to respond to the PCO's VHF radio call and then attempting to communicate with Union Moon's master by VHF radio. Such action was contrary to the advice provided in MGN 324(M+F).

2.6.4 The master

According to Northern Marine Management Ltd's SMS, *Stena Feronia* was not operating in a condition that required the master to be on the bridge. Although the PEC holder had taken the con, the ship had not entered an area for where a PEC holder was required. However, the master's decision to leave the bridge to talk with the onboard services manager at a time when his ship was effectively under pilotage and approaching the harbour limit of Belfast, with a converging outbound vessel, was unwise.

Had he not left the bridge, the master might have recognised a need to intervene earlier and have taken effective avoiding action. On being summoned to the bridge, he was quick to assess the situation and took appropriate action in an unsuccessful attempt to prevent the collision.

Safety issues identified during the investigation leading to recommendations

- Northern Marine Management Ltd's SMS made no specific reference as to how a PEC holder, who was not part of the normal ship's complement, should be integrated into the bridge team. [2.6.3]
- It is possible that the third officer would have taken the con from the PEC holder earlier had he been told that he had the authority to do so. [2.6.3]

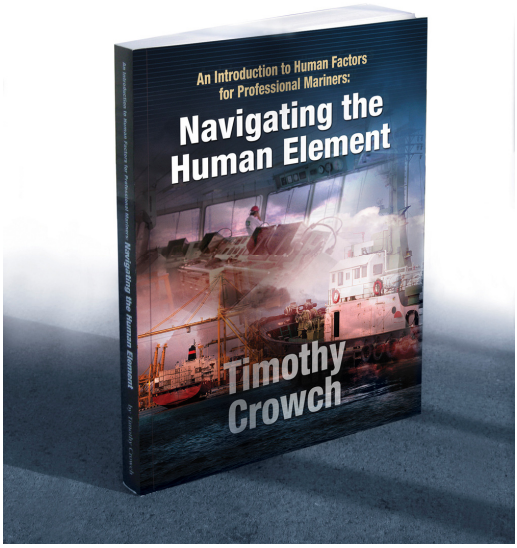
Source : MAIB Investigation

Book Review

Navigating the Human Element

An introduction to Human Factors for Professional Marine by Timothy Crowch

FOR SEVERAL DECADES the importance of the Human Element has become an increasingly integral part of all aspects of professional maritime training. However, those wishing to learn more than the information imparted to them during resource management training courses have generally had to read erudite and expert information contained within books written for the Human Factors specialist student or the Aviation and other high risk industries, often needing to interpret the contents to relate to maritime situations.



Navigating the Human Element is specifically written for the mariner. Although described as "an introduction" its content and style make it a suitable reference not only for the Human Factors novice but also more experienced ships' personnel who already have knowledge of this vast subject. Ideal as a book to refer to when returning on board after a period of leave.

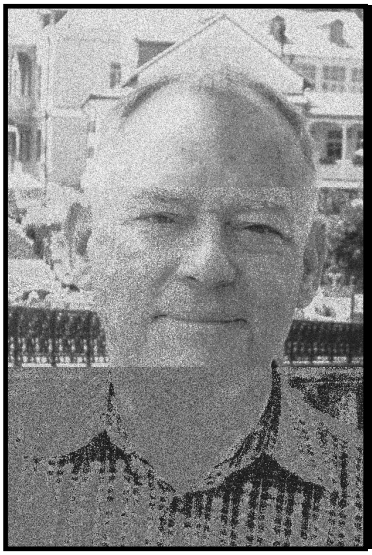
It is written in a personal manner, as a (obviously one way) conversation between the author and reader. Its language is clear and concise with minimal use of specialist terminology. It will therefore possibly suit those for whom English is not their first language.

Content wise, it starts with a basic introduction of the concept of Human Error and other Human Factor elements. The following 10 chapters go on to deal with various practical aspects of daily shipboard duties with particular emphasis on communications, relationships, personal health and fatigue management. The final chapter gives simple, valuable advice as to how to proceed to further enhance ones skills in managing the human element issues on board ship.

The Author is highly experienced in Human factors with an extensive aeronautical background as both pilot and accident investigator. He works with P&I clubs, ship owners and ship managers globally assisting in the establishment and maintenance of effective and productive open safety cultures, educating and training corporate management, staff and ships personnel in safety awareness and strategies.

Although primarily aimed at ships officers (and crews), the book is also very relevant to Marine Pilots at every level of experience and is a suitable companion to other works on the subject.

The book is available priced at £20 + postage from http://www.nthe.co (ISBN: 978-0-9576017-0-3)
Don Cockrill / Chairman. UKMPA



We are saddened to learn that our former President, Robert Hofstee ,passed away on 13 June 2013.
Robert was born far away from the sea in the Dutch town of Enschede on29 May 1940.
After a career at sea with the Holland America Line he sought new challenges with the Rotterdam Pilots. Robert's high professional standards led him to become involved in the VNL(the former Dutch Pilot's Association), where he successively became the Minutes Secretary and the General Secretary of the association. Robert Hofstee also became active in EMPA, and was appointed Treasurer at the Lofthus (Norway) General Meeting in 1981. He became President in 1987 and served a double term until the Barcelona General Meeting in 1995. Robert was an energetic President and handy with computers. He could program and introduced IT technology to EMPA, which at the time greatly facilitated the editing and exchange of documents. After stepping down in Barcelona, he became deeply involved in training operators for the Turkish Straits VTS. For many years Captain Hofstee was a visiting professor at the IMO's WMU(World Maritime University) at Malmö. The greatest accolade, however , came on 14 April 1995, when he was made a Knight of the "Order of Oranje Nassau" by Her Majesty Queen Beatrix of the Netherlands.
The entire EMPA family wishes to express its deepest sympathy and sincere condolences to Robert's wife Ansje, their children and grandchildren.

After so many years of service as a trusted guide to countless master mariners, it is with regret in our hearts that we bid Captain Robert Hofstee farewell on his own voyage across the bar.

ADVERTENTIE MARIMATECH

New Piloting Software from Marimatech for tablets

Nobody knows the challenges and work procedures of navigation and piloting better than the pilots themselves. Therefore, leading manufacturer of navigation and piloting systems Marimatech decided to develop their new tablet and iPad-based platform for navigation and piloting in close cooperation with pilots

The result is an extremely user-friendly and intuitive navigation and piloting program named SafePilot. It can run on tablets such as the iPad and soon will also be available on other handy devices. Navigation and piloting can be controlled at the tip of your finger using touchscreen technology. This brand new generation of navigation and piloting software will be launched in June this year.

R&D work with 10 pilots and 5 Software Programmers
SafePilot is a new generation of navigation and piloting software, which is reflected in the R&D work, where 10 working pilots have been actively involved in the design process. They worked closely with the design team of 5 experienced software engineers.

"Although we have certified pilots among our development team it really proved a benefit to cooperate with working pilots within various areas when we developed our new SafePilot-software", explains Tommy Mikkelsen, head of the development team. "The pilots have guided us to focus on the "what's in it for me" design philosophy – nothing more and nothing less. An on-going reality check is the very best guarantee to stay on track during the complicated process of creating a dedicated and professional piloting application", continues Tommy Mikkelsen.
This new approach has resulted in cutting away all unnecessary "noise" and features which often complicate the use of piloting tools. In addition to the compact software design, the iPad itself has a low weight, long battery time, flat and integrated design as well as a touch screen with an excellent graphics processing unit.

After testing SafePilot, all pilots have been very enthusiastic about the new generation of navigation and piloting software. As one pilot explains "The simplicity of the SafePilot is its strongest attribute. It's extremely clear and very stable", and another pilot reveals "I was up and running very quickly".
Good indications of the success of Marimatech in defining the delicate balance between highly professional and advanced software and simple, intuitive user interface.

Flexible platform
SafePilot is designed on the high performance and well-proven operating system iOS, which is known for intuitive standards for presentation and user interaction. However, the software can also run on Windows and other operating systems.

This platform has enabled the SafePilot concept of a context based software, where individual modules (contexts) can be purchased separately.
"A huge wish from pilots is to have a navigation and piloting tool that is designed exactly for their job. The SafePilot enables each individual pilot to buy only the program that are relevant for their exact piloting task, keeping the display simple with easy perception of relevant data as well as keeping the cost down", says Tommy Mikkelsen.
He reveals some of the modules that already are available with

Close-up of tablet / iPad with SafePilot

SafePilot or in the development pipeline such as Route Navigation, Docking and River.

Furthermore, Tommy Mikkelsen emphasizes that the context based software enables development of customer-defined modules with very special features in an easy and cost-effective way.
All in all, as Tommy Mikkelsen says, a giant leap away from yesterday's heavy, complex programs to a small, user-friendly and individually designed tool for pilots.

Further feedback from pilots necessary
The first commercial release of SafePilot is due in June 2013, but Marimatech is of course interested in more valuable feedback from pilots all over the world.

Product Manager Hanne Hinrichsen from Marimatech points out that the flexible platform and SafePilot software is the start of a brand new era for navigation and piloting with almost endless possibilities.

"We have moved into the current world of smart applications with handy tablets such as iPads, touchscreen software and apps/modules for easy download. With this new generation we are dedicated to give pilots the best and most user-friendly navigation and piloting tool. It is also vital for the future development of SafePilot to listen to the constructive comments and ideas from pilots and users", Hanne Hinrichsen continues as she further elaborates on the future path of SafePilot.

A thriving path that will both offer a lot of benefits to pilots with different tasks and complexity as well as comply with the requirements from the maritime sector for a safer, faster and still more efficient navigation and piloting.

Source : Marimatech

Technical and Training

Passage Planning & The Pilot

The following article is edited from a presentation on the "Advantages in forwarding the pilotage plan to the vessel in advance of arrival & Investigating the view of earlier contact between the pilot and crew" given by UKMPA Chairman, Don Cockrill to the "ECDIS Revolution 2011" Seminar.

What is a Passage Plan?

The Passage Plan can be defined as the collation of all pertinent information relating to the navigation of a vessel through a particular waterway.

The Role of the Navigational Chart and ECDIS

The chart is the most suitable medium on which to plot the intended track, highlighting dangers and areas to be avoided, distances to maintain off shoal areas, distances to the next course change, destination etc. ECDIS in its current form is limited to the definition behind the acronym (Electronic Chart Display Information system). It is thus in reality only able to present the intended track, record automatically the GPS determined position, potentially (though rarely used in practise) permit the plotting of manual positions, indicate "no go" and simplify the appearance of presented bathymetric data. Other information that's easily plotted on a paper chart is not so easy to do on the ECDIS, parallel indexing, wheel over positions and turning radii, notes on relevant features, reporting points etc. are just a few examples.

"information that's easily plotted on a paper chart is not so easy to do on the ECDIS".

Passage Plans and ECDIS

When talking about the pre-boarding exchange of passage plans between the vessel and the pilot with regard to ECDIS, such exchanges are effectively limited to that data which it is realistically possible to plot onto an ECDIS such as waypoints and the track between them and no go areas.

The Master, the Pilot and the Passage Plan

Under SOLAS regulation V/34, The STCW Code and IMO Resolution A.893(21), the master of any SOLAS compliant vessel is required to fulfil clear obligations with regard to passage planning.

For pilots, IMO Resolution A960 (23) requires that:

5.1 The master and the pilot should exchange information (MPX) regarding navigational procedures, local conditions and rules and the ship's characteristics. This information exchange should be a continuous process that generally continues for the duration of the pilotage.

5.2 Each pilotage assignment should begin with an MPX. The amount and subject matter of the information to be exchanged should be determined by the specific navigation demands of the pilotage operation. Additional information can be exchanged as the operation proceeds.

5.5 It should be clearly understood that any passage plan is a basic indication of preferred intention and both the pilot and the master should be prepared to depart from it when circumstances so dictate.

What exactly is a Pilot?

The status of a pilot varies depending on the national legislation of the subject port. For example in France, the pilot is very much an adviser to the master whilst in the UK the pilot is defined under the Merchant shipping Act as "any person not belonging to a ship who has the conduct thereof." The important word here is "CONDUCT". The pilot is not merely an adviser to the master, he has legal responsibility for the conduct of the navigation of the vessel.

In many places in the world, the systems seek to insulate their pilots from undue pressures from ship operators and bridge teams and in such places, pilots are lawfully required to exercise independent judgment. Consequently this raises some interesting legal aspects to the concept

of detailed pre-arrival passage plan exchanges.

ECDIS, passage plans and the master / pilot exchange

The safety benefits of pilots and bridge crews having a shared understanding of the intended voyage in pilotage waters is widely accepted. The idea of a pilot's detailed passage plan being submitted to a vessel in advance of the pilot's arrival was discussed at virtually every meeting of the IMO's MSC committee and its STW and NAV subcommittees since 1990 during the consideration of what became resolution A.960(23). At each juncture, the idea was rejected as impractical and unwise.

Unlike routine open-ocean steaming, navigation of a vessel in pilotage waters is a dynamic exercise that requires flexibility informed by local knowledge and experience. The route to be taken, the speed, the specific navigational manoeuvres, etc., all are subject to the demands of ever changing conditions, such as traffic, weather, tides and currents, availability of tugs, etc., and on information such as berth destination that is often not available prior to a pilot boarding a vessel.

The idea of submitting an advance detailed passage plan is fundamentally flawed because it assumes that the pilotage transit will follow a fixed route and this could potentially foster a culture of unsafe rigidity and reluctance to respond to changing conditions. This is particularly so given the ever increasing culture of ships being required by operators to submit their plans to the vessel's management prior to commencement of the pilotage passage and I'm aware of several instances where this has already occurred in my own district (London).

The Reality v the Ideal

The impact on the MPX of ECDIS is already being felt in a practical sense. On full ECDIS ships, it is no longer possible to have a quick overscan of the relevant charts.

"On full ECDIS ships, it is no longer possible to have a quick over-scan of the relevant charts".

Using ECDIS, the chart now has to be laboriously scrolled through to view the route the master has had plotted (and hopefully checked) until that section of the chart that shows the destination is reached. This in itself impacts on the bridge operation and may remove access to the chart from the OOW for some time.

You may think therefore, that the concept of early transmission of the Pilot's passage plan electronically to the ship would offer a clean solution to this often potentially hazardous interference with the ship's navigation.

However, this is not the case since there are many technical issues that need to be resolved. These include Data compatibility within alternative operating systems / platforms etc. Data contamination, either accidental or malicious during the ship / shore exchange More important though is the reality of pilotage globally and of modern ship board operations.

Whilst there are a large number of well run ships operating on the world's seas there are a significant larger number that are not and even on well run ships the massive administrative burden coupled with minimum manning significantly impacts on the efficiency of the bridge team.

Ships' Masters and officers are overloaded by administrative procedures and paperwork which distract continually from the simplest of navigational safety related tasks. (This factor has recently been highlighted by the MAIB report into the grounding of the CSL Thames: www.maib.gov.uk/publications/investigation_reports/2012/csl_thames.cfm JCB)

Passage planning is no exception to this. Oil company vetting inspectors in particular as well as many port state control officers are almost paranoiac at the need to see a neatly presented typewritten, tabulated passage plan identifying the coordinates of every plotted waypoint. Completely useless information and ridiculously time consuming to produce. Quite often, important data such as tide heights and times, sunset or sunrise, berth descriptions, sizes and depths is completely omitted!

Consider the reality for long pilotage passages No plan developed on board from researched documentation can address all the multtude of circumstances to be dealt with on the passage and to expect ship's staff to have the time and expertise to do so is unrealistic. This in fact why pilotage is compulsory in restricted waterways around the world.

It is a widely acknowledged fact that the general levels of competence on board ships have deteriorated significantly for a variety of reasons.

Imagine then what will potentially happen to a comprehensive passage plan transmitted to the ship from the port: Is the ship going to bother to create its own plan? Since it's technically possible to enter such a plan into an ECDIS, it would also be possible to save it for re-use at a future date. Such a plan could then form the basis of the future ship's plan "exchanged" with pilots even though that original plan may not be viable for a different date / time!

It is already the case that it is possible to call up a previously saved plan on an ECDIS and reload it for the current passage. This can potentially be done by a navigator or master who may never even have visited the port before. Contrast that with the requirements of physically plotting a line on a paper chart. The ECDIS steadily scrolls through as the passage progresses revealing what is (hopefully) to come around the next bend. Throw the received pilot's passage plan into that scenario and imagine the reality of what can happen. When the navigator leaves the ship to go home what's to stops him from downloading all the plans and using them on his next ship or even selling them to other colleagues?

ASSOCIATED BRITISH PORTS SOUTHAMPTON

Passage Plan Part 2

(Additional Information)

Ship's Name:

ARRIVAL Date:	DEPARTURE Date:
Berth Notes	Berth Notes
Weather Forecast Notes	Weather Forecast Notes
Tugs (Notes and sketch)	Tugs (Notes and sketch)
Traffic Information	Traffic Information
VHF Channels Checked	VHF Channels Checked
Other Notes	Other Notes

The bridge team is reminded of its duty to maintain an accurate check on the vessel's position as laid down in the ISM Code, STCW Convention, IMO Regulations & ICS Procedures Guide.
Anchors to be cleared and ready for immediate use. All vessels to tend moorings whilst alongside.
Telephone and VHF communications may be recorded for legal purposes.

Protection of ABP Pilots from Passive Smoking

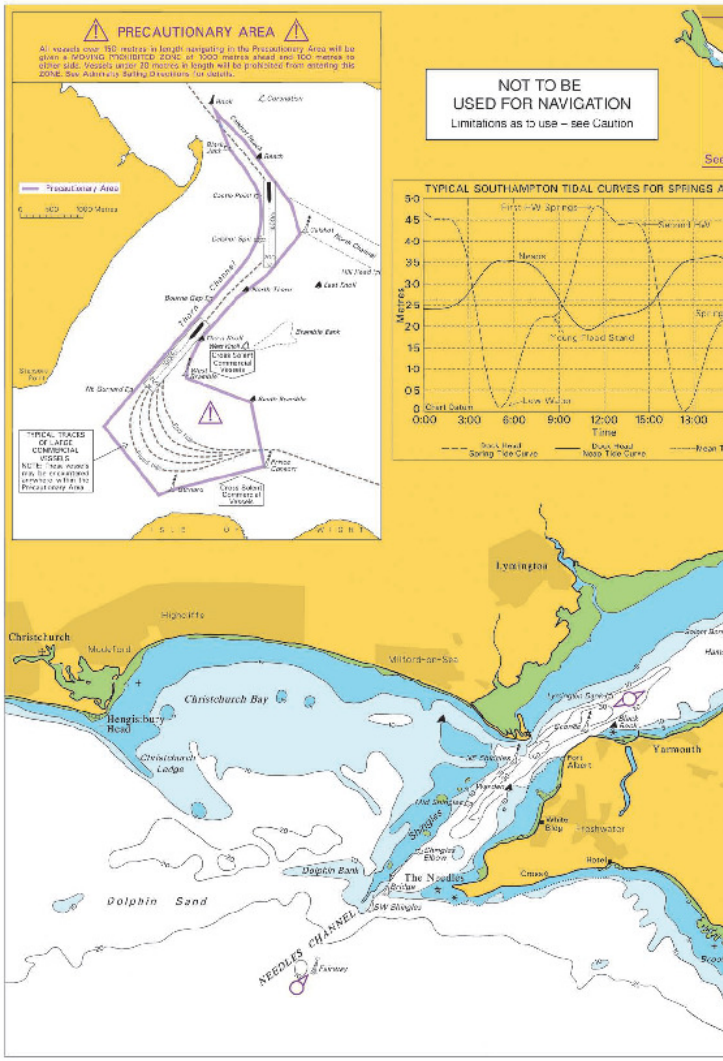
The Port of Southampton has a duty of care to its employees in regard to passive smoking, whilst they are performing their duties. Thus, it is requested that Masters, Owners, Operators and Agents of vessels employing or carrying an ABP Pilot provide a smoke free working area in those internal spaces in which the Pilot is required to work. ABP Pilots will respect all vessels' rules and regulations by smoking only in designated areas and with the Master's permission.

Please refer to the latest ABP Southampton Notice to Mariners - Safety of ABP Pilots

EMERGENCIES WHILE ALONGSIDE IN THE PORT OF SOUTHAMPTON

In the case of any emergency while alongside a berth in Southampton, the OOW should immediately contact the Emergency Services by telephoning "999" or "112" from any telephone. You will be asked which service you require - Fire, Police, Ambulance or Coastguard, and the location of your vessel. Give berth number and location. (For example, Eastern Docks, Western Docks, Fawley Marine Terminal - see charts in this document for names).
As soon as possible afterwards, Southampton VTS ***MUST*** be informed of the emergency by telephone (+44 23 8060 8208) or using VHF Channel 12 – call sign "Southampton VTS". VTS will ensure that the emergency services are guided quickly to your vessel.

Pilot's Name		Pilot's Name	
Master's Name		Master's Name	



This isn't an exaggeration since I have already seen such practices in action with a purchased CD Rom of printed passage plans for port state control inspections! So what is the acceptable, simple, safe and cost effective solution?

Pilots and port authorities in many places are already working to provide vessels with port passage information and many have information cards, chart-lets, or brochures in hard copy or digital files with useful static and sometimes dynamic information about the terminals, regulations and navigational demands.

The UKMPA, IMPA and other pilot bodies in Europe and further afield support port authorities and pilot groups examining the feasibility of making such information available in a controlled manner. Examples of where this currently available are in diverse ports such as London, Brisbane, Wellington and for small ports – Bridgewater in Somerset. Some ports have experimented with detailed plan exchanges but after thorough trials have reverted to a more traditional controlled approach, Brisbane being a good example.

"..navigation of a vessel in pilotage waters is a dynamic exercise that requires flexibility informed by local knowledge and experience."

A departure from a fixed route can therefore enhance safety and expedite the passage.

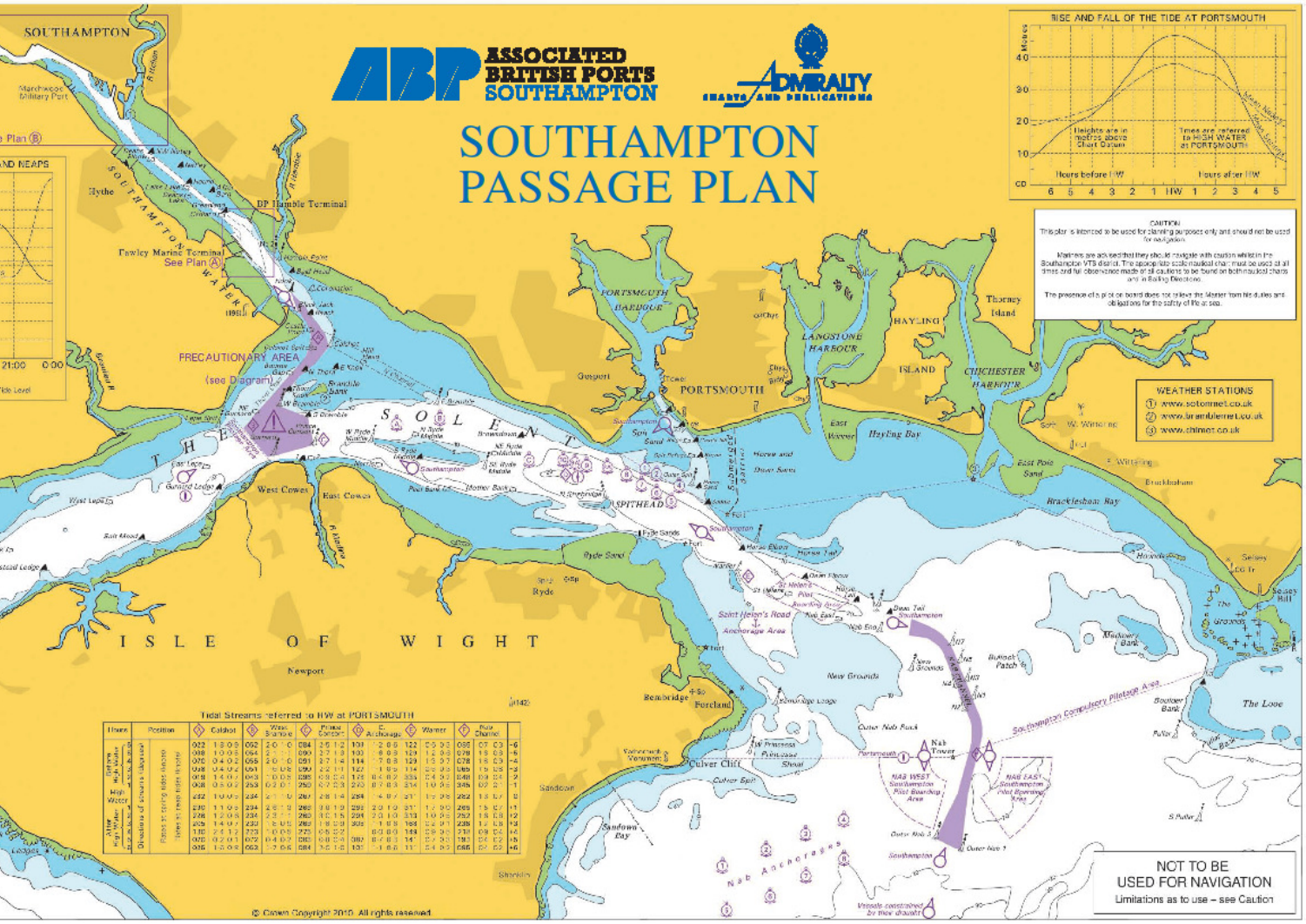
However it can not be over-emphasised that this is a completely different approach to the proposed concept of the transmission of ECDIS compatible passage plans to ships prior to their arrival or indeed departure from a port.

Conclusion

Providing up to date port specific information to a ship prior to arrival can only be a good thing but the concept of implementing a standard practise of advanced transmission of detailed pilots' plans to ships before arrival is a flawed one.

The ship is and should still be required to generate its own independent SOLAS compliant passage plan but there can be no doubt that the best place and time for gaining the shared understanding of the impending pilotage passage is on the bridge during face-to-face master-pilot information exchanges, both when the pilot boards and throughout the voyage.

Don Cockrill
Chairman of UKMPA



ASSOCIATED BRITISH PORTS SOUTHAMPTON

PHOTO

Passage Plan Part 1

W BRAMBLE TURN

Ship's Name: CMA CGM RIGOLETTO **Date:** 01ST FEB 2012 **Pilot No:**

Ship's Details		Tugs		Pilotage Details	
Ship's Agent	CMA	No. Ordered?	3	Actual Boarding Point	206
Actual Draught	14.5	Confirmed?	3	Chargeable Boarding Point	206
DWT	114 034	Tug 1 (name)	BRISTOL	Boarding Time/Date	0330 /01ST
GT	107711	Tug 2 (name)	BRISTOL	Sailing Time/Date	
NT	50109	Tug 3 (name)	FERRY	Landing Point	NAB
LOA	349.0	Tug 4 (name)		Landing Time/Date	0710 /01ST
Vessel Defects	Y (N) Description:			Berth:	SSTO ☐ PSTO ☐ Depth:

Tidal Information	
HW Portsmouth (%)	2146 1.9
LW Portsmouth 0%	0451 3.9
HW Portsmouth (%)	1926 2.0
LW Southampton (D)	2132 1.9
1st HW Southampton	0420 3.8
2nd HW Southampton	0555 3.7
LW Southampton (C)	1013 2.0

UKA	
Nab Channel	
Thorn Channel	
North Channel	
Docks	
Nab Rise at hrs	m
Minimum UKA to be expected on Passage	
Location:	m

Tidal Calculations				
	BRSTL	THRN	NAB RISE	
Time of LW	14.5	14.5	14.5	Draught
Time height req'd	(1.5)	(1.8)	(1.7)	UKA
Interval from LW	16.0	16.3	16.2	Depth
Predicted Ht of LW	12.6	12.6	13.3	Datum
Rise from LW ( )	3.4	3.7	2.9	Ht of Tide req'd
Height of Tide				Met correction
Met Correction				Corrected Ht of tide
Corrected Ht of Tide	1.9		2.0	LW height
Datum	1.5		0.9	Req'd rise ( )
Depth		2nd HW		Interval from LW
Draught				Time of LW
UKA	0342	0555	0721	~~Earliest~~ / Latest Time

Passage Times			
Inwards		Outwards	
S Nab		Berth	0345
Nab		Dock Hd	
Warner		Hook	0530
N Stur		Lepe	
P C		P C	0555
Lepe		N Stur	
Hook		Warner	
NW Net		Nab	0720
Berth		S Nab	
Radio Channels Checked			(Y) N
Weather Forecast			
Discussed? (Y) N		Attached? (Y) N	

Hours	Calshot	West Bramble	Prince Consort	C Anchorage	Warner	Nab Channel	Hours	
6B	022° T 1.8	052° T 2.0	084° T 2.5	103° T 1.2	122° T 0.6	085° T 0.7	6B	
5B	038° T 1.0	054° T 2.1	090° T 2.7	109° T 1.6	129° T 1.2	078° T 1.6	5B	
4B	070° T 0.4	056° T 2.0	091° T 2.7	114° T 1.7	129° T 1.3	078° T 1.8	4B	
3B	058° T 0.4	051° T 1.6	090° T 2.2	127° T 1.1	114° T 0.5	065° T 1.5	3B	
2B	019° T 1.4	043° T 1.0	096° T 0.9	176° T 0.4	335° T 0.4	048° T 0.9	2B	
1B	008° T 0.5	253° T 0.2	259° T 0.7	270° T 0.7	314° T 1.0	345° T 0.2	1B	
HW	232° T 1.0	234° T 2.1	267° T 2.8	284° T 1.4	311° T 1.5	282° T 13.3	HW	0451
1A	230° T 1.1	234° T 2.6	268° T 3.8	288° T 2.0	311° T 1.7	265° T 1.5	1A	0551
2A	226° T 1.2	234° T 2.3	269° T 3.0	294° T 2.0	313° T 1.0	252° T 1.6	2A	0651
3A	205° T 1.4	230° T 1.8	269° T 1.8	306° T 1.1	168° T 0.2	236° T 1.2	3A	0751
4A	180° T 2.4	223° T 1.0	275° T 0.5	Slack	149° T 0.9	218° T 0.9	4A	
5A	070° T 0.2	072° T 0.4	083° T 0.8	087° T 0.7	141° T 0.7	193° T 0.4	5A	
6A	025° T 1.6	053° T 1.7	084° T 2.0	101° T 1.1	111° T 0.4	095° T 0.4	6A	

Comments / Attendance / Detention / Defect Details 8c ← 1.8
NAB ✓ 0.7

We confirm that Southampton Passage Plan Parts 1 and 2 have been discussed and agreed. Master's Name

Pilot's Name Signature

Signature First Pilot ☐ (or) Assistant Pilot ☐

WHITE: VTS COPY YELLOW: PILOT'S COPY PINK: MASTER'S COPY

Response to "Passage Planning & The Pilot : Don Cockrill"

Captain Cockrill's article and conclusions on advanced passage plans is spot on. It is not insignificant that I rarely board a ship with ECDIS that does not also have a paper chart on the bridge. When the master and I go through the Master Pilot Exchange it is the paper chart that we are standing over, not the ECDIS.

Every port is unique in particulars be they geographical, physical, technical or environmental…to identify just a few. We understand the desire on the part of authorities to see shipping ports as "Air Ports". If certain policies and procedures work at international airports why wouldn't broad policy and procedures work between international sea ports?

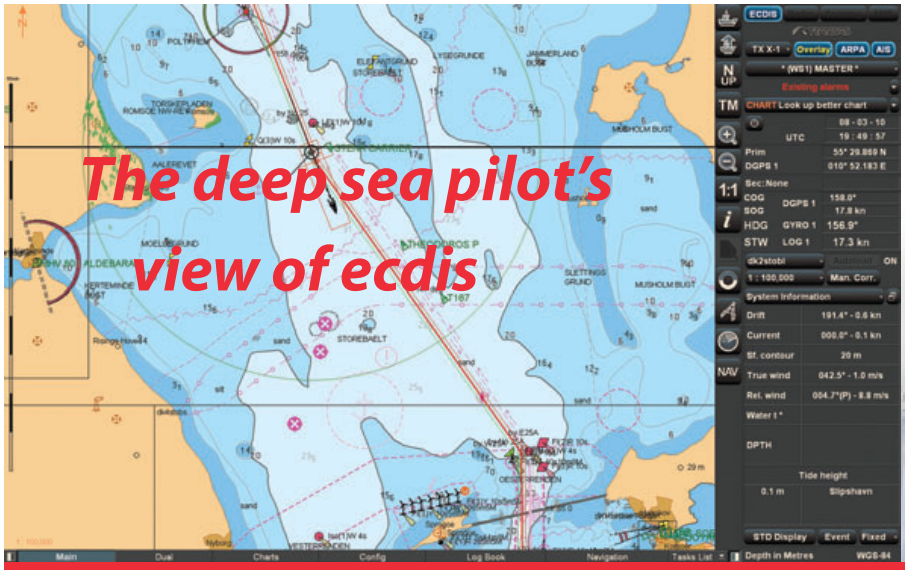
The operation of international airports regarding commercial aircraft landing and taking off is very similar relatively. Not so between international sea ports. Each port in the world is unique and has significant unique challenges. That is the very reason ports have always required local qualified pilots to bring ships safely in and out. Otherwise ship's pilots could be like airline pilots…the captain would simply "land" and 'take off' from each sea port on their own. As a majority of masters at sea know that would be folly. Even as a 22 year pilot I would not think it safe for me to pilot the same vessels I have for 22 years in another port I was not a licensed pilot in. That is the dramatic difference between air ports and sea ports. Sea ports are unique from one to the other.

Captain Cockrill is correct. The best place and time to gain that unique port information is during face to face master pilot exchange on the bridge.

Captain Grant Livingstone

ADVERTENTIE SEASAFE

ECDIS



The deep sea pilot's view of ecdis

" one of the major challenges of ECDIS implementation is the need for the development of a different mind set"

All British deep sea pilots have a minimum of five years' command experience, hold a valid Master Mariners certificate and are licensed annually by Trinity House. They are employed on a voluntary basis by ship owners who value the contribution to safety of navigation that pilots can make. This contribution is particularly appreciated by the Masters of container ships and car carriers who, because of their fast port turn round times and number of ports during a typical European schedule, would have problems complying with hours of rest regulations.

However, all types of vessels, including tankers, bulk carriers and passenger, regularly use our services to help mitigate fatigue levels and assist with passage planning.

Deep sea pilots are only allowed to operate outside of mandatory pilotage areas, and as such we normally "take the con" of vessels between the pilot stations.

We have a unique view of how bridge teams operate away from the view of Port State Control, away from the view of the office and also subtly when the Master is not on the bridge.

One of the major challenges of ECDIS implementation is the need for the development of a different mind-set. Traditionally all navigators were taught to always have the largest scale chart available on the chart table. Unfortunately because of the minimum size of monitor allowed (270 mm x 270 mm) this concept must be re-evaluated. One advantage of paper charts is that it is possible to look beyond the boundaries of the passage plan to get an overview of the area being transited.

Because of the reduction in sea time with which an OOW can now hold a certificate, there is often a lack of background knowledge and experience. For example, I witnessed one second officer put the position on the paper chart (as required by the SMS) by transferring a range and bearing of an aid to navigation straight onto the paper chart from the ECDIS.

Previously any junior officer could have referred to a senior with questions about "navigation issues". In my experience that is no longer the case.

Many of the initial causes for concern with regard to ECDIS implementation were answered with the statement that the problems would be overcome by proper training.

Unfortunately many training providers do not have practical hands-on experience of using equipment on board. When monitoring internet forums about ECDIS, I have been amazed by some of the questions asked by "ECDIS trainers", one example being "why can't we use ARC charts for ECDIS?" I have yet to come across an officer who can show me how to plot position lines onto an ECDIS.

Many new build vessels from the Far East are fitted with full ECDIS systems, but all the ones I have worked on still rely on "paper charts" as the primary navigation source. It is usual to see fully compliant ECDIS monitors supplied with a homemade laminated instruction "For reference only" or "For training purposes only".

The need for generic and type specific training for ECDIS is well documented, but in my opinion the marine industry (with the exception of manufacturers) will rue the lack of standardisation of equipment. The adoption of at least an "S-mode" or default setting is so glaringly obvious.

Unfortunately the "Nintendo generation" place a total trust on the information shown on the screen, not appreciating that the information displayed is only, at best, as accurate as the source data used for paper charts.

Capt Kevin Vallance MNI

Licensed Deep Sea Pilot

Member of UKMPA Technical & Training Committee /

UK Participant Member of the EMPA e-Nav Working Group

Source : Witherby Seamanship International Special Report / July 2012

Pilot Ladder Safety

RIGGING OF COMBINATION ARRANGEMENTS

by Capt. Kevin Vallance
North Sea Pilot

AS A RESULT OF my involvement with UKMPA technical and training committee and through attending United Kingdom Safety of Navigation meetings, I was well aware of the excellent and very much needed work being done by IMPA with regard to amending Chapter V of SOLAS, with regard to Pilot transfer arrangements.

These efforts came to fruition in November 2011 when IMO Resolution 1045 was adopted. This resolution came into force in July 2012 when the new "Required boarding arrangements for Pilots" poster also came into effect.

My particular interest for present discussion is about the arrangements for boarding and disembarking from vessels where the freeboard is greater than 9 metres, where no side door is available.

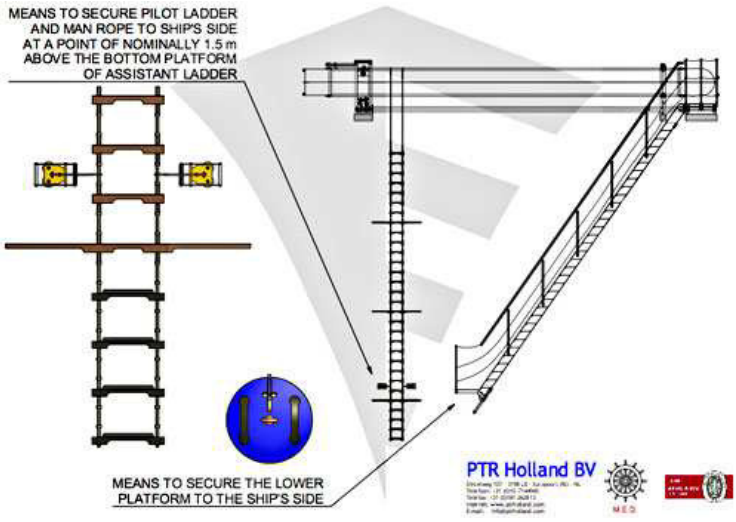
The new resolution is very clear about the use of the accommodation ladders for this purpose in combination with the pilot ladder:
3.3 .2 *" When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ships side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ships side ……..".*

Furthermore reference is also made to securing of the Pilot ladder:
3.3.2.1 " when a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and manropes to the ship's side at a point nominally 1.5 m above the bottom platform of the accommodation ladder.
In my naivety I had assumed that when the new regulation came into force there would have been a relatively short lead in time before all vessels to which it applied would have to comply with the new requirements.

Unfortunately, this is not the case as the Regulation 23 states:
1.2 *"Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organisation.*

In practise this means that any equipment fitted before July 2012 does NOT have to comply with the new regulation.
The previous version of SOLAS V states:
3.3.2 *" When in use, the lower end of the accommodation ladder shall rest firmly against the ships side"*

In the early autumn of 2012 I was obliged to leave an unladen tanker of 22 metres freeboard before she proceeded for a stay at anchor awaiting her berth. The vessel was on her maiden voyage and all equipment was assumed to be in good order. The disembarkation took place at short notice off a small port on the North East coast of England. The weather conditions were perfect with only light winds and no swell. Because of the certified working area of the pilot boat, the tanker was obliged to proceeding to less than 3 miles off the port before altering course to the North away from the coast.



A combination ladder arrangement had been prepared for my disembarkation and I was slightly surprised to find that neither the accommodation ladder nor the pilot ladder was secured to the vessels side. As I proceeded down the accommodation ladder it started to swing very slightly away from the ships side. After transferring to the pilot ladder during my climb-down there was a very definite movement of the ladder away from the ships side, which was not pleasant.

It was after this very uncomfortable disembarkation that I made further investigations about the requirements of SOLAS V Regulation 23 and there application.
In a letter to the MCA from May 2012, the International Chamber of Shipping response to a question regarding the amendments too SOLAS states:

Practically, we cannot see as to how this can be safely achieved. For example- if the ladder needs to be rigged at various levels dependent upon the trim and draft of the vessel, this would mean that the securing point(s) on the hull must be variable too.

In our view, inset securing points for such a variable arrangement would be:
a) impractical to achieve and thereby impossible to comply in reality and,
b) the hull side will also not remain smooth/flat free of protrusions to avoid other issues (e.g. fouling of fenders etc).

If the Chamber had made even a cursory investigation on the internet they would have been aware that a number of systems are widely available at reasonable cost, without the need to make alterations to the ships side structure.

When I made an enquiry to the company safety officer of one well known ship Management Company if they had considered using either magnetic or suction pad systems for securing combination ladder arrangements, he replied:

"We had considered using the JMAC Yellow Mag systems but considered it was not suitable because most of our gangways are constructed from aluminium"

PTR Holland Hull Magnet

Again if they had investigated properly they would have been aware that the magnetic pad is attached to the ships side and the accommodation ladder is then lashed to the securing point.

During a recent telephone conversation with the acting head of the MCA Safety branch about the possibility of either an update to the relevant Statutory Instrument or the issuing of a Marine Guidance Notice, (which I know was under preparation), he told me he would make enquires and phone me back. His comments during the discussion did mention:

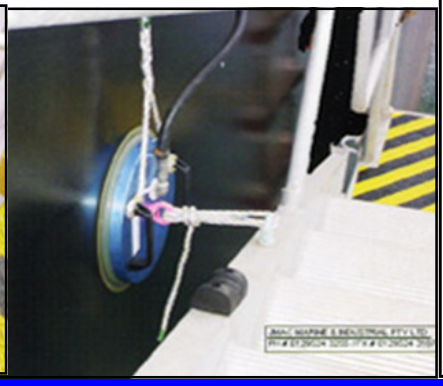
" We have concerns about the safety of crew on board a vessel having to secure the accommodation ladder to the ships side when overboard at sea".

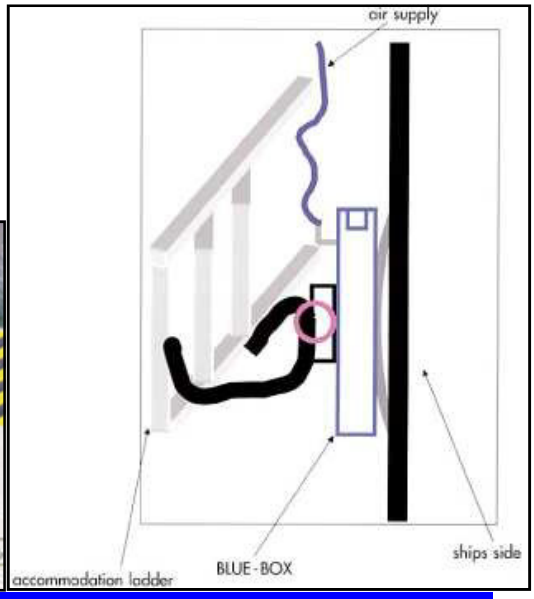
I fully accept that rigging a pilot ladder, and if required the accommodation ladder, to be used in conjunction with it can be a potentially hazardous procedure. But it must be accepted that it is also a potentially tricky manoeuvre for a pilot to transfer from a pilot ladder to an accommodation ladder if the two are not safely secured. If a risk assessment carried out by the vessels decides that it is not safe to rig a combination ladder, then surely this will act as a further safety check for the pilot.

The acting head of safety at the MCA never returned my call.

Unless my understanding of the situation is completely in error, any vessels whose pilot transfer system where installed before July 2012 will be legally allowed to operate with freely swinging combination system for the remainder of their working life.
There have been a number of tragic accidents where seamen have been injured or even killed when rigging pilot ladders but we must not allow this to cloud the issue, each time a pilot uses a pilot ladder he is totally reliant on the competence of someone else rigging the ladder, anything that can be achieved to make the transfer of pilots safer MUST be done.

Many newer PCC's and container ships have been constructed with side doors which mean that they are no longer required to rig combination ladders. Although requiring all vessels to be constructed this way may be unattainable, surely requiring all vessels to be supplied with arrangements to allow the securing of combination ladders to the ships side cannot be asking too much.





'BLUE BOX' from JMAC MARINE & INDUSTRIAL

The "Blue Box" suction pad is used to secure the bottom of the accommodation ladder to the ship's side and insures the accommodation ladder rests firmly against the ships side in a cost effective, safe and practical manner.

The "Blue Box" operates from free supplied deck air at 6-7 Kg/cm2 the unit is made from non ferrous materials therefor is resistant to corrosion, it is light weight at approximately 6 kgs, can be stored easily, is portable and robust. This simple device can solve many problems associated with high free board vessels and is an added safety device which may save injury to pilots and crew alike.

The unit can also be used for other applications where a point of attachment is required on any flat surfaces, it can also be used as a lifting device where no attachment point is available, i.e. lifting steel plates etc.

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Legal Case

Does the shipowner pay for state negligence?

Introduction

In Norway, as in many other countries, a pilot is considered the servant of a shipowner, and the shipowner is held responsible for any loss or damage arising as a result of the pilot's negligence. Notwithstanding this general principle, some grey areas exist where the rationale for holding the shipowner responsible can be called into question.

Pilotage services in Norway are operated by the Coastal Administration. In addition to supplying pilotage to vessels in Norwegian waters, the Coastal Administration is also responsible for recruiting, educating and certifying all state-employed pilots.

Although the rule on liability relating to pilots is relatively clear, the waters may be muddied where the loss or damage results from:

- an error that the pilot committed before boarding the vessel
- a failure by the state to organize and operate the pilotage services in a safe manner.

In such cases questions arise as to whether the shipowner can hold the state liable.

Legal basis for state liability

The legal basis for state liability is Section 2(1) of the Tort Act. According to this provision, the state is liable for public servants' negligent or willful acts or omissions occurring in the performance of their duties. This includes pilots employed by the Coastal Administration. However, the state will not be considered responsible for errors that the pilots commit while piloting the vessel, because during this period pilots are considered to be the shipowners' servants (Section 24 of the Pilotage Act).

Stella Altair

There has been only one significant case in Norway where liability was imposed on the state for loss or damage caused by the pilot services – the Supreme Court decision in *Stella Altair*. In this case, British trawler *Stella Altair* grounded north of Harstad, Norway on February 2 1964. The incident occurred because the pilot dispatcher had neglected to inform the vessel that the pilot that it had sent onboard was in fact only a local mariner, lacking the necessary qualifications to conduct pilotage. The shipowner and insurers filed a claim for damages against the state. The majority of the Supreme Court found that unless otherwise informed, the shipowner had a right to expect that the pilot was fully qualified. Consequently, the Supreme Court held the state liable (however, the damages were reduced by half due to contributory negligence on the shipowner's part).

Rocknes

The most recent court decision concerning state liability for pilotage is the Borgarting Court of Appeal's decision in *Rocknes*. In this case, the rock-dumping vessel *Rocknes* hit a shallow and capsized in Vatlestraumen near Bergen, Norway on January 19 2004; 18 seamen lost their lives. The shallow had been discovered by the Norwegian Hydrographic Service several years before, but had not been notified to vessels (or pilots) through the ordinary channels (by issuing a notice to mariners). The question was whether the state could be held liable for negligent acts or omissions on part of the Hydrographic Service, the Coastal Administration (as the pilot's employer) and/or the pilot himself.

The shipowner argued that:

- the Hydrographic Service was negligent by not issuing a notice to mariners about the newly discovered shallow
- the Coastal Administration was negligent in failing to ensure that the pilot had sufficient knowledge of the relevant fairway to pilot the vessel safely (including by using the latest chart on which the shallow was drawn)
- the pilot was negligent by failing to update his knowledge of the fairway based on the latest chart before boarding the vessel.

Although the court of first instance held the state liable, the appeal court dismissed the claim and found in favor of the state. The appeal court held that neither the Hydrographic Services, the Coastal Administration nor the pilot had been negligent. In particular, it was not considered negligent to omit the notice to mariners and merely update the chart eight years later, without specifically highlighting the new shallow, although on the chart (1:50,000) the new shallow was difficult to notice. It was not considered relevant that the failure to issue the notice to mariners resulted in the shallow not being marked in the latest chart used by the vessel, which based its changes on notice to mariners.

Further, it was not considered relevant that the lack of a notice to mariners had caused the pilot to be unaware of the shallow before boarding the vessel, since the Hydrographic Service had failed to inform the Coastal Administration of its findings.

The appeal court held that the Coastal Administration could not be expected to instruct pilots on how to update their knowledge or to provide them with the latest charts, as this was a matter for each individual pilot.

The appeal court also held that the pilot was fully qualified and therefore any errors that he made during pilotage were the vessel's responsibility. It did not matter that the underlying root cause had occurred before he boarded the vessel.

Comment

The *Rocknes* case suggests that shipowners are responsible for all errors in pilotage, even those that can be attributed to the pilot having insufficient knowledge to navigate the vessel safely in a manner to be expected.

Such a state of affairs places an unreasonable burden on the shipowner, since it assumes liability for risks outside its control. The shipowner pays a fee for pilotage and cannot choose which pilot to use. It is not unreasonable for the shipowner to expect that the pilot is not only formally qualified, but that he or she also has the necessary and updated knowledge about the relevant navigable waters.

However, as this case was decided by the appeal court and as there is no judgment yet from the Supreme Court, the issue is still up for debate.

Source : International Law Office - 18/04/2013

State Board pursues case against Bay Bridge Pilot

A STATE BOARD unanimously voted to take action to suspend or revoke the license of the pilot of an empty oil tanker that sideswiped the San Francisco-Oakland Bay Bridge in January. The California Board of Pilot Commissioners decided to file a formal accusation against the pilot after a committee investigated the Jan.7 incident, found pilot error and recommended disciplinary action against him.

The case now goes to before an administrative law judge, who will hold a trial to hear evidence and determine whether the pilot should have his pilot's license suspended or revoked. The Board will then vote on whether to accept the judge's ruling.

The Board also voted to temporarily suspend the pilot's license until the case is resolved "to protect the public interest". The judge is required to hold a hearing within 40 days.

The pilot was in control of the 752-foot **'Overseas Reymar**' when the oil tanker hit a western-span tower of the bridge, resulting in 220.000 USD in ship damage and as much as 1.4 million USD in damage to the bridge.

The committee concluded the pilot lost situational awareness, failed to communicate effectively with the crew, became "complacent" and didn't use all the human and technical resources at his disposal during the incident.

The pilot lost awareness of what was happening around him and how information, events and his own actions impacted his objectives," the panel's report said.

The pilot committed misconduct because he did not use "ordinary care of an expert in his profession" when manoeuvring the vessel, the report concluded. At Thursday's hearing, the pilot's attorney did not dispute the facts in the committee's report but said the pilot met the standards of his profession in difficult circumstances.

"The standard is not perfection, but reasonable care of a skilled pilot. Furthermore, a pilot should not be judged by 20-20 hindsight," the attorney said at Thursday's hearing.

A message left at the pilot's home was not immediately returned.

The report found that the pilot changed course shortly before the collision because of reduced visibility and the discovery that a radar beacon between two towers of the bridge was not working.

The tower's wooden fenders were damaged in the crash, but the bridge remained open to vehicle traffic. No one was injured and no fuel was spilled.

The pilot was rested and had been off-duty for 39 hours before boarding the tanker at 10.30 am, about an hour before the crash, according to the report. The pilot and the crew tested negative for alcohol and drug use, according to the Coast Guard, which is also investigating the the incident.

Since 1850, state law has required bar pilots to guide every large vessel in and out of the San Francisco Bay and other Northern California waterways. The law has created an elite cadre of 50 to 60 highly skilled ship captains who earn an annual income of about 450.000 usd, which is set by the state commission and paid entirely by the ship owners.

It's fairly rare for a bar pilot to have his or her license suspended or revoked, said David Russo, an attorney for the pilot. The pilot, who was first licensed as a bar pilot in 2005, had lost his pilot's license between Nov.9, 2010, and JAN.11,2011, after going on medical leave, board records show.

Records also indicate the pilot was involved in three previous accidents, including one in which a ship he was piloting damaged a dock in Stockton in 2009. He was held responsible for two and ordered to undergo more training.

It was the second time since 2007 that a large vessel controlled by a local pilot struck the Bay Bridge. A cargo ship operated by Capt. John Cota hit the bidge on a foggy morning in November 2007, spilling 53.000 gallons of ooil into the bay.

Cota pleaded guilty to two misdemeanors environmental charges and was sentenced to 10 months in prison. The companies that owned and operated the cargo ship paid a combined 60 million USD to settle lawsuits and criminal charges.

Source : RoadRunner, 6 April 2013

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