EMPA

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Cover : Genova pilot Alessandro Pollio.

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EDITORIAL

Our Public Service

Safety at sea is in the backbone of every maritime pilot. Almost without thinking about it, we acknowledge every day we go to work that the task of contributing to safety is our overarching primary task. We also acknowledge that we are doing this on behalf of our local and national society, as a service to the public.

Strangely enough, however, this wisdom is something that is not shared by everyone. Some, mostly people who have no maritime background nor insight whatsoever, and who typically earn their living by shuffling papers between office desks, seem to believe that pilotage is a business enterprise: An enterprise that will best function in a commercial market. Hence, time and again, proposals are put forward to subject our profession to commercial market philosophies.

Maybe are these bureaucrats confused, and mix up the profession of maritime pilots with other professionals in the transport industry who also have to adhere to safety standards during their work? Maybe they think that the job of a pilot is limited to the task of sailing a ship safely from A to B? Maybe they don't understand that in addition to the basic navigation and ship-handling skills that this requires, the pilots' competence encompasses how to communicate safety-critical advice to bridge teams of different nationalities and cultures? And that this safety critical communication and quality assurance is carried out on behalf of society during every single act of pilotage, and requires a high degree of integrity?

Throughout the long and extensive legislative process that has been going on in the EU with the Ports Policy dossier the past years, it has fallen on the shoulders of EMPA to explain this fundamental wisdom to European lawmakers and involved stake-holders. Today I am pleased to conclude that our endeavours have been fruitful. There exists now a broad understanding of the special public service role of maritime pilotage, both among the European politicians and in the office buildings in Brus-sels and in most capitals of Europe. This is clearly recognized in the text of the new regulation that was the subject of final Trilogue negotiations among representatives of the legislative institutions of the EU on 27th of June.

The following justification, which we can find among the preparatory works of the EU plenary reading on 8th March illus-trates this very well:

> ***"Pilotage provides an essential and unique service to the shipping industry, which if open to competition would jeopardize maritime safety and security, the protec-tion of the environment and the efficiency of ports."***

When the Ports Regulation is to be implemented in the EU member countries in the months and years to come, it is im-portant that this clear and wise guidance by the EU lawmakers on the public service role of maritime pilotage is made known and respected.

By acknowledging that pilotage is a public service, we also acknowledge the responsibilities that this entails. No pilot repre-sents himself only, but rather our joint profession and the society. As a public service, the society is depended on pilotage - but likewise; pilotage is also depended on the society.

With this as a background, it has been frightening to witness the frequent attacks that cruel terrorists have launched on the civil society in many EMPA member countries during the past years. For me personally, it has been heartbreaking to learn about all the innocent civilians being killed just outside the entrance of the hotel that I have frequented so many times dur-ing my travels to Brussels, at the airports that I have travelled through so often in Brussels and in Istanbul and in the bustling city streets that I have learned to love and appreciate in France, Belgium and Turkey.

These cruel criminals seek to frighten and terrorize the civil society, so that we change our way of life and forget our liberal, western values.

We shall not let them succeed!

Stein Inge Dahn
President of EMPA

EU Ports Regulation agreement

PRESS RELEASE: *29th June 2016*

European Pilots welcome EU agreement on new Ports Regulation

On Monday the 27th of June 2016, representatives of the legislative institutions of the EU successfully reached an agreement on the new Port Services Regulation. This legislation will establish a framework for the provision of port services and financial transparency of European ports.

EMPA, The European Maritime Pilots' Association, welcomes the well balanced and coherent conclusion of this extensive legislative process. We believe that the new Regulation will turn out to be an important legal structure for further sustainable growth and development of the important European Ports- and Shipping industries.

We commend the wise and solution-oriented approach that has been demonstrated by the European Parliament's Rapporteur, Mr. Knut Fleckenstein and his staff, the Shadow Rapporteurs, by the Council, the Cabinet of Commissioner Bulc, and by the DG MOVE. EMPA also commends the fruitful co-operation with our sister stakeholders' associations in the European maritime cluster during this process.

An important and clear signal that was given by the European Parliament at its plenary decision on 8th March this year, is that Maritime Pilotage, due to its public service obligations, should not be subject to market access philosophies. The outcome of the trilogue respects this important signal, which is well illustrated by the following justification:

> ***"Pilotage provides an essential and unique service to the shipping industry, which if open to competition would jeopardise maritime safety and security, the protection of the environment and the efficiency of ports."***

EMPA fully concurs with the Port Services Regulation's common rules on training, on financial transparency, and on port service and infrastructure charges.

For further information, please contact:

Capt. Stein Inge Dahn, EMPA president, tel: +47 951 90 582
Capt. Dirk Vael, EMPA secretary general, tel: +32 478 602730

EMPA, The European Maritime Pilots' Association, is a professional, non-profit organization which represents about 5.000 maritime pilots from 25 European countries, regrouping member countries' associations of maritime pilots from the Baltic Sea, the North Sea, the Atlantic Ocean, the Mediterranean and the Black Sea.

Pilotage is a mandatory public service, strictly regulated by the States, related to maritime safety, efficiency and protection of the environment. The pilots are specialists who assist the captains of vessels in ports and their approaches by bringing them not only independent knowledge of the local maritime conditions and operational practices but also their daily extensive experience of navigating ships in restricted waters. They optimize thus, in an efficient way, the traffic flow and the operation of port facilities while ensuring the control of risks inherent in sailing ships in sensitive coastal areas.

Full page Hansen protection

IN MEMORIAM

It is with the greatest sadness that we have to inform you of the passing of Sissel Dahn on the 25th of May 2016.

Sissel, who was the wife of our President, Stein Inge Dahn, had been struggling with an aggressive cancer.

Our condolences and thoughts are with our President during this difficult period.

The funeral was attended by Dirk Vael (SG) on behalf of EMPA and the EMPA Board.

The Move to Brussels

I'm happy Claire and I are here with you today. It could have been worse.
On Tuesday the 22nd of March during the terrorist attacks we were not in Brussels. The day before I decided not to go to the office as I had some meetings elsewhere.

The location of our new office is fantastic, in front of the Flemish and Belgian Parliament, 75 m from the residence of the Prime Minister, our left neighbor is the French Embassy and the American Embassy is 150 m on the other side. The Maalbeek' metro station, severely attacked by the Islamic terrorists, is 350 m from our office.
These are the advantages of the EMPA headquarters. But the last weeks we realized that it also means we have to take into account that even there, heavily protected by the army, atrocities can take place, as we have seen elsewhere in the world.

But, now back to the move to Brussels

Following the demand of a lot of Member Associations in the process of the modernization of our association - and with the consent of previous General Meetings - the board decided to move the office from Antwerp to Brussels.
As you all know we found an opportunity to move into a building in Brussels were amongst others, the European Community Ship-owners Associations (known by you all as ECSA), the Norwegian Ship-owners association, the German Ship-owners association, the Danish ship-owners association and the cruise ship-owners association have their offices. And were the European Tug owners Association (ETA) has its post address.
When I got the green light from the Board, it was my intention to realize a basic move in a first phase within a limited budget.
I had to keep in mind following goals :

It had to be in Brussels
In the European Community area
With an easy accessibility
Keeping in mind the organization of future meetings (Board, COP, GM and meetings with third parties)
And last but not least, as I mentioned before, within the budget.

For me communication, internal and external, is very important. This is the reason why I contacted our IT specialist to make a proposal for installing all communication material, keeping in mind that what was still valuable had to be re-used in Brussels.
I started in the summer our move from Antwerp to Brussels. I did this together with Claire, it was a hell of a job. We succeeded to accomplish our work before the Board of Directors this year, together with our annual New Year's reception on the 12th of January.
All of this was completed within the budget,
We managed to have an lucrative contract for renting our office,
which includes :

all charges
insurance
heating
electricity and water
taxes and office cleaning
co-sharing of the kitchen
use of the bathroom
use of the main meeting room (capacity of 44 persons)
and the small meeting room (10 persons)

As you can imagine, this location, with these exceptional conditions in the capital of Europe, is unique.
I want to emphasize also the very good co-operation with the ECSA staff.
You all realize that the move to Brussels is for me and Claire a big change in our functioning. I agreed with the Board that I will make every three months an evaluation of the new situation.
To my opinion, the process of modernization of EMPA is not finalized and will be a continues process.

Dirk Vael
EMPA Secretary General

Antwerp, 21 April 2016

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IMO Recognition for Italy

INTERNATIONAL MARITIME ORGANIZATION

SECRÉTAIRE GÉNÉRAL | SECRETARY-GENERAL | SECRETARIO GENERAL

21 April 2016

Captain Danilo Fabricatore Irace
President
Federazione Italiana Piloti dei Porti
Via Monte Fiore 34
00153 Roma
Italy

Dear Captain Irace,

I am writing to you in relation to the work carried out by your Association in support of operations to rescue and disembark irregular migrants travelling by sea in the last years.

Italy has been actively engaged in alleviating the tragedy of irregular migration by sea and hundreds of thousands of people have been gathered and rescued by naval and coast guard units, who have tirelessly worked for the rescue of these human lives during these past years.

The contributions of a range of organizations have been very significant and essential to the success of the operations, and I refer, in particular, to the assistance provided by your Association in the mooring and landing operations at Italian ports of the boats and ships carrying rescued migrants on board. The selfless assistance provided by the pilots in the ports has been of great value and has substantially contributed to the success of such operations.

Therefore I would appreciate if you would convey my deepest appreciation and that of the International Maritime Organization to the members of your Association for the extraordinary work accomplished.

With best regards,

Yours sincerely,

Kitack Lim
Secretary-General

SHIPPING

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The unmanned ship according to MUNIN

It is obvious that sensor and control technology is advancing towards full automation in many transport means. Driver assistance systems in cars, unmanned Google cars and automatic subway systems such as Dockland Light Rail in London, Copenhagen Metro and others, testify to this. A reasonable question is how these developments will affect merchant shipping. On the one hand side, low cost sea transport is a prerequisite for the world economy and increased automation is perceived to be an important cost saver. On the other side, ships are large and consequences of accidents severe, so can we trust computers to operate ships safely and effectively? The MUNIN project has investigated these and related questions and may give some answers."

Why unmanned ships?

The EU published a white paper on transport in 2011 that highlights four areas within transport that are prioritized by the EU. In all four areas, unmanned shipping can contribute significantly to reaching EU's goals.

The strategic importance of shipping in EU and international transport: Ships transport more than 80% of international trade, 90% of EU's exports and imports and 90% of EU's liquid fuels. Ships play a crucial strategic role in EU's transport systems and are vital for developing nations' economic growth. Ship transport is literally the lifeblood of the world. Unmanned ships can contribute to more cost effective and sustainable transport and will help to keep transport costs low.

Reduction of environmental impact: Energy savings and, hence, greenhouse gas emissions from fully unmanned ships can be reduced in several ways. This is in part from removing the crew life support systems and related energy consumption, e.g. from the hotel section and crew safety systems. More space for cargo will also contribute to increased efficiency. No crew also enables structural improvements of the ship, e.g. reduced wind drag in the superstructure as well as increased optimization of ship speeds and heading as crew welfare need not be taken into account. In addition, crewless ships enable the design of completely new ship types and transport systems that can make waterborne transport much more competitive compared to trucks. This will help transferring road transport to less energy demanding waterborne systems as well as reduce congestion on roads.

Increased safety: Safety will be increased substantially just by removing the crew from a dangerous working place. In 2014 it was reported that per person-year, shipping was about 13 times as dangerous as working in land based manufacturing industry. In addition, EMSA reports that more than 40% of ship incidents are caused by various technical malfunctions and that human errors are involved in about two third of all incidents. Ship accidents often have major environmental and economic impacts and it is a primary European objective to reduce or preferably altogether remove these accidents. Unmanned ships have more reliable technical systems, as no crew are on board to repair. Improved sensor systems and computer systems that do not tire of continuous lookout will improve accident statistics further.

Industrial growth in Europe: Europe is a high cost region, but we have arguably the world's most advanced shipyards, equipment manufacturers, ship operators and crews. Unmanned and autonomous ship require highly advanced technical systems and human expertise. Thus, they are ideal for Europe. Unmanned and autonomous ships will create completely new business models and will create opportunities for Europe to take an even larger share of the international shipping market, in terms of equipment and shipbuilding as well as operations.

Will all ships be unmanned?

There are some seemingly obvious constraints for the realization of unmanned ships. These include, e.g. sensor technology, safety-verified automatic navigation systems, legal and contractual frameworks and the dangers from piracy. However, the studies undertaken in MUNIN show that these issues are manageable. Technical developments are needed, but there are no basic obstacles. Legislation, liability and insurance are complex issues, but one can find short-term solutions by using bilateral agreements between the involved parties. Piracy is probably less of a problem for unmanned ships as all spaces are completely enclosed and difficult to access. No crew also means no ransoms. The issues that we believe may be much more restrictive for the deployment of fully unmanned ships are perhaps less obvious.

Maintenance and repair: A fully unmanned ship has no crew to do regular maintenance or repairs on the technical systems. To avoid costly off-hire, maintenance and repair will mostly have to be performed during short port stays. This is a dramatic change from today's ships and require new solutions for system monitoring, maintenance planning and repairs. In addition to increased instrumentation and monitoring of the systems, it may typically include fully electric propulsion with generator sets on deck and rapid replacement in port. It may also preclude the use of heavy fuel oil as that normally requires manual interventions during the voyage. All critical systems should be redundant to avoid that single faults stop the ship. This will increase the cost of the ship.

Cost-effectiveness: Today's ships represent a substantial capital investment and cost-effective solutions are prioritized to survive in a highly competitive market. Unmanned ships need to be at least as competitive as today's manned ships. Reducing crew costs and removing the hotel section may not be sufficient. Additional costs for improved technical systems, shore control centres and higher grades of fuel can negate many of these gains. Thus, all technical solutions for unmanned ships need to be as cost-effective as possible. The ship also has to be purpose-designed to maximize the benefits of having no crew on board, e.g. remove the hotel section and crew safety systems, optimize hull and cargo spaces etc. One will also have to optimize the sharing of responsibilities between shore control centre and the unmanned ship to trade off staffing at shore with complexity of on board automation. It is probably better to design for direct remote control during complex voyage phases such as port approach and berthing and only use fully autonomous operations in less congested and complex fairways.

Infrastructure: Unmanned ships may need increased automation for port approach and departure, pilotage, mooring, cargo handling and possibly tug support. This will require substantial investments in ports and in shore control systems and return on investments will become a problem unless one has a long time perspective on the operation. Together with the initial need for bilateral agreements between the flag, coastal and port states in which these vessels operate, these issues will preclude tramp and similar type operations as early movers towards unmanned shipping.

These restrictions will have a profound impact on the ship designs and business models. To create a cost-effective business model, the ship and its operations need to be very different from today! On the other hand, there are also new possibilities here: Full automation and no crew opens up for 24 hours per day, seven days a week operations with no or few cost penalties. New possibilities for ship designs may create new types of transport systems where the traditional economy of scale may be less important and where one may make use of alternative power sources, such as batteries.

Are there other constraints?

There are also other constraints for unmanned shipping that does not directly impact the way the ship is designed or operated.

International legislation and liability for ship operators and system manufacturers. In the short term, legislative and liability issues can be handled by bilateral agreements between the involved parties, including insurance, flag and coastal states. However, for long-term developments in the autonomous ship area, an international legal and contractual framework has to be developed. This will take time and the process has already started in UK, Belgium and other nations.

International technical standards: Technical standards and new class rules for design of systems and ships must also be developed. In the early phases one can operate with alternative and individually approved solutions, but for future and more cost-effective systems, standards are needed. This process is also underway. Many large class societies are already looking at new class rules for autonomous ships.

Rules for operation: COLREGS, VTS, pilotage, port byelaws and other frameworks for ship operation obviously need to change. This will most likely be driven by gradual implementation of unmanned and autonomous ship technology, but it is also necessary to initiate processes to do this in an internationally harmonized way.

Autonomy assisted accidents: As the introduction of radar also created "radar assisted accidents", it may be difficult to avoid that autonomy will cause some accidents that would not happen if crew were present on the ship. It will be very important for public acceptance that this type of accident is avoided or at least reduced to an acceptable minimum. Overall, we believe that unmanned ships will be safer than conventional ships, but accidents caused by autonomy itself will be a major issue for large-scale societal acceptance of the technology. This is also an argument for being careful with the level of autonomy and use a continuously manned shore control centres as backup where necessary.

Cyber security: Digital communication and computer systems will be much more crucial for safe operation of ships without crew. This requires a much more structures approach to hostile cyber-attacks and cyber security in general. This is, however, also a problem for traditional shipping as it is increasing its reliance on computers and digital communication. Several initiatives are already under way to address this problem in IMO, shipping organizations and elsewhere.

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AD NAVIGATION

What will be the future of unmanned ships?

We believe that developments towards the unmanned ships will take two distinct paths. One path will be driven by improved technical systems on board conventional ships. This includes improved sensor systems, driver assistance systems, increased shore support and so on. This is on line with current trends in high-end shipping where the use of information technology and shore connectivity is rapidly increasing. This path will probably provide much of the technology needed for unmanned shipping. The other path will be driven by deployment of fully unmanned ships in special trades where the above-mentioned constraints are less restrictive. Some examples are briefly discussed below.

Inland waterways: Small barges, possibly battery powered, is an interesting proposal as a first mover for fully unmanned ships. They have relatively low capital cost that may allow sufficient quay time for charging batteries for full electrical and pollution-free operation. They can operate on underused and relatively shallow waterways and they will require less infrastructure than larger ships. Safety problems and consequences of accidents can also be limited when the initial business cases are selected.

Highway car ferries: These ferries operate in sheltered waters on short distances, normally much less than one hour. Low activity during nights will allow time for repairs and maintenance. Investments in infrastructure can be written off over many years and there can be significant energy and time savings in automation of operations. A problem is passenger safety and evacuation support, but these issues are already being looked into by some national authorities.

Offshore supply: Supply services to offshore operations in oil & gas, aquaculture or wind farms may be interesting to implement as fully unmanned systems. Capital costs and investments are substantially larger than for the barges, but operations are often planned for 20 to 30 years, so the returns on investments are more predictive. These ships are already today equipped with fully redundant propulsion and dynamic positioning systems so savings in removing hotels and crew will be much more significant than for many other ship types.

Coastal short-sea shipping: Smaller coastal vessels have problems competing with trucks on medium to short distances today. It may be possible to create a completely new transport system based on fully automated and unmanned ships, operating 24 hours a day, also in small ports. This could provide cost-effective last mile transports to customers located on the seaside. This has a longer-term perspective as it may require investments in ports and other infrastructure as well as relatively costly ships. It is reason to believe that the first fully unmanned ships will be a reality in between 5 and 10 years for one or more of these business cases. Once the technology has been deployed and more full-scale experience has been gained, developments in other areas will be more rapid. Full international acceptance of unmanned ships will take a long time due to the need to develop international standards and legislation. One may need as much as 20 to 30 years before this will happen. In the meantime, one can easily work with bilateral or regional agreements and standards and Europe has already started this process. It is no doubt that unmanned and automated ships will happen within a relatively short period. European industry and governments have already started work in the area and we are well positioned to take an international lead in this area. We believe that this will be a game changing technology within shipping and that once developments and testing commences, many new possibilities and business models will emerge.

Impact for seafarers

Increased automation on the ships will obviously also decrease the number of crew needed. Today, we have an estimated 220 000 European seafarers on our ships, which is around 40% of the total crew on the same ships. Automation on board will be gradual and only affect few ships in the first 10 to 20 years so it is not likely that it will have a significant impact in the short term. One can assume that the remaining crew will be required to have more advanced competence and correspondingly higher wages. However, crew wages will be a much less important part of operations costs, which may lead to increased competitiveness for European seafarers. There will also be a need for competent seafarers in shore control centres and probably also an increased, but different need for pilots. There are also many segments of shipping that cannot be automated, particularly in specialized vessels and large passenger ships. This is a large part of European shipping and will remain relatively unaffected by automation. Ultimately, if European industry manages to increase their share of the world shipping market, automation may actually lead to more jobs in the sector in Europe.

Acknowledgements and disclaimer

The views expressed in this article are those of the author and do not necessary reflect that of the partners in the MUNIN project or the European Commission. The MUNIN project received funding from the European Union Seventh Framework Programme under the agreement SCP2-GA-2012-314286. More information about MUNIN can be found at http://www.unmanned-ship.org/munin/.

Ørnulf Jan Rødseth, MARINTEK.

NEXT 51th GENERAL MEETING

Program Day1 Tuesday 9th May 2017

09 : 00 - 17 : 00	Delegates arrive
15 : 00 - 20 : 00	Registration at the hotel lobby
18 : 00 - 19 : 30	COP meeting
20 : 00 – 22 : 00	Welcome party

Program Day2 Wednesday 10th May 2017

09 : 00 – 13 : 00	Open Conference
13 : 00 – 14 : 00	Lunch
14 : 00 – 17 : 00	Open Conference
18 : 00 – 20 : 00	Reception

Accompanying person program : exploring Bergen

Program Day3 Thursday 11th May 2017

09 : 00 – 13 : 00	Open conference
13 : 00 – 14 : 00	Lunch
14 : 00 – 24 : 00	exploring Bergen and surroundings

Program Day 4 Friday 12th May 2017

09 : 00 – 13 : 00	Closed conference
13 : 00 – 14 : 00	Lunch
14 : 00 – 17 : 00	closed conference
18 : 30 – 01 : 00	Gala dinner at Floeyen

Accompanying person program : exploring Bergen

For more information and updates
please check our website
www.empa-pilots.eu

Malta Maritime Pilots Cooperative Society Ltd

Malta Maritime Pilots can report that, in general, 2015 has been a positive one for our organisation.
A few figures: in 2015 the total number of ship movements for both our two main ports amounted to 8568, a 4.6% increase on the previous year. This is a considerable improvement over 2014 where in tonnage terms we have recorded an increase of 15.2%.

The main driver behind these figures is the on-going investment by Malta Freeport Terminal in the port of Marsaxlokk which is an important transhipment hub for two major container line consortia. During last year efficiency was enhanced with the commissioning of 4 new quay cranes. In the same port, construction of a new gas-fired power station resulted in our organisation being involved in a safety study on LNG ship-handling in order to ascertain that the port infrastructure can accommodate such vessel types.

Our other port, Valletta Grand Harbour, remains a popular port of call for all types of cruise liners, the largest being the 334 metre Fantasia-class cruise ships owned and operated by MSC Cruises. The repair and yacht facilities within this port ensures that pilots handle a wide range of ship types from super yachts to VLCCs. The port of Valletta also maintained its status as a busy clearing house for decommissioned oil rigs, of which Malta Maritime Pilots handled 12 in 2015.

Last and not least, we are also pleased to report no accidents or incidents for the year under review.

By Albert Gambina

United Kingdom Maritime Pilots Association

It was most heartening to attend the EMPA AGM at Antwerp earlier this year, and to experience the renewed desire by EMPA members to work together for the benefit of all European pilots. Ironically I now find myself writing this report in the aftermath of the result of the Brexit referendum. Whilst this outcome leaves considerable uncertainty surrounding the future relationship between the UK and the EU please be assured that this will not affect the UKMPA relationship with EMPA and our European pilot colleagues. EMPA Vice President Mike Morris and I have engaged in considerable dialogue with the UK administration urging them to support EMPAs position and will continue to do so.

Domestically, the UKMPA is continuing to work with the UK ports industry to develop a Marine Pilot Qualification. The syllabus has been based on existing national occupational standards and a trial will be undertaken of the assessment process at a major port in the next few weeks. It is hoped that the scheme will be rolled out by the end of the year.

Unlike many European countries, UK pilots are not required to be members of their national pilot association. We are working hard to extend our membership and are reaching out to ports where the UKMPA has no members. We recently visited the Tyne and are very pleased to have received recently a number of applications from pilots in that port.

This year the UKMPA will be holding its AGM in Cowes, Isle of Wight (near Southampton) on 14th and 15th September. We will be taking the opportunity to celebrate SeaSafe's 50th anniversary and as such the theme of our conference will be on pilot safety. The second day will contain waterborne demonstrations of pilots being recovered from the sea as well as industry experts discussing vital survival, search and rescue techniques. All our European colleagues are invited to attend.

I would also like to take this opportunity to extend special congratulations to Liverpool Pilot Service who will be celebrating their 250th anniversary in July. Liverpool has always been a strong supporter of fellow pilots both within the UK and around Europe. I am sure you will join me in wishing them all the best for their anniversary and continued success and prosperity for the next 250 years.

John Pearn
Chairman UKMPA

BONIFACIO STRAIT PILOTS

AN EXCEPTIONAL EXAMPLE OF COOPERATION BETWEEN ITALIAN AND FRENCH PILOTS

The North Sardinia Pilots and South Corsica Pilots, are extremely pleased to be able to greet all European Pilots included in the EMPA and for the opportunity to inform our colleagues of the ambitious yet daunting project we have been carrying on for some time now with tremendous commitment and spirit of sacrifice in the name of Pilotage and Protection of the Marine Environment.
It is now widely known that several years ago the IMO (*International Maritime Organization*) established an important international program for the utmost protection of the already protected marine areas considered of high environmental value due to specific territorial requirements and biodiversity.

To date, there are only fourteen of these areas defined PSSA (Particularly Sensitive Sea Area) in the world, one of which is located in the Mediterranean Sea. We are talking about the equally famous and feared, Strait of Bonifacio. The sea area between the south of Corsica and northern Sardinia is insidious and at the same time spectacular.
The IMO, being the technical body of the United Nations, has recognized the need to implement enhanced protection in the Strait of Bonifacio ensuring safe navigation through the following Associated Protection Measures:

Recommended Routes
Vessel Traffic System (VTS)
Pilotage System

The Strait of Bonifacio is legally subject to the Montego Bay Convention from 1982, whereby nothing can be imposed, therefore Pilotage is currently only recommended and not mandatory. This has meant that the North Sardinian Pilots (Olbia and Porto Torres) and South Corsica Pilots (Ajaccio, Propriano, Bonifacio, Porto Vecchio), have jointly agreed to unify efforts and founded the first of its kind collaboration between Mediterranean Pilots from different nations.
When off duty in their respective ports, Corsica and Sardinia Pilots cover duty time free of charge, without any Government subsidy. A clear sign that once again highlights Maritime Pilots' dedication and responsibility to the sea and how safety and environmental protection are as always a guiding beacon.

Without such volunteered willingness the Pilotage System in the Strait would not exist, and Italy and France would lose this important recognition (PSSA).

The synergetic actions in place in the Strait of Bonifacio's PSSA, fully correspond to the information provided in the "Summary Report on Evaluating VTS and Pilotage as Risk Reduction Measures". The official study by the European Commission regarding this matter, unequivocally defines careful control of remote vessel traffic (VTS) associated with the presence of a Pilot on board, as the only real tool available in implementing Safety at Sea.

TRANSIT ANALYSIS 2011 - 2014 *

* The International Maritime Organization classifies ships into three distinct categories of non RISK depending on the load being transported, but with due reference to the total tons of hazardous substances such as hydrocarbons carried on board (fuel oil - lub oil - diesel oil):

LOW RISK **<3.500** G.R.T.
HIGH RISK **> 3.500 - < 25.000** G.R.T.
VERY HIGH RISK **> 25.000** G.R.T.

The first Mediterranean Deep Sea Pilotage involves Government bodies from both countries, in particular the Italian Coast Guard's General Command, in addition to the important contribution of the long-established cooperation between the Federazione Italiana Piloti dei Porti (FEDEPILOTI) and the Federation Francaise des Pilotes Maritimes (FFPM).

Even if the pilot service is not mandatory, it is hoped that in the near future even more Shipping Companies will recognize the IMO Resolution, thus contributing to greater environmental protection and demonstrating to the world seafarers' sense of responsibility.

Fair winds Bonifacio Strait Pilots!

French Federation of Maritime Pilots

As for several years now, the number of French maritime pilots is still slightly decreasing with 333 individuals working in 31 organisations with 22 pilot stations in the home country, 8 overseas and one deep-sea pilots' company.

The total amount of employees working directly for French maritime pilots 'organisations is consequently decreasing to approximately 700, including seafarers, administrative people, as well as plane and helicopter pilots.

This trend will probably continue in 2016, following the loss of traffic in the French sea ports due to the very weak economic rise and the numerous port workers' strikes they have suffered. In addition, it has to be mentioned that the size of container ships is still growing with nearly 20 000 TEU capacity, which has a consequence in diminishing the number of calls.

Life of the French Federation of Maritime Pilots:

The team has changed, our good friend Frédéric Moncany, former president has left and has become president of the French Maritime Cluster which is now counting more than 400 members and has more and more influence in the French maritime world. Needless to say that all the French pilots are proud of its career and we can assure him of all our support in this new and though challenge.

Ports activity in 2015:

The reform of the port workers statutes carried out by the government between 2008 and 2011 is lasting in showing its first results. Nevertheless, some improvements could be noted by places, but other ports have seen their activity decreasing again and the general feeling is that traffic recovery is still awaited. French ports are suffering an important loss, especially on oil and gas tonnage, as a consequence of a social general lack of social reliability that alters their image.

The first six months of 2016 have been disastrous due to weekly strikes and social disorder.

French Maritime Pilots vs EU Régulation Project:

Like in the past years, 2015 has seen the whole maritime French community supporting firmly the French Maritime Pilots Organization. The French Minister for transportation has publicly, in several occasions, clearly indicated his attachment to the "mission of general interest" performed all year long by maritime pilots. This position was also confirmed by the French parliament who has once again clearly expressed its support to the Port Package 3 and proposals of the rapporteur FLECKENSTEIN, which have been approved by the European Parliament on March 8th, 2016.

With the help of our policy and legal advisors, we have multiplied contacts and meetings with MEP's, as well as with DG move.
These numerous contacts have been made in various formats: through EMPA of course, but also with the help of national maritime pilots associations, most particularly Germany, Italy, Netherlands, UK, who's commitment must be underlined .
Thanks to all pilots and presidents who have worked hard and in a full cooperation to preserve our long established organizations amongst EU member states.

This unfailing support was the key condition for FFPM to carry on lobbying in supporting our common goal, which was to keep the maritime pilotage out of the field of the market access while maintaining it in the financial transparency. This is now being achieved at the EP level.

But it is not the end of the story, the coming months of 2016 will be of upmost importance for the future of our profession regarding the Council wills of deregulation, and we are satisfied with the result of the trilogue which was happening by the end of June between EP, Council and Commission.
Indeed, the following compromise agreement was accepted by all parties.

"Article 11
Exemptions
1. This Chapter and the transitional provisions of Article 24 shall not apply to cargo handling, and passenger services and pilotage.
2. Member States may decide not to apply this Chapter and the transitional provisions of Article 24 to pilotage. Member States shall inform the Commission thereof."

It allow different types of pilotage organisations that already exist in some member states but will grant, to countries wishing to keep pilotage out from the market access, a legal and secure possibility to do so.

If this very last information we have collected on this topic is satisfying and invites us to optimism, we all shall stay vigilant on another issue, i.e. PEC'S.

Therefore it's our imperious duty to maintain pressure on Brussels to make sure that the regulation to come will have as less impact as possible on maritime safety offered by pilots in EU. In this respect, we are very satisfied that EMPA has moved its headquarters in Brussels. This will help improving the influence of our European association.
All of us, acting as good and professional pilots, providing night and day our best services once on the navigation bridge, standing by the captain, is the best help we, European pilots, can give to EMPA.

On this occasion, on behalf of the French Maritime Pilots, I'd like to express again our very sincere thanks for the action of Stein Inge DHAN and the whole EMPA team in defending of the job of maritime pilot.

Jean-Philippe Casanova
FFPM President

Dutch Pilots Corporation

Joost Mulder took over the baton of the Presidency of Dutch Pilots Corporation on 1 May 2016. After 31 years of service, Eric van Dijk has left Nederlands Loodswezen to enjoy his well-deserved retirement. Joost Mulder is a Registered Pilot who has been a member of the Board of the Rotterdam-Rijnmond region. He wishes to take this opportunity to thank Eric van Dijk for his boundless dedication to connect national and international parties in a spirit of progressive cooperation.

In the Netherlands in 2015, a total number of 455 pilots were active in the 4 regions, namely Vlissingen, Rotterdam-Rijnmond, Amsterdam-IJmond and Noord. They carried out more than 90,000 pilotage voyages to Dutch and Flemish ports.

Compulsory Pilotage
For Nederlands Loodswezen, the year 2015 was marked by negotiations on the amendments to the compulsory pilotage. The Ministry of Infrastructure and the Environment had developed a framework on which harbour masters could fill in their desired regional changes to the compulsory pilotage. In all four regions, Nederlands Loodswezen, like other stakeholders, has given its vision on how to decide on the concrete details of the compulsory pilotage. A final proposal of the Ministry on this matter will be sent to Parliament in 2016. The proposed changes mainly focus on the PEC structure. It means that, depending on the ship's length, different training requirements and visit frequencies are required in order to be permitted to sail without a pilot. The prime concern of Nederlands Loodswezen is that any possible changes to the present compulsory pilotage should never be at the expense of safety.

Pilotage Act
The changes of 2008 to the Pilot Act have been evaluated. The evaluation was completed in 2015. The Pilot Act lays down the rules for supervision of Nederlands Loodswezen and the annual determination of the Pilotage tariffs. The results of this evaluation have led to revised agreements. These agreements are now being translated into new legislation which, according to the current planning, will come into effect in 2019. What the evaluation essentially amounts to is that the present supervision of the Netherlands Authority for Consumers & Markets works quite well, but that with a number of simplifications the process could be optimised.

Schelde
Nederlands Loodswezen also takes care of 27.5% of all pilotage voyages to the ports of Antwerp and Ghent. The Pilotage tariffs for these voyages, however, are determined by the Flemish Government. A new cooperation agreement with the Flemish Region was signed at the end of 2016. In this way, the financing of both the Flemish and the Dutch pilotage service has once more been effectively guaranteed for the future.

Symposium "The future on the bridge"
Together with the Nederlandse Redersvereniging (Dutch Shipowners Association), Nederlands Loodswezen organised a symposium about innovation on the bridge in 2015. In plenary sessions as well as in different workshops, various guest speakers from the maritime world gave their vision on the current state of affairs and future developments. The symposium has shown, among other things, that the pilotage service has a high level of innovation.

EU
Also in 2015, much energy has been put into lobbying all parties involved in the adoption of what is referred to as the 'EU Port Services Regulation'. In close cooperation with EMPA and our French and German colleagues, we are on track to achieve our objective, namely the exemption of pilotage from the application of the 'Market Access' chapter of the EU Regulation.

Joost Mulder
President NLC

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FULL PAGE SEASAFE

Pilot's Choice – why a combination coat should be preferred to a conventional lifejacket

More and more sea pilots now wear what is called a combination coat or 'combo' for short. These were first introduced as far back as 1966 when a fledgling marine company called SeaSafe set up shop to manufacture and market what was then a unique item of safety clothing: a foul weather coat with a concealed lifejacket – the coat that, when immersed, becomes a lifejacket in less than 5 seconds. At the time it really was a genuine world first.

Of course as with most technical marine safety wear, SeaSafe combination coats and jackets have evolved and improved over the years and are barely recognisable today from the rudimentary versions first introduced all those years ago. Nowadays they are probably worn by more professional mariners and certainly more sea pilots and harbour masters worldwide than any other type of coat or jacket. The main reason it's become their first choice is that they don't have to worry about also remembering to put on a lifejacket because their combination coat is a lifejacket – by wearing their SeaSafe combination coat their lifejacket is 'always on'.

Sea pilots have a well known antipathy to wearing conventional lifejackets yet the risks of not wearing one are huge given that falling in the water can be an occupational hazard; hardly surprising given the treacherous situations they encounter every day such as disembarking from a launch alongside a ship travelling at several knots in rough seas or climbing a vertical pilot ladder in what might be freezing sea conditions.

1970s SeaSafe 150n Pilot Coat as warn by Capt Paul Dunn.

2016 SeaSafe Pilot Coat with cutaway showing the inegrated lifejacket system

If a pilot falls in the water with their SeaSafe coat on it will operate in exactly the same way as a lifejacket; in other words their 'everyday' foul weather coat might save their life. Apart from always being safe, the other key factor in their favour over a conventional lifejacket is that the latter adds unwelcome bulk and the external fitting means they can get caught or snag on ladders or other fixtures – neither of which are ideal given the working environment for sea pilots.

Of course the combination coat would only work if it is first and foremost a high quality foul weather coat that's lightweight and comfortable to wear. And that's where SeaSafe's proven track record and vast experience of manufacturing technical marine clothing comes into its own. They know how to make a foul-weather coat, for example using two layer barrier systems within the lining, thus creating a 100% waterproof, breathable and windproof coat. The fully integrated automatic 170 Newton lifejacket is built in as standard along with some essential safety features such as a rescue strop with 'D' ring and a crotch piece/strap.
Uniquely, SeaSafe also have a 'Build-a-Coat' feature on their website which means customers can start with a base combination coat and then, from numerous options available, tailor design it to their exact needs and requirements.
These options include reflective tape, fleece collar, quilted lining, additional pockets, clips, hooks, removable zip-in liners, attachments, lights and PLB units. For SeaSafe a customised coat is simply the norm!

And now in 2016, SeaSafe have reached a very significant 50 year milestone. Originally operating from Chatham

2016 SeaSafe Pilot Coat 170n integrated Lifejacket

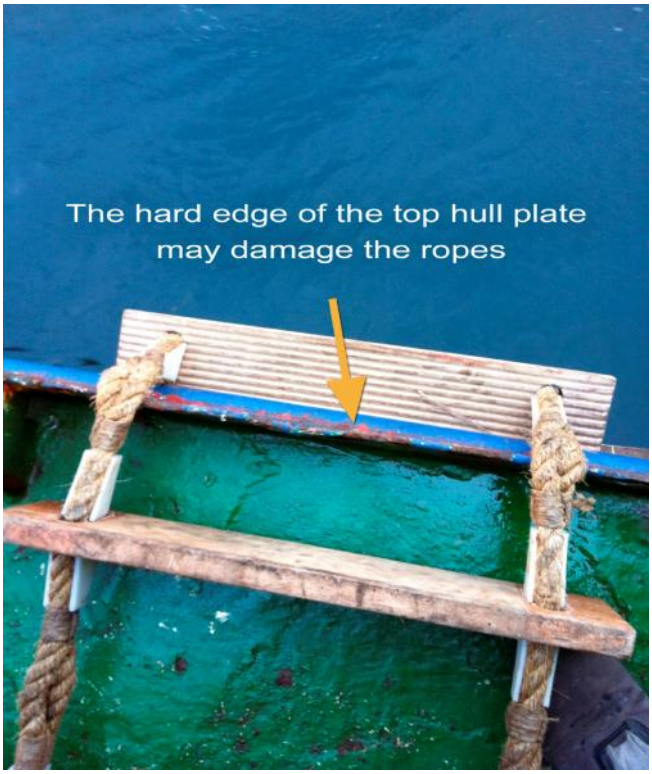
Historic Dockyard in Kent, SeaSafe moved to Cowes on the Isle of Wight in the 1990s and still employs many of the same team. Today 15 people work on their range of specialist marine safety clothing and they are the last remaining independent manufacturer of lifejackets in the UK. Commenting on reaching a half century in business, SeaSafe's Jeremy Dale said, "A great many well known marine companies, boatbuilders and equipment manufacturers, have regrettably gone out of business in the past 50 years, so it is gratifying to have built up a financially stable company with a loyal customer base.

"Many other marine clothing brands have now outsourced manufacturing to Eastern Europe or the Far East but we are proud to be an independent, British company that still manufactures in the UK; not just that but we do everything at our factory in Cowes – visitors to the factory are usually astonished at just how much we do in house – where every component is made from raw materials and our embroidery is bespoke. It's a unique service; orders can be in the hundreds but the business is really geared to delivering bespoke, tailored marine safety coats in small quantities. It's that personal service that has made us the No 1 choice for sea pilots worldwide."

For more information about SeaSafe visit:
www.seasafe.co.uk

PILOT BOARDING ARRANGEMENTS AND BEST PRACTICE

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



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

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

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

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

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

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

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

THE' LIVERPOOL PILOT SERVICE' 1766 -2016

"The entrance to the Port of Liverpool is very dangerous without a skilful pilot, and many ships and lives have, of late years been lost owing to the negligence and ignorance of persons taking upon them to conduct ships and vessels into and out of the said Port." So runs the preamble to the first Act of Parliament relating to Pilotage at Liverpool; and it was against this kind of background that in January 1765, the gentlemen, merchants and tradesmen of Liverpool met at the Exchange to consider the establishment of a Pilotage Service since "*A proper regulation of the Pilots at the said Port and the ascertaining of their rates and prices would tend greatly to promote and encourage trade and navigation, and be, a publick utility."*

There can be little doubt that the services of pilots must have been available for very many years before 1765. A port which had existed for more than five centuries since King John granted its charter in 1207 must, in that time, have had need of pilots if only occasionally, and it is likely that until the organisation of a Pilotage Service skilled local guidance was available from fishermen. But while a part-time service may have been good enough as long as the trade was largely in the short seas, when the expansion of foreign trade began in the eighteenth century, this proved insufficient to ensure the safety of life and property in the approaches to the Mersey.

Since the beginning of the eighteenth century the trade of the port had been greatly increased by the initiative and efforts of these same gentlemen who met at the Exchange whether operating under letters of marque against the ships of France and Spain, or trading more peacefully to Ireland, or on the long triangular run to West Africa and the Americas. But during the year 1764, with no organised service of pilots available, eighteen ships stranded and no fewer than 75 lives were lost. The concern of those meeting to consider the situation must have been sharpened by these facts, and the effect of their concern was expressed in the following year, 1766, in the passing of the Act which established the Liverpool Pilot Service. The process of bringing about the degree of order necessary to the safe conduct of a port's traffic had begun. What the pilots of the day may have thought of the loss of independence involved is not recorded, but they may have been reassured in that the Act appointed as Commissioners the "*Mayor, Aldermen, Bailiffs and Common Council Men of the Borough and Corporation, together with Merchants, Mariners and late Commanders of Vessels*." The association between the Town and the Service was marked when the Pilotage Committee met for the first time on June 30th 1766.

The Pilotage District in which the fifty or so newly-licensed pilots continued to offer their service comprised that part of the Irish Sea - more than 2,500 square miles of it - bounded by the coasts of Cheshire, Anglesey and Wales, the east side of the Isle of Man, Lancashire and Cumberland as far as St. Bees Head. While this might appear to be an unnecessarily large area in which to operate, it should be remembered that a sailing vessel had to consider weather hazards far more than powered ships do, so that good seamanship required that a pilot should be taken aboard well to seaward of the port, and if possible in the shelter of the coast. The association of the Service with Point Lynas stems from this and the fact that it offers the closest available shelter from westerly winds. Although today ships need not fear the wind so greatly, the Station at Point Lynas still provides a sheltered place for boarding and shares the service to shipping with the Pilot Launches at the Mersey Bar. In the late eighteenth century less than half a million tons of shipping annually was being served by ten pilot cutters and some fifty pilots. In 1858, when the Mersey Docks and Harbour Board was formed, twelve pilot cutters and 200 pilots catered for nearly nine million tons of shipping.

When the service was first organised the pilot cutters were small vessels of as little as 30 tons, and less than 40 ft. long were owned privately, usually by the pilots themselves, but as the result of the loss in 1770 of three of these small vessels, together with many lives, the Pilotage Committee began to concern itself with the kind of boats employed in the service. It was decided that a minimum size of 40 tons should be set for any new Pilot Boats, and that such boats should carry six or seven pilots. Following on from the early steam pilot cutters were the three post-war diesel electric Liverpool pilot cutters considered to be among the finest of their type in the world, being of 700 tons and being able to carry four times as many pilots. But if the early pilot cutters were small, they were seaworthy and well served, so that in 1779 we find a pilot, boat was sent out to look for the *Ranger,* captured by the American privateer, John Paul Jones - "but to be very cautious and circumspect". In 1798, when the inhabitants of Liverpool were alarmed at a threat of invasion by the French, it is not surprising that it was in a pilot cutter that a naval lieutenant volunteered to reconnoitre. More than a hundred years later, during the First World War, two very different pilot cutters-steamers-were put to a similar use by being taken into the Naval Examination Service.

After the establishment of the Service, the first hundred years of organised pilotage at Liverpool was a period of slow and perhaps not very eventful development. In the two Pilotage Acts of 1797 and 1824 provision was made among other things for the better sharing of earnings and for the establishment of an Annuity Fund, although even the original Act had provided that forfeitures by pilots for misdemeanours could be applied to the relief of sick, injured or retired pilots, and the widows or children of poor pilots. During this period, however, various important matters of principle were maintained. In 1836 there was an attempt to abolish compulsory pilotage, which was successfully resisted, partly on the grounds that a service required in foul weather had to be maintained in fair.

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An attempt in 1838 to put all pilotage in the United Kingdom under the control of Trinity House met similar resistance and failed also, Liverpool pilotage was to remain under Liverpool control. In the following year, 1839, a new prestigious and influential office of Superintendent of Pilotage was instituted, and it was to remain in existence for 129 years until it was abolished in1988.

In 1859 the history of the service entered a second important phase when the newly formed Mersey Docks and Harbour Board was properly constituted as the Pilotage Authority for the port. Just as it had been thought proper to bring the future development of the port under one publicly responsible authority, it was considered appropriate that the first port service encountered should be a part of this organisation. Not that there was any question of the pilots becoming the employees of the new Authority any more than they had been of the old. Legal consideration of liability apart, pilots would not take kindly to the idea of losing their status as free agents offering an expert service individually. However, there is little doubt that it was as well that the Dock Board in due course (1883) became the owner of the pilot cutters, since it was not very long before the comparatively simple sailing cutters, readily managed and maintained by the pilots, were to be replaced by the early steamers with their more difficult mixture of "oil and water". In the same year the magnificent new pilotage building was built at Canning Pierhead North overlooking the River and was duly occupied by the Superintendent of Pilotage and his staff. The building continued in this capacity until 1978 when pilotage administration was moved to the MD&HB Building at the Pier Head, it now forms part of the Liverpool National Museums, Albert and Canning docks complex.

The pilotage service had always had apprentice pilots from its earliest days, these apprentices had previously been indentured for seven years to be trained as a pilot, but in 1884 the MD&HB ended the indentured apprentice system and apprentice pilots from now on were officially designated as 'Boathands' until the system of apprenticeships was ended in 1979.

A very sad feature of the 18th and 19th centuries was the all too frequent loss of the lives of pilots and apprentices, often in the course of their hazardous transfer between pilot cutter and ship. Of course, it has to be recognised that during these years the occupation of all seafarers was fraught with danger on the high seas.

Before any steam cutters had been built, however, the Mersey Docks and Harbour Act of 1889 brought about an important innovation in the relation between pilots and authority by providing for the direct representation of pilots on the Pilotage Committee of the Board. This valuable right was maintained, along with the shipowners and merchants, in order that the pilots' own views regarding the management of the service could readily be made known. This continued until the implementation of the 1987 Pilotage Act in October1988.

The opening of the twentieth century found the Service continuing to adapt itself to the changes which time had brought. Liverpool pilots had assisted the new port of Manchester by piloting ships on the new Ship Canal until its own separate service was sufficient. The last licence held by a Liverpool pilot was not withdrawn until 1919. And, although the sailing pilot cutters were withdrawn from service in 1898, the last of the sailing cutters, *'Mersey'* was only sold in 1904, having been retained for the pilotage committee's annual survey cruise.

In both World Wars the pilots continued to do their business under unusually arduous conditions of enemy activity and black-out. In each of these conflicts a cutter was lost with heavy loss of life; the *Alfred H. Read* sunk by enemy mine in the vicinity of the Bar lightship in December 1917, with the loss of thirty nine pilots, apprentices and crew. Then, in November 1939, the *Charles Livingston* was driven ashore on Ainsdale beach in a violent storm, with the loss of twenty-three pilots, apprentices and crew.

Quoting from the MD&HB publication 'Port at War' published in 1946. "*Some of the most arduous and dangerous tasks which any of the Board's employees* (pilot boat crew members and boathands) *had to carry out fell to members of the Pilotage Service whose job, onerous and responsible enough at all times, was made infinitely more difficult by war conditions. The complete blackout of the riverfront and the drastic reduction of lighting on ships would have been handicap enough by itself. It was aggravated by the fact that the river was frequently crowded beyond all normal experience with ships cleared of the docks and lying at anchor awaiting an outward convoy. The added strain which this put on a pilot bringing in a ship, in complete darkness, and especially in thick weather, can be imagined and it is an achievement that collisions were not frequent.'*

Since the end of the Second World War the Pilotage Service has adapted to the changes in shipping, and in recent years kept pace with the ever increasing requirements of the trade of the port. And the pilots have constantly kept abreast of developments in ship design, types of propulsion, communications and electronic aids -to-navigation, which have both posed and helped to solve the problems of pilotage In 1962 the beginnings of a new era arrived with the acquisition of two tender launches, the '*Puffin*' and '*Petrel*', these replaced the tender pilot boat or 'running boat' as it was colloquially known.

In 1974 the Western Station ceased to be operated by a cruising pilot cutter when a Point Lynas shore station was established. Operated by fast launch this western station is still essential to the safe and efficient operation of the pilotage service. Additionally, throughout its history, in strong northerly winds, the pilot boats would often operate from Douglas in the Isle of Man. No matter what the direction happens to be of the strong winds experienced annually in the Irish Sea, by utilising the Liverpool Bar, Point Lynas and the Isle of Man, disruption to the pilot service by bad weather continues to be minimised to this day.

On the 1st July 1982, some 210 years after the commencement of the official cruising pilot cutter, the pilot cutter No 3 '*Arnet Robinson*' departed its station at the Liverpool Bar for the final time and ended the historic era of station keeping pilot cutters. New faster launches had been built and a more efficient twenty four hour a day launch service was now established, which enabled pilots to arrive and depart the Bar station as and when ships arrive or depart.

There was a gradual decline to 139 pilots by 1986, aided in part by an early retirement scheme, just as reorganisation of all UK pilotage services loomed on the horizon. In the next two years utilising a national early retirement and port transfer scheme the numbers were reduced by October 1988 to 65. In the next few years the number was further reduced to 55, which is approximately the number of pilots in the Service today – serving River Mersey shipping carrying some 31 million tonnes of cargo annually.

The implementation of the 1987 Pilotage Act in 1988 substantially altered the pilotage arrangements throughout the United Kingdom and the port authorities acquired substantial new powers. The harbour authority in Liverpool used its new powers to impose employment on the Liverpool pilots. The desire to retain self-employment, the natural position required to compliment the necessary independence of the pilot in the discharge of his duties, where he becomes the temporary servant of the ship owner of the ship he is on, continued to burn strongly in the hearts of the employed pilots, and after an uneasy nine years and a difficult tussle with the harbour authority the pilots returned to self-employment in 1997. As pilots retire now, new pilots are recruited from within the ranks of Master Mariners coming from a wide range of maritime and ship handling experience.

Today's pilots have a sophisticated electronic simulator to help hone their skills on, but they have, just as those original pilots did 250 years ago, to have the knowledge and the skill to allow them to bring ships safely in and out of the River Mersey day and night, day in day out throughout the year whatever the weather conditions may throw at them.

The most memorable occasion for the pilots recently was the visit of the Cunard 'Three Queens' in 2015, a tribute to the skill and professionalism of Liverpool pilots who planned and implemented the complex choreography and movement of the three liners using their modern simulator. This was just one more of the many momentous maritime occasions over all the years on the River Mersey quietly and anonymously completed by Liverpool pilots.

In nearing the end of this brief journey through 250 years of the Liverpool pilotage service there should be mention of the ships' Masters and crews who the pilots have met over all those years as 'ships that pass in the night' so to speak. They are many, and of all possible nationalities, and their invariable welcome and hospitality is a tribute to the camaraderie of the fellow mariner and always greatly appreciated by the pilots.

Liverpool pilots have relied heavily over the years, and still do rely, on a myriad of people working throughout the port, without whom they could not undertake their task. Amongst these are pilot launch crews, tug crews, boatmen, and others in ancillary services, all of whom were, and are, part of the complicated process of ensuring the safe movement of shipping on the River Mersey and the Port of Liverpool.

Over the past 250 years there have been the relatively modest number of approximately 1600 Liverpool pilots, and today's 56 pilots are looking to the future, in particular to the challenges of the mighty container ships due to frequent 'Liverpool Two' riverside deepwater container berth

THE first to say Good-morrow !
The last to say Good-bye !
Whatever port they hail from,
Whatever flag they fly ;
He sees them on the highroad,
Their distant coasts to win,
He meets them in the offing
And brings them safely in.

It seems appropriate to conclude with words used in 1966 on the occasion of the 200th anniversary of the Liverpool Pilotage Service: '*The Liverpool Pilotage Service continues to be second to none, and Liverpool can be confident that as long as the great port continues to trade, a proud Service will continue to hold itself ready to meet any future demands*.'

(poem attributed to pilotage clerk – John Sedgwick)

All pilots are – 'The first to say Good-Morrow ~
The last to say Good-Bye'

Geoff Topp
Chairman LPS (Retired Division)

Liverpool Pilots - Freedom of the City of Liverpool

On 28th July 2016, to mark the 250 years of service to the port and City of Liverpool, the Liverpool Pilotage Service was honoured to receive the Freedom of the City of Liverpool. This took place during a Service of Thanksgiving at Liverpool Parish Church of Our Lady & St. Nicholas, the Seafarers' Church. The service was attended by the Lord-Lieutenant and High Sheriff of Merseyside, the Lord Mayor of Liverpool, the Civic Mayor of Liverpool and four other Mayors of Merseyside boroughs. The Freedom Ceremony and Service was followed by a Civic Reception at Liverpool Town Hall hosted by the Lord Mayor of Liverpool.

Capt. Chris Booker, Chairman, Liverpool Pilots,
presents the montage picture to the Lord Mayor of Liverpool

During the Ceremony the Freedom Scroll was signed by the Lord Mayor Councillor Roz Gladden, and Chairman of the Liverpool Pilots Chris Booker, it was then presented to the Pilots on behalf of the City. As is the custom; the recipients' of the Freedom give a gift to the City. The gift from the Pilots, presented on the day, was an original water colour painting of the history of the Pilotage Service through a montage of the pilot cutters and launches over the 250 years. The picture now has pride of place over the fireplace in the Lord Mayor of Liverpool's parlour in the Town Hall.

On the previous Saturday a 250th Anniversary Celebration Dinner was held at the Crowne Plaza Hotel Liverpool for nearly three hundred guests of the Liverpool pilots. In addition to the pilots, retired pilots and pilots widows, the guest included the Lord-Lieutenant of Merseyside, the High Sheriff of Merseyside, the Lord Mayor of Liverpool and many people from the local maritime community.

To mark this important anniversary the Liverpool Maritime Museum has opened an exhibition - 'In Safe Hands' – The story of the Liverpool Pilots - which will run until June 2017.
http://www.liverpoolmuseums.org.uk/maritime/exhibitions/liverpool-pilots/

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(Left to Right) High Sheriff of Merseyside, Lord Mayor's Consort, **Geoff Topp** - Chairman Liverpool Pilots' Retired Division, Lord Mayor of Liverpool, Capt. **Chris Booker** - Chairman Liverpool Pilots at the 250th Anniversary Dinner
(Photo - Colin McPherson)

LPS 250th Anniversary Cake ceremoniously cut simultaneously by the Youngest Liverpool pilot and the Oldest retired pilot
(Photo - Colin McPherson)

Left:Civic dignitaries and Pilots inspect the Freedom Scroll at Liverpool Town Hall
(Photo – Ant Clausen)

Liverpool Pilotage Service 250th Anniversary Book

As a lasting record of this momentous anniversary a 250th LPS Anniversary Book is to be published later this year. The book will include coverage of the various 250th anniversary events, including the 'Liverpool City Freedom Roll' ceremony, Thanksgiving Church Service, Lord Mayor's Reception and the exhibition at the Maritime Museum. The book is being produced by Shanachie Publishing, in association with the LPS Ltd, the LPS (RD) and endorsed by Liverpool City Council.

There will be a variety of Editions - Collectors, Limited, Subscribers & Supporters and Popular. Please visit the publisher's website at:

http://www.liverpoolpilotsbok.uk/

This is an ambitious project to properly mark the 250th year of the LPS.

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Pilot ladder Incidents

Fall from pilotladder at Flushing roads

On February 18th 2016, the M/Vl Fivelborg ordered a pilot to leave Antwerp.
Her exitpoint was Wandelaar Pilot Station.

Late in the afternoon a pilot from the Dutch Pilot Corporation sailed down the River Scheldt with her. Communication between the pilot and the bridge team was excellent and the master was informed about the pilot change at Flushing Roads. Weather conditions where very good, wind force 2 and clear visibility.

As the freeboard was around 6m and the evening was coming, the pilot and the master decided to prepare the pilot ladder for both pilot changes at Flushing and Wandelaar. The pilot ladder for Flushing Roads was prepared on portside, 1,5 m from the water and for Wandelaar on the starboard side, 3m from the water. This gave the crew the necessary rest after some intensive discharge days at Antwerp.

As the vessel approached Flushing Roads speed was reduced to 4,5knots and lee was made. The releaving pilot boarded the vessel without any problem and congratulated the master even with the preparations made for the final pilot station.
After handing over the vessel to his colleague, the releaved pilot proceeded to the main deck, accompanied by the chief mate.
The pilot started his descent on the pilot ladder. The moment he find himself outside the vessel, he loses grip and falls on to the pilot boat. The pilot had apparently taken the loose end of the pilot ladder instead of the fixed part. After the incident, the pilot did not recall to have taken the loose end of the pilot ladder. However it is clear that everything happened in a split second.

Thanks to the right and quick response of the pilot on the bridge, VTS was informed and traffic accordingly adjusted.

After stabilising the pilot on the deck of the pilot boat, course was set towards the pilot boat jetty. Upon arrival the Medical Emergency Squad took he pilot to the hospital. Quite soon was it clear that the pilot needed surgery to fix the complex fractures on fibula and ankle. After thorough medical screening in the hospital, no further injuries were determined.

The surgery was successful and the prospect of a long revalidation was determined. The prognoses are that the pilot will recover from his injuries and will resume piloting working mid October 2016.

It can be said that the pilot was quite lucky as it could have been worse. Pilots should always be aware of the dangers they face on the pilot ladder and should always be 100% focused descending or climbing the pilotladder.

By O. Allaert
Scheldmonden pilot

Refusal to board m/v Anmiro V2DR9 at Pilotstation Steenbank.

The M/V ANMIRO approached the pilot station and the Captain confirmed that the pilot ladder ready. The pilot approached the vessel and what he saw was NEVER SEEN BEFORE. (see pictures). The pilot refused to board the vessel and ordered the master to turn back and arrange the pilot ladder accordingly to the SOLAS Regulation Chapter V regulation 23..

Finally it took the vessel one hour to take one meter more draft by ballast to get the pilot on board safely.

After investigating why the captain en- tered with such a high freeboard we learned that **he misunderstood how the pilot fee cost is calculated in this area**!!

The captain wanted to save money on pilot fee by reducing the draft, but pilot fees in this area are based on the block coefficient of the vessel and no longer on the draft of the vessel. This seemed to b e a painful error by the captain, because with losing more then 1 hour on fuel and an arrival delay, it costed him more money!

By JP Muys
Scheldemonden Pilot

These photograph's can be filed under the subject : ' Non-compliant with Pilotladder boarding arrangements'!

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YELLOW MAG

The JMAC Hull Magnet uses Rare Earth Neodymium (NdFeB) N38 material as its magnetic core, housed within steel cup housings to concentrate magnetic flux at the working surface. The magnet housings are resin-filled and the foundation plate is powder-coated yellow for safety and protection against the marine environment. The gripping force will vary with the surface (thick paint etc.) but is up to 6000 Newtons. A stainless steel swivelling eyebolt is the lashing point.

The Amendments 2000 to the International Convention for the Safety of Life at Sea (SOLAS), Chapter V, Regulation 23, *Pilot transfer arrangements*, Clause 3 Transfer arrangements, requires that arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship and Clause 3.3 states that safe and convenient access to, and egress from, the ship shall be provided by, (3.3.2), *an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 metres. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side with the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.*

JMAC Marine & Industrial Pty Ltd is agent for "Blue Box" and "Yellow Mag" and is also able to supply Pilot Ladders and other ships spares.

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PILOT LADDER SAFETY

RIGGING OF "COMBINATION ARRANGEMENTS"

BLUE BOX

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

The "Blue Box" operates from free supplied deck air at 6 ~ 7 Kg/cm² the unit is made from non ferrous materials therefore 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 is usable on a variety of different materials and can also be used for other applications where a point of attachment is required on any flat surface.

The "Blue Box" can also be used as a lifting device where no other attachment point is available i.e. lifting steel plate etc.

'AMG Winyama'

First up success spurs demand for Berkeley Class pilot boat

The success of the Australian-developed Berkeley Class pilot boat has been underlined with a second vessel ordered and delivered within 12 months of the first entering service.

'AMG Winyama' will work out of the Port of Dampier, Western Australia, for Argonaut Marine Group. Argonaut placed the order with Dongara Marine after being impressed by the performance and quality of the first Berkeley Class.

Developed to enhance safety and comfort for Marine Pilots, the design leverages the 40+ years of experience with high speed fishing, patrol and offshore crew boats that resides within Southerly Designs. The design's ability to safely transfer Marine Pilots to ships in heavy weather has been proven by 'Berkeley', which has been in service at the Port of Fremantle since June 2015.

"The design provides an amazing ride at speed, especially in heavy weather, and is very dry," noted Argonaut Marine Group's Managing Director, Captain Kim Lyons.

"We were also impressed with the quality Dongara Marine has instilled throughout. 'AMG Winyama' has certainly lived up to the high expectations we had based on the 'Berkeley', and enhances our ability to provide safe, reliable, and flexible pilotage services."

The design's generous waterline length contributes to its seakeeping performance, while also improving propulsion efficiency. Twin keels and full-size pintle-hung rudders provide exceptional directional stability, increased manoeuvrability, and roll damping. Coupled with extra wide side decks and first class WA made Northern Star fendering system, these attributes make for a very safe working platform for Pilots and crew.

'Berkeley' operated for more than 3,000 hours in its first year, and the heavy workload pilot boats face is reflected in the specification of proven equipment that is rated for intensive commercial use. An example is the selection of twin MTU 8V 2000 M72 main engines at MTU's 1B (Heavy Duty) rating.

"This rating is specifically intended for fast vessels in high load factor applications operating some 5000 hours per year," explained Southerly Designs founding Director, John Fitzhardinge.

"While some pilot boats use engines rated for yachts and other low load profile applications, we firmly believe the engines and ratings we specify provide end users with greater long term value and performance as a result of their reliability, extended time between overhaul (TBO), and construction quality," he continued.
Completed by Twin Disc gearboxes and Nakashima propellers, the propulsion package gives 'AMG Winyama' a fully loaded cruising speed of 25.5 knots and 29.5 knots at 100% MCR. Penske Power Systems supplied the engines and Kohler gensets.

To deliver 'AMG Winyama' quickly, Niche Marine was contracted to fabricate its robust aluminium hull, which was trucked to Dongara Marine as a bare shell ready for the mechanical installation, fitout, and addition of the resin infused composite wheelhouse. This approach resulted in a build time of just over seven months.

The use of composites results in a very lightweight yet durable cabin that is protected against corrosion issues throughout its life.

It also provides insulation from the extreme heat 'AMG Winyama' will experience in the Pilbara. Further enhancing conditions for those onboard, the wheelhouse is resiliently mounted resulting in very low noise and vibration levels, while Dongara Marine's composite construction techniques provide a near superyacht finish inside and out.

Also contributing to providing Pilots and crew with a quiet, comfortable work place is Dongara Marine's high quality interior fitout. This is evident in features such as padded vinyl linings and the carbon fibre and leather dash. Direct glazed windows provide unrivalled 360-degree visibility and are fitted with reflective blinds to reduce heat transfer. Six Shockwave military specification shock- mitigating seats add to the exceptional ride provided by the Berkeley Class hullform, whilst the ergonomic dash enables the skipper to easily access the full array of electronics.

These electronics include two Furuno Navnet multi-function (plotter, sounder, and radar) displays with 14.1" glass touchscreens (with a third screen at the dedicated pilot position). Dash clutter is reduced by a customised FinScan IntelliCORE digital switching system that enables switching for all circuits that require wheelhouse control – such as electrics, tanks gauges, vessel alarms, and electrical supply – to occur on a single 10" touchscreen.

Since it is lightweight and resiliently mounted, the wheelhouse can be simply removed if it is necessary to remove the main engines. John Fitzhardinge says this feature allows for a more optimal pilot boat design.

"Whereas some designs have to compromise on the positioning of engines and superstructures to provide for full engine access, our design locates the engines in the best place as far as vessel balance and performance are concerned, while simultaneously positioning the wheelhouse for optimal functionality, visibility, and personnel comfort," Fitzhardinge explained.

As an example, he notes the added functionality the more spacious aft deck and cabin of the Berkeley Class pilot boat provides. "It enables, for example, a stretcher-borne patient to be easily manoeuvred on the sheltered aft deck and then into the safety and comfort of the cabin, something that is not possible on many pilot vessels," Fitzhardinge said. 'AMG Winyama' is fitted with a Goodchild Marine man overboard recovery platform.

The high standard of construction, and regard for through-life reliability and maintainability, is evident in the spacious engine room, where polished copper nickel piping is used throughout the sea water system due to its higher corrosion resistance.

"The piping, and the choice of MOB recovery platform, are some of a handful of detail changes Argonaut, our owner's representative IMC, and Dongara Marine agreed would enhance the original Berkeley design for operation and maintenance in the harsh Pilbara environment," Argonaut's Kim Lyons explained. "To their credit Dongara Marine worked extremely cooperatively to achieve our specific requirements. We would have no hesitation in going back to them for future projects."

Dongara Marine's General Manager, Rohan Warr, said combining talents was a key to the project's success.
"To deliver a vessel of the highest standard, Dongara Marine drew not only on our in-house capabilities but also those of specialist contractors who have gained their experience with the hard working vessels used in the demanding Western Australian rock lobster fishery," he said.

Pages Electrical and Dongara Marine's Keith Paris oversaw the electrical installation. Geraldton Marine Electronics provided and installed the electronics. M3 Engineering carried out the mechanical installation, and the stern gear was provided by M & J Engineering. Fleet Hydraulics provided and installed the steering system.

"The contributions of all parties have combined to provide a first class pilot boat that will provide significantly lower operating and maintenance costs over its lifespan," Warr concluded.

For further information :

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Southerly Designs. Western Australia Email: info@southerly.com.au , Web: www.southerly.com.au

DONGARA MARINE
SHIPWRIGHTS & BOATBUILDERS

VESSEL SPECIFICATIONS

Vessel name	'AMG Winyama'
Type of vessel	Berkeley Class Pilot Boat
In survey to	National Standard for Commercial Vessels (NSCV) 2B and 2D
Home port	Dampier, Western Australia
Owner / operator	Argonaut Marine Group
Designer	Southerly Designs
Builder	Dongara Marine
Construction materials	Aluminium hull and deck, resin infused composite superstructure
Length (overall)	19.2 metres
Length (waterline)	17.4 metres
Length (measured)	18.5 metres
Beam	5.4 metres (moulded), 6.1 metres (maximum)
Draught	1.8 metres
Main engines	2 x MTU 8V 2000 M72
Main engine output	2 x 720kW (1B Rating – Heavy Duty)
Gearboxes	2 x Twin Disc MGX 5146A
Engine / gearbox control	Twin Disc EC300 Power Commander
Propulsion	2 x Nakashima five-bladed, fixed pitch
Generators	2 x Kohler 17EFKOZD
Steering	2 x rudders
Maximum speed	30 knots
Cruising speed	25.5 knots
Fuel capacity	2 x 2000 litres
Fresh water	400 litres
Pilots / passengers	4
Crew	2

Seating	6 x Shockwave 1001 suspension seats
Other Furniture	Composite by Dongara Marine
Fendering	Northern Star
Radar	Furuno
Depth sounder	Furuno
Radios	Icom
Autopilot	Simrad AP70
Compass	Ritchie
GPS	Furuno
Plotters	3 x 14.1 Furuno TZT multi function displays (Navionics charts)
AIS	Furuno
Systems Control and Monitoring	Finscan IntelliCore touch screen
Anchor winch	Muir Storm 3500
Anchor	Mansom Hiding Anchor
Man over-board (MOB) recovery system	Goodchild Marine
Air Conditioning	2x Daikin split systems
Paints/coatings	Awlcraft 2000 (external), Phoenix Maxicoat (internal)
Lighting	Hella, Sanshin, Great Whites
Fire suppression system	Stat-X 1500E
Fire Insulation	FyreWrap
Sound insulation	Mascoat Sound Control-dB
Interior Panelling	Padded Vinyl
Liferaft	6man Ocean Safety

PRINCIPAL SUPPLIERS / CONTRACTORS

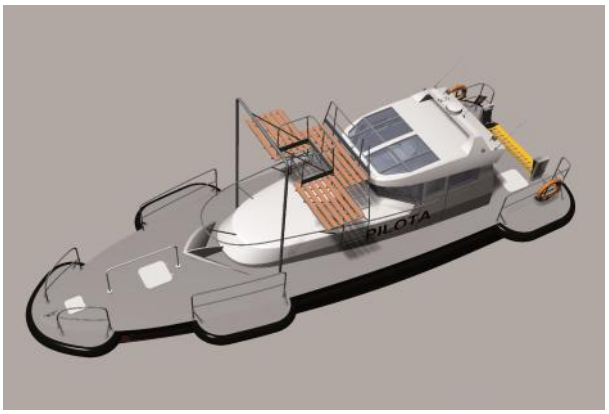
Construction materials	G.James (aluminium); Summit Composites / Scott Bader / Gurit (composites)
Hull construction	Niche Marine
Main engines and generators	Penske Power Systems
Propellers and stern gear	M & J Engineering and Marine Sales
Mechanical Installation	M3 Engineering

Hydraulics	Fleet Hydraulics
Electronics	Geraldton Marine Electronics
Windows	Windows West
Liferafts	Taylor Marine
Electrical installation	Pages Electrical/Dongara Marine
Windows	Windows West
Owner's representative	International Maritime Consultants (IMC)

New type of pilot boat designed with four protruding platforms

by Captain Francesco Aiello - Federazione Italiana dei Piloti dei Porti

The innovation type of pilot boat is the maindeck. It is designed with four protruding platforms, two on each side (for and aft), forming a single body with the rest of the deck.



When the pilot boat is alongside the ship, the protrusions of each side make recess in which the pilot later, even if dropped too low in the water, does not run the risk on being crushed or dragged.

Many organisations design boats with "cut-outs[1]" on the boat's side to reduce damage to the ladder by the gunwale. But the cut into rubbing band has relatively small range. In bad sea conditions, the pilot boat might pull on the pilot ladder which may be caught on the corners of the "cut-out".

This recess[2], unlike the cut-out, has a wide space between the protrusions of each side where the pilot ladder is complete free when it is dropped. Even when the vessel has a high speed, the pilot boat can come alongside without dragging the pilot ladder.

This innovation improves also the pilot transfer. Now the higher embarking and disembarking platform is designed in a slope, this to avoid a collision between the pilot boat and vessel when it is rolling. This arrangement could be used in different heights., but when the pilot boat is alongside the ship, there is wide gap between the higher platform and the side of the ship.

With this innovation the higher platform can be located without the slope, because there is not the risk of collision thanks to the protrusions wich avoid the slope and the gap. Another advantage consists of having two points of support in the bow area. The fore protrusion and the increased bow. Between them, there is a smaller recess in which the pilot ladder is always free.

The protrusions minimize the splash sea-water and the spray from the waves when the pilot boat is approaching the ship.

This pilot boat has been subject of a feasibility study according to patent “Pilot boat with protruding platforms for an easier boarding ship”. This study has been carrried out by a naval architect and marine engineer, professor to University of Naples, Italy.

A Hull called ÖRC”has been used; its innovative beak-bow designs provide enhanced sea handling characteristics reducing stress and fatigue from pitching and rolling of vessel in rough waters. An innovative main deck breeds an efficient pilot’s safety during his transfer.

This hull with new main deck breeds an efficient and safe pilotboat.

Any change to the pilot transfer system does not introduce new risks, but eliminate or reduce the current health and safety problems in pilots' demanding job.

L_{OA}	12,50m
Lpp	12,19m
B_{OA}	3,74m
B_{wl}	3,35m
T	0,79m
Dpl	12.27m
V_{max}	26kn
Hull	Alluminium 5083 H111

Note :
[1] Cut out : is an interrupted gunwale
[2] Recess: is a room between the protrusions of main deck

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52nd International Football Tournament Rotterdam 2016

Twelve teams from 8 different countries played a tough but fair game.

A special and warm welcome was given to the collegues from Varna, Bulgaria who joined the Tournament for the first time. Players from France, the UK, Germany, Norway, Belgium, the Netherlands and Italy joined their own team or the EMPA Football team.
The tournament itself was located at the training pitches of Sparta Rotterdam, founded in 1888 and the oldest still active professional football club in the Netherlands. The hotel, drawing party and dinner party were located on board the historical SS Rotterdam, moored in the middle of Rotterdam's modern and impressive skyline.

Drawing party

The drawing party in the Queens Lounge on board SS Rotterdam started with the captain's meeting, as always an excited briefing and discussion between the team captains. After this meeting, the drawing was executed by the oldest active player,Dirk van der Linde from Amsterdam pilots. Four groups were formed:

After the drawing ceremony the evening continued with a lot of tactical discussions how to win the trophy and ended quite early at around midnight in order to be well rested the next day.

Tournament

The tournament started on Saturday May 21, 9:30 in the morning with the first round. In this first round all teams played two games. The second round started, a bit later than scheduled due to some minor injuries, around noon. After this second round, the semi finals settled the ranking and the participants of the finals. After these four matches Vlissingen pilots were in the lead followed by Varna, Rotterdam and Weser-Ems. In the semi-final matches Vlissingen beat Weser-Ems and Varna lost from Rotterdam, so the final was between Vlissingen (reigning champion) and the host team of the Rotterdam Pilots. The teams from Weser Ems and Varna settled their ranking, after a penalty shoot out, respectively at number 3 and number 4.

The final game was played between the teams from Vlissingen and Rotterdam. The Rotterdam team scored a goal in the first half of the game. A goal from the Vlissingen team in the second half made it necessary to extend the game with two times 5 minutes. During this extension no goal was scored, so penalty kicks should decide which team would win the cup. After 5 penalties it was still equal as both teams missed one penalty each. But then good-old Rotterdam (or Sohar?) goalkeeper Rik van Marle stopped the 6th penalty and scored the winning one himself!
The tension of this final game, the temperature and the sunny weathers made the following happy hour a thirsty hour.

Champion EMPA Tournament

Ladies tour

The ladies tour started at the SS Rotterdam with a boat trip on the river Maas towards the old city centre. We continued with a guided tour seeing the highlights of Rotterdam including the Erasmus bridge, the Markthal, the cube-houses and the Laurens church. The tour ended at the Oude Haven were we enjoyed the lunch at restaurant Mooii. After the lunch a bus transfer brought the ladies to the sports ground to see the final match of the tournament.

Dinner party

The dinner party started at 19:30 in the Grand Ballroom on board SS Rotterdam. The beautiful weather provided a cosy and informal reception on deck, while the A gogo-band made a great effort with their music.
This reception was interrupted by the awards ceremony. The awards were presented by mr. Stein Inge Dahn, president of the EMPA. The red lantern was presented to the EMPA Football Team. The team of Vlissingen pilots won the Fairplay Award which was presented by Mr. Jaap Dekker, founder of this award. The cup for the winner of the tournament was presented to the Rotterdam team.
The award ceremony and dinner party ended with a nice party after midnight, and was extended with an after party in the Captain's Club.

Breakfast and goodbye

On Sunday May 22 early in the morning breakfast started and the first players and teams started travelling home.

Many thanks!

As the organising committee we would like to thank all teams, players, guests and volunteers once again for all efforts made. We would like to congratulate the teams of Varna, Weser Ems, Vlissingen and Rotterdam with their ranking and we are looking forward to meet you all next year in Bremerhaven!

Final Result 52nd European Pilot Football Tournament

Champion	ROTTERDAM
Vice Champion	Vlissingen
3rd Winner	Weser-Ems
4th Winner	Varna
5th Winner	Amsterdam
6th Winner	France
7th Winner	Norway
8th Winner	NOK Baltic-Wirost
9th Winner	UK
10th Winner	Kiel
11th Winner	Belgium
Stern Light	EMPA TEAM

Many thanks!

Next year
Bremerhaven will host
The International Soccer Tournament

from 20 until 22 May

We'll meet again!!

Soon more details on the EMPA Pilots website

website: www.empa-pilots.eu

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