EMPA

EMPA JOURNAL

No. 51 - September 2014

Journal of the European Maritime Pilots' Association vzw

Content

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EMPA Journal 2014

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New Member : Georgian Pilot Association

Cover :
Ship passing through the Worrington Narrows (Manchester ship canal)

Picture courtesy of Rosalind Thomas

European Maritime Pilots' Association Vzw

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EDITORIAL

by Stein Inge Dahn, EMPA President

Safety, Security, Environment…and: Efficiency!

WHEN WRITING THESE LINES, the summer of 2014 is upon us! For the European pilots, these are certainly no lazy days!

In every corner of Europe, our ports have experienced a steady growth in the number of cruise passengers during the last decade. This has been possible not because the ports have been made larger or more numerous, nor have the waterways been substantially widened. As we all know, the explanation is that ships are getting larger and that the ship traffic is getting denser.
This trend is not slowing down. The major cruise lines of the world are all awaiting an impressive number of new buildings to be delivered during the coming years, which undoubtedly will contribute to continuing growth in the economically important European tourist industry.

At the same time, the dependence of Europe on foreign trade through our ports is not weakening. More than 90 percent of Europe's cargo trade in goods passes through the busy seaports of our continent. In absolute numbers, the quantity of both import and export volumes through European ports outnumbers those of all other trade regions of the world, included China and the USA. Without the ports, the European industry would halt, we would not get the raw materials our factories need, the export industry would lose access to its markets, the energy supply would collapse – and the import of daily life necessities would subside.

The well-being of every European citizen is consequently dependent on our ports being able to handle this all-important activity in a sustainable and efficient way.

In order to secure the vital existence of this maritime trade, all maritime nations have established and developed compulsory public pilot services that are adapted to the specific local needs and local conditions in their ports and fairways.
The quite obvious reasons for this have been to achieve acceptable standards of Safety, Security, Protection of the Environment, as well as Efficiency in the waterways.

Neither the public, nor the communities, will tolerate serious maritime accidents and disasters. Therefore the risks should be assessed and managed! History, as well as a number of formal, scientific safety assessments, have proved that compulsory public pilotage systems are the most expedient way of achieving acceptable maritime safety standards, and to secure sustainable maritime trade.

When the European Parliament's TRAN committee discussed the proposed Port Policy during the past session, the **German rapporteur Mr. Knut FLECKENSTEIN** very wisely recommended excluding the public service of pilotage from competition experiments. His reasoning deserves to be quoted:

> *"Pilotage should be excluded from the chapter on market access as it is a service highly relevant for navigational safety. In its Resolution A.960, the IMO has recognized the important role that maritime pilots play in promoting maritime safety and protecting the marine environment."*

The distinguished Member of the European Parliament is certainly not alone with such reasoning: Also the ***EU Committee of Regions***, the ***European Economic and Social Committee***, the ***Bundesrat in Germany***, the ***French Parliament***, and many other governments and institutions have concluded likewise.

But when explaining the reasons for public pilotage services; the Efficiency part of these motivations is often overlooked.
The presence of an experienced and well trained local pilot on the bridge of a ship, is an assurance that the dense maritime traffic will flow not only safely, but also in the most efficient and cost effective way. There is no room, and no time, for trying and failing in the busy maritime seaports of Europe! I use to say that the compulsory maritime pilotage system functions as oil in the complex marine traffic machinery. The community cannot afford to have sand in this machinery!

As defined by the UN maritime body IMO in its resolution A960, pilotage is - and should be – a local matter, under the strict and transparent supervision of national competent pilotage authorities. But that does not mean that all pilots and all pilotage organizations are independent of each other! The European pilotage system can be regarded as a joint Safety and Efficiency system, operating 24hours a day, 365 days a year in all seaports of Europe.

New EMPA Member Association
Georgian Pilot Association

The Georgian Pilots are operating in 4 ports :

BATUMI, SUPSA, POTI, KULEVI.

They are a private company.

Pilotage is compulsory for all ships more 1000GT.

Their pilotage certificates are issued by the Maritime transport administration (MTA).

Number of Pilots : 7

AHMED MIKELADZE - Batumi Port Pilot
BORIS LOMADZE - POTI Port Pilot
OMAR MAMULADZE– Batumi Port Pilot
LEVAN BOLKVADZE—Batumi Port Pilot
LAGO MGELADZE- Kulevi Port Pilot
ARCHIL INASARIDZE- Kulevi Port Pilot
ROLAND ZAIDZE—Kulevi Port Pilot

Full address: str. Komakhidze N-3; Batumi, Georgia
Telephone: 995 99921246

From left : Roland Zoidze, Iago Mgeladze, Akhmed Mikeladze, Omar Mamuladze, Levan Bolkvadze, Archil Inasaridze.

48th GENERAL MEETING

How Black is the Black Box?

2nd day SEMINAR – EMPA - Nautical Instituted

Captain Steve Clinch—MAIB

Complacency

from a paper presented by E.J. Smith 1907

"When anyone asks me how I can best describe my experience of nearly forty years at sea, I merely say uneventful.
Of course there have been winter gales and storms and fog and the like, but in all my experience, I have never been in an accident of any sort worth speaking about.
I have seen but one vessel in distress in all my years at sea…
I have never seen a wreck and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort."

ON 14 APRIL 1912, RMS TITANIC SANK WITH THE LOSS OF 1500 LIVES…. ONE OF WHICH WAS HIS CAPTAIN…. E.J.SMITH

THE SECOND DAY SEMINAR of the EMPA GM meeting in Antwerp had a very interesting topic : ***"How Black is the Blackbox"?***
The seminar was held in agreement with the MAIB and the Nautical Institute.

Currently many ships are equipped with VDR and it was interesting to know what judicial importance can be given to all recordings with VDR, in accident investigations and/or in criminal investigations.

The link with the aviation 'Cockpit- and Voicerecorder' was necessary and for that Captain André Berger, flight instructor for Jetairfly and currently instructor on the Boeing Dreamliner 787, was a welcome speaker.
Other speakers were : Captain Yves Beeckman, Court Surveyor Nautical Commission to the Court of Commerce in Antwerp, Prof. Eric Van Hooydonck for the Legal Rules on VDR and their implications for pilots, W. Justers with the legal and insurance aspects of VDR..

For the MAIB, Captain Steve Clinch, chief inspector, gave an overview of a Government Accident Investigation body, which is exactly what MAIB is.

After the Herald of Free Enterprise accident in 1985, there was need for an accident investigation body separate from the Regulator.

The MAIB Inspectorate consists of ex mariners, chief officers or Royal Navy equivalent. A 2 year accreditation scheme provides basic grounding in accident investigation methodology and core investigation skills. Currently they spend three weeks initial training at Cranfield University. The MAIB accreditation scheme will be linked to MSc course. Thereafter refresher and continuous professional development training is required.

The fundamental purpose of an MAIB investigation is to determine the circumstances and causes of an accident or incident with the aim of improving the safety of life at sea and the avoidance of accidents in the future.

What does MAIB investigate?

- *UK flag vessels anywhere in the world
- Any vessel in UK waters (12 mile limit)
- Merchant ships of all sizes
- Fishing vessels
- Leisure craft (commercial and private)

Scope of Investigations

- About 1800 reports received every year
- All go on to data base
- About a third lead to follow-up enquiries
- 30-40 are the subject of a field deployment
- All field deployments lead to a published report

The Decision to Investigate

- All very serious marine casualties on commercially operated seagoing vessels and fishing vessels >15m
- If possible, whenever there is loss of life If important recommendations are likely to emerge
- Availability of resources

Top concerns

The use of Risk Assesment & Permit to Work systems at sea, Electronic Navigation—in particular ECDIS and Complacency

MAIB SAFETY DIGEST

►published two times each year – > 9000 copies distributed
►provides brief accounts of a selection of accidents
►aimed at the seafarer
►draws attention to the lessons to be learned
►sole purpose is to prevent more accidents
►it is free
www.maib.gov.uk

TOTAL TIME (PLAN) FROM DATE OF ACCIDENT TO PUBLISHED REPORT = 8.5 MONTHS

How black is the black box?

Captain André Berger
Director of flight operations
Jetairfly
Pilot instructor / examiner on current Boeing types(B737-B757-B767-B777-B787)

Safety

Cars:
Every 30 seconds, someone in the world dies in a car accident
That is > 1.000.000 people/year
Causes are not (well) documented
Aviation (3 billion passengers):
250-1250 people die in aircraft accidents / year (including terrorist action)
2013: 29 accidents with 265 casualties
All causes are known (except MH370 as of now)

Flight data recorder (FDR)

Aviation

- Flight data recorder (FDR) – crash proof
- Cockpit voice recorder (CVR) – crash proof


Cockpit voice recorder (CVR)

What is installed extra?

- Flight data acquisition unit (FDAU)
- Quick acces recorder (QAR - Maintenance and FDM)
- ACARS (real time wireless transmission)

How is it managed?

Safety management system

ICAO (Annex 13) translated in national law
Flight operational quality assurance (FOQA), also known as flight data monitoring (FDM)
Line oriented safety audit (LOSA)
Safety *reporting*
Safety *culture* => ***"Just culture"***

"Just culture"

Is a culture in which front line operators and others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training,
but where gross negligence, wilful violations and destructive acts are not tolerated.

Creating a ***"Just culture"*** requires involvement of all stakeholders, at least:

- Representatives of pilot associations
- Representatives of the companies

Role of company safety Manager

Run the ***safety management system*** (SMS) including:

- Flight data monitoring and identification
- Analyse reports
- Safeguard ***"Just culture"***
- Publish safety review
- **Protect data**

Authority

- ICAO (UN) – ICAO Annex 13
- EASA(European aviation and safety association)
- NCAA (National civil aviation authority)
- Jetairfly Operator manuals

Legal Framework :

ICAO Annex 13

Issues !

- ***Independence of accident investigation and safety agencies***
- ***Lack of data protection from judiciary interference in national laws***

1. Introduction

1.1 The protection of safety information from inappropriate use is essential to ensure its continued availability since the use of safety information for other than safety-related purposes may inhibit the future availability of such information, with an adverse effect on safety. This fact was recognised by the 35th Assembly of ICAO, wich noted that existing national laws and regulations in many States may not adequately address the manner in which safety information is protected from inappropriate use.

1.2 The guidance contained in this Attachment is therefore aimed at assisting States enact national laws and regulations to protect information gathered from safety data collection and processing systems (SDPS), while allowing for the proper administration of justice. The objectice is to prevent the inappropriate use of information collected solely for the purpose of improving aviation safety.

c/ inappropriate use refers to the use of safety information for purposes different from the purposes for which it was collected, namely, use of the information for disciplinary, civil, administrative and criminal proceedings against operational personnel, and/or disclosure of the information for the public.

2. General principles

2.1 The sole purpose of protecting safety information from inappropriate use is to ensure its continued availability so that proper and timely preventive actions can be taken and aviation safety improved.

2.4 National laws and regulations protecting safety information should prevent its inappropriate use.

Local framework typically does not comply with Annex 13:

National level (France, Germany, Switserland, ...)

Company level (Asian carriers, African carriers, ...)

The organization of the accident investigation may not be independent as required by ICAO, violating data protection rules

Examples that comply with Annex 13 regarding data protection: USA/ UK(Belgium has to reorganize the safety agency following an audit)

Conclusions

- ***A black box is a required tool to improve safety – our industry can not do without it***
- ***It should be part of a safety management system based on a "Just culture". However, in many countries, "Just culture" is not implemented***
- ***The legal framework must provide excellent data protection. If not, the juidicial system will abuse the data and by doing so, hamper safety***

Complete PPU system total weight 1 kg

Piloting - the way it was meant to be.

- Accurate ROT
- Accurate heading
- Independent positioning
- Low cost
- Pocket size

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How Black is the Black Box?

Captain Yves Beeckman MNI—"Court Surveyor / Nautical Commission to Court of Commerce of Antwerp

The Court of Commerce investigates at the initiative of the Court or at the request of a party to the incident.

Courts are intersted in the causes and circumstances in order to apportion blame! £££££££!

The court has no nautical background, so that lawyers can bring in nice stories. The court needs technical advise on the direct causes and circumstances—what went wrong, who did what and why did it happen.

What are the VDR complications for investigators?

- "One" system, different manufacturers
- Each brand has his own replay software
- No uniformity in presentation of data
- Often a service technicien required to do the download

Other complcations for investigators are that witness startements vary widely. Often there are 5 witnesses and 5 stories. In order to have 5 witnesses and 1 story, the VDRdata allow the investigators to establish what really happens.

VDR—a major source of info!

All relevant technical data (should be) available :

- Heading, course over ground, speed through water, over ground
- GPS position and time
- Water depth
- Rudder request and actual response
- Engine / pitch request and actual reponse
- Bow/stern thruster request and response
- Radar display(s) as it was on the bridge (Including target acquisition, collision warnings and info, ebl en vrm,)
- Ecdis as available to the bridge team
- AIS targets as available to the bridge team
- Wind direction and speed – relative and true
- Ship stresses, angles of heel, accelerations if data recorded
- In short – anything that gives a digital signal can be recorded
- Manufacturer can offer more options than the compulsory items under IMO Chapter V

All relevant VOICE RECORDINGS :

- Microphones on the bridge and outside at various locations / work stations
- VHF direct to VDR and through speakers in wheelhouse
- You may be able to understand what was said…..
  - On walkie talkies (between pilots, pilots and tugs, and on private channels)
  - On cell phones
  - Conversations between people in the wheelhouse

You may be able to hear

- The click of the autopilot switching to manual or vice versa
- The pilot having dinner or how many sugars he took in his coffee……

You may be able to establish

- Who was standing (about) where by selecting the mic which gives the best rendition
- From the above, establish who operated the switches, etc….

VDR Conclusions

It may take considerable time and effort, but:

The black box is actually very translucent…….
The "traditional" explanations such as – "she took a veer"- "helmsman error" – etc can now be verified
Voice recordings from the bridge can be difficult to clarify, but (police) forensic labs do a great job!
Combination with other sources of information is possible in GIS systems (Geographical Information Systems).

Legal and Insurance Aspects

by W. Justers

VDR : potential legal pitfalls

Shipowners need to ensure that :

- VDR is working and recording properly at all times
- Data are timely and properly safeguarded after a casualty
- Data can be duly retrieved/downloaded afterwards

In order to do so :

- VDR should be frequently checked for proper operation e.g. by routine voyage analyses – see OCIMF Recommendations on the Proactive Use of Voyage Data Recorder Information (ICAO : compulsory since 2005).
- Crew to be familiarised with the operation of VDR and how to preserve data when required e.g. making it part of standard procedures incl. emergency drills.
- Manufacturers' technician should be properly qualified and familiar with the legal requirements for preserving evidence in terms of reliability and accuracy.

Failure to preserve DVR data will usually have adverse effect on the case :

- Will not be viewed positively by the court and arouse suspicion
- May result in allegations of tampering with or spoliation/ destruction of evidence
- May be considered as interference with official investigations….civil penalties.

Owners need to ensure that VDR data are cross-checked with other sources of evidence (data loggers, logbook entries, shore VTS/AIS data) and that potential discrepancies are properly dealt with and explained in court submissions.

Any inconsistencies in master/witness statements may result in accusations of them being unreliable or even unaware of the actual circumstances whereby their actions may be considered as inappropriate. Shipowners' case will be losing credibility and witnesses risk being penalised for failing to provide truthful statements.

VDR is not only recording the sequence of events but also the settings (scale or range) used by the OOW. Improper setting can result in lack or overload of information.

Potential risk : In case this results in e.g. a radar target going undetected with ensuing collision the consequences may be dramatic :

- Improper lookout…. negative impact on blame/liability in the collision
- OOW considered to lack proper training/familiarisation…. allegations of unseaworthiness of the vessel…. owners without defence against cargo claims and/or unable to recover GA contributions from cargo interests
- Possibly criminal charges in case loss of life results from the collision.

Nevertheless, properly presented VDR evidence backed up by consistent witness statements is an extremely powerful tool to pursue/defend claims and can tip the balance in owners' favour.

Impact of VDR on Casualty Investigations and Court Decisions

- Due to stress after a casualty witnesses often forget to record details and give conflicting version of events
- (S)VDR compulsory on all vessels since 1st July 2010…. gradually introduced in casualty investigations
- Judges making exacting forensic approach to casualties…. video reconstruction & computer generated simulations
- VDR has resulted in the dynamics of a casualty being purely a matter of fact ("hard evidence") rather than estimation or speculation
- Legal counsel need to understand how VDR operates to correctly interpret the data and present same properly to the court/tribunal
- VDR will be relevant mainly in collisions/allisions, groundings, shipwreck with total loss of vessel/crew/cargo and unsafe port/berth claims

Legal Rules on Voyage Data Recorders and their implications

With special attention to the legal position of maritime pilots

by Prof Dr Eric Van Hooydonk

Advocate, Antwerp Bar Association

Professor, Ghent University

Which vessels must carry a VDR ?

Solas Chapter V, Regulation 20.

Solas VDR requirements were first adopted in 2000(in force on 1st July 2002)
VDR carriage requirements for :

- All p)assengerr ships and all other ships of 3000 gross tonnage and upwards constructed after 1st July 2002
- Amaendments in December 2004 (in force on July 2006 with regard to "Simplified Voyage Data Recorders"(S-VDR)) required for all cargo ships of 3000 gross tonnage and upwards constructed before July 2002, not later than 1st July 2010.

At present, most ocean-going vessels calling at European ports must carry a S-VDR!

What is recorded by a VDR

- Date and time
- Ship's position / Speed / Heading
- Bridge audio VHF communications audio
- Radar displays / ECDIS displays, if carried (for VDRs installed on or after 1st July 2014)
- Echo sounder depth information (not on S-VDRs)
- Main alarms(not on S-VDRs)
- Rudder order and response (not on S-VDRs)
- Engine and thruster order and response (not on S-VDRs)
- Hull opnings status (not on S-VDRs) / Watertight and fire door status (not on S-VDR)
- Accelerations /hull stresses, if ship is fitted with sensor(not on S-VDR)
- AIS data (for VDR installed after July 2014, or, on S-VDR as an alternative to radar data)Electronic logbook information, if carried (for VDR installed on or after 1 July 2014
- Rollingmotion, if electyronic inclinometer installed(for VDRs installed on or after 1 July 2014)
- VDR configuration data (for VDRs insatalled on or after July 2014

How long should the data be retained

Period of time before being overwritten

- S-VDRs and VDRs installed before 1 July 2014 : at least 12 hours
- VDR's installed on or after 1 July 2014 :
  At least 48hours on the fixed and float-free recording media
  At least 30 days on the long-term recorsing medium

Recording of bridge audio should continue until 2 hrs after the ship's (regular & emergency) sources of electrical power are interrupted.

Maintenance of the recorded data following termination of recording :

- The final recording medium on S-VDRs and the fixed recording medium of VDRs installed on or after 1 July 2014 : at least 2 years
- The float-free recording medium of VDRs installed on or after 1 July 2014 : at least six months
- VDRs installed before 1 July 2014 and the long-term recording medium of VDRs installed on or after 1 July 2014 : no detailed requirements.

Rights with regard to VDR data

IMO guidelines on Voyage Data Recorder (VDR) ownership and recovery (Maritime Safety Committee Circular 1024 of 29 May 2002)

Ownership :

- The ship owner will, in all circumstances and at all times, own the VDR and its information
- However, in the event of an accident specific guidelines apply.
  The owner should make available and maintain all decodinginstructions necessary to recover the record information.

Recovery of the VDR

- As soon as possible after an accident. Owner is responsible for ensuring the timely preservation of the evidence for use by both the investigator and the ship owner
- In case of abandonment of the vessel, masters should take the necessary steps to preserve the VDR information
- Where the VDR is inaccessible and the information has not been retrieved, the flag state will need to decide, in co-operation with other interested States, whether or not to recover the VDR. If it is recovered, the investigator should be responsible for co-ordination. Specialist expertise and assistance of owners, insurers and manufacturers may be required.

Custody of VDR information

During the course of an investigation, the investigator should have custody of the original VDR information

Read-out :

Investigator is responsible to arrange downloading and read-out of the information and should keep the ship owner fully informed

Access to (and disclosure of) VDR information

A copy must be provided to the ship owner at an early stage and further governed by domestic legislation and the Code for the Investigation of Marine Casualties and Incidents.

"Investigator " is the Marine Casualty Investigator as per terms of the Code for the Investigation of Marine Casualties and Incidents(since replaced by the Casualty Investigations Code of 2008 :

- Non-judicial, independent marine safety investigators " appointed to investigate a casualty, or incident, under procedures laid down in national legislation for the furtherance of marine safety and the protection of the marine environment".

These IMO Guidelines appear to be non-binding!

IMPORTANT CONCLUSIONS FOR PILOTS

- Most ships on which pilots perform their task are carrying a VDR
- VDR records technical aspects of navigation, bridge audio and VHF communication
  - -Possible to review and evaluate the performance of the pilot
  - -Increased risk of liability and disciplinary or criminal sanctions for the pilot
- Purpose of the VDR is to assist non-judicial investigating authorities when investigating maritime accidents and incidents
  - -However, use of VDR in criminal, disciplinary or civil proceedings against the pilot is by no means excluded
  - -Confidential treatment of VDR data is not clearly regulated in binding rules (at least internationally and in the EU; domestic legislation may contain more detailed rules)
- Legislation on privacy and personal data protection appears to constitute the most important limitaton on the use of VDR data

This may offer some legal protection to pilots!

EMPA

In conclusion of the Seminar, EMPA has adopted the following resolution regarding the use of VDR's

- ***EMPA encourages the use of Voyage Data Recorders to help accident investigators review actions and procedures, to enable the causes of incidents to be identified and lessons to be learned.***
- ***It is important that the Code for the Investigation of Marine Casualties and Incidents is strictly followed.***
- ***Particular attention should be paid to the protection of privacy when using VDR data. EMPA presupposes that the Charter of Fundamental Rights of the European Union regarding privacy protection is taken into account at all times.***
- ***The use of VDR data for disciplinary, criminal or liability investigations is not acceptable. The legislation regarding Flight Data usage in the aviation industry should be used as a standard for the maritime industry.***

VIEWPOINT

Master – Pilot relations,

by Ed Verbeek, retired Amsterdam Pilot

RECENTLY I SERVED as captain on a small passenger vessel (140 m, twin CPP, twin rudder) sailing in the Far East. As retired pilot (26 years in the port of Amsterdam) it is very interesting to experience pilotage from the other side, in a port that I only know from ECDIS and Google Earth. I want to share some of my experiences and mirror those with some remarks I heard from my active colleagues.

We had nine pilotages. Except for one, the pilots came across as technically very capable. The pilots from one (large) port clearly had had a BRM-like education, as both started with explaining their plan. One was very open to questions and suggestions. The other, although a very friendly and open person, was a bit surprised that I wanted to give input, and appeared to not really listen to me. I must admit that I felt a slight irritation at this point. When I was pilot, I always wanted to lead the briefing, as I knew exactly which were the issues in my port. Now I realise that sometimes I was at the border of similar behaviour. With both pilots it felt very comfortable to know their plan and see that they executed it accordingly.

In another busy port, we had the same pilot in and out. Inbound he proved to be an excellent ship handler. Upon departure we agreed that I would unmoor and that he would take the con as soon as we were in the main fairway. This pilot clearly did not have a BRM background: when I asked about plans, and particularly speeds, he said that I did not need to worry. Well I didn't, I know I can handle the vessel, but I just would like to know. This had no bearing on our relation: we had a very good time, but I did have my lines and speeds in my mind, and at one point I did think: if he does not reduce when we pass the next buoy I will interfere. Well, we thought the same thing: he reduced speed at that spot. It made me realise that giving insufficient information might lead the captain to interfere more quickly, and may be too quickly.

To keep up my own skills I did the ship handling myself when tugs were not compulsory or when there was just a tug on stand-by only. I could empathise when a pilot was clearly disappointed when I explained to him that I would do the mooring, as he said, that is what most captains on this type of vessel do. I know how he felt, I have felt the same way….

There was just one pilot I felt uncomfortable with. I like clarity on the bridge and always make sure that the con is clearly transferred. Inbound, when this pilot came on the bridge we talked about the plan and I proposed that the pilot would have the con up to a clear mark ashore, about 1000 m from the berth. I would do the mooring. Except for the speeds, the pilots plan seemed somewhat vague, but I could live with that. So I asked if he was comfortable taking the con, which he said he was, and I clearly stated: pilot has the con.

After a few minutes the pilot walked to me and proposed to come a bit to port, without giving the impression that he would give a course order after I agreed. I was happy with it, and said that he had the con and could do that. But no order followed.

I asked if he was happy with having the con, which he said he was, but again no orders. So I took back the con and the pilot kept advising. This situation was definitely uncomfortable.

Now the other side. An Amsterdam pilot brings a smaller, heavy laden vessel into the lock. It has to moor next to another vessel. The speed is completely under control, about 1 kt, still enough space to the gate, the stern starts to drift towards the vessel moored on the other side. The pilot wants to give a small kick ahead with rudder hard over to control the stern. The captain refuses. The vessels touch, minimal damage, but it was completely needless.

In the stories I hear from my active colleagues I discern a trend that captains interfere more quickly. Most of the time that has little influence, very occasionally it saves the situation, but occasionally it also leads to damage. Ports, captains, pilots, insurers and P&I clubs, owners, we all want less damage, in that respect we are all on the same side. However I get the feeling that there is a tendency to encourage captains to interfere when as soon as they feel uncomfortable, and I feel chances are that this tendency will increase the number of damages instead of reduce it.

So how can we react to this trend? In the immediate operational we can try to provide the captain with the info he needs and listen to his input. The content of this information could be the subject of another article. My proposal is to keep it short and to the point, and not the bureaucratic endless lists that need to be signed every page. Stick to the information that is needed now for normal circumstances, provide additional information as the trip progresses and when circumstances demand, and definitely provide information when asked.

More long term we should continue to strive that pilots are technically skilled: adequate education, training and experience, making sure that pilots are well aware of new developments and able to use them appropriately. Experience in itself does not say much: one can also have many years of experience in doing things inefficient……

We can actively seek cooperation with captains, ship owners/operators, port authorities, P&I clubs and other stake holders. On one hand to learn their issues and see if they can be met, on the other hand to explain the added value of a pilot on board. I think it is important to encourage captains, when they feel uncomfortable to ask questions if time permits, and use interfering only as very last resort.

We should do all we can to promote a spirit of mutual respect, captains to pilots and pilots to captains, an attitude of partnership and not of antagonism.

The relationship between pilot and captain and bridge team will be always changing, a bit under the influences of technical developments, but even more so under the influences of changes in Human Factors terms: changes under influence of what shipping culture considers to be the proper way of operating ships. Pilots need to be sensitive to this, continue to listen, but also continue to explain their added value.

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Latest news- Safehaven Marine have undertaken possibly an industry first, by capsizing their latest Interceptor 48 Pilot / S.A.R. vessel in a live condition, with two crew inside during the roll over. In the ultimate expression of confidence in the vessels design and integrity, Safehaven's managing director and designer, Frank Kowalski, volunteered to be inside the vessel during the roll over. Strapped in with a full harness at her helm position he commented "it was a bit stressful when she was over at 90 degrees about to roll over, and the motion past 180 during recovery was pretty violent, but it went off without a problem". Safehaven gained valuable data from the test, providing a greater understanding of the forces involved, thereby allowing them to incorporate design features that will maximize both their vessels seakeeping, and survivability, when operating in extreme conditions of wind and wave.

Congratulations to the Port of Bristol in the UK who have taken delivery of Safehavens 2014 demonstrator, the Interceptor 48 Pilot featured here.

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News from Member Associations

APIBARRA

IN THE LAST YEAR the Portuguese pilotage association has been very active for the worst reasons.

We are still struggling for a proper training programme, and after more than one year of negotiations we are completely stalled. Exactly the same situation is occurring regarding our STCW certificates.

Pilotage in Portugal was under strong scrutiny by the government and stake holders under the excuse of the intervention of the Financial Aid from the EU and IMF, also known as "Troika". In our country the pilots are employed by the Port Authority owned by the State, and our average wage of 3000 € is considered very high. On the other hand, pilotage is looked upon as a very profitable business in most of the Portuguese ports and this causes greed among some people. In fact even on the Night News on TV, we have commentators pointing the finger to pilots. Some statements like "Captains don't need pilots because ships have GPS" or "Pilots belong to a professional entity that turn our lives into hell" or even "We have to stop the 'No' culture and pilots represent this culture", show the low level of discussion .

We are almost considered the cause of the economic crisis.

As a consequence of this hostile situation, we have watched 3 more colleagues leaving pilotage last year without any notice. The only two pilots that have joined Sines, two years ago are still being paid as trainees but working already as junior pilots. On the other hand the traffic has been steadily growing (Sines, the highest with 22%).

Several reports were written. The State Secretary of Infrastructures stated publicly that pilotage service must be concessioned and even supports competition between public and private services. We do believe that our model is the one that suites the Portuguese ports best, but we know that concessions work in other European countries with big success and we don't object to them.

Our problem has to do with two facts: pilots won't control the pilotage service (service providers will be tug companies, agencies, terminals, ship-owners, etc.) and there will be competition between public and private service. And, of course, being employees of the aforementioned service providers, pilots won´t be able to work in an independent way in order to warrant safety of navigation, environment, people and assets.

What have we been doing? Fighting!

We have promoted a conference with all the stakeholders. We have attended all forums related to the activity (education, ports, transports). Wherever the opponents were, we were present, trying to give the correct image of the pilots and showing that the arguments of our opponents are fallacious. The drawback is that we don't yet have the political connections and economic power of our rivals.

In 2015 we will host the 49th EMPA GM and we hope to have a large number of pilots in Estoril to debate all these aspects.

Finally we would like to thank the former and especially the current board of EMPA for all the support provided.

NEXT GENERAL MEETING EMPA 2015

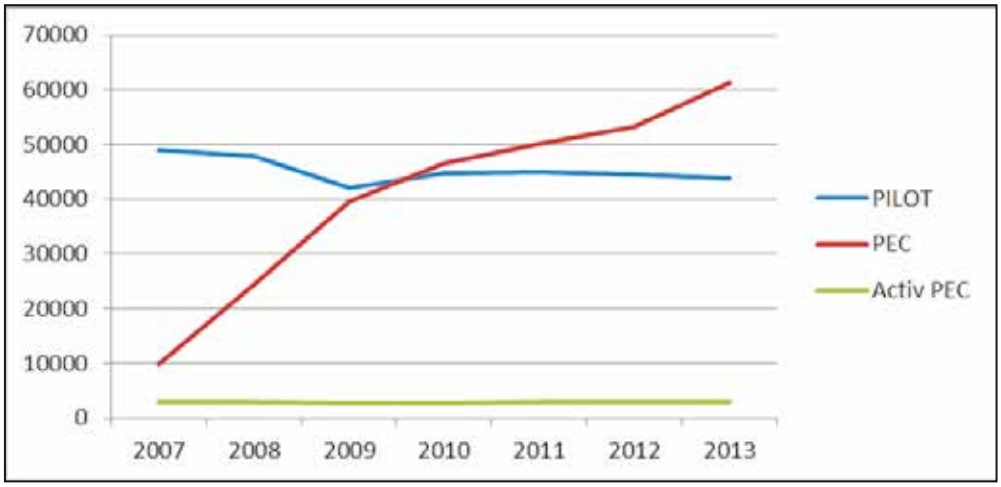
EMPA
49TH ANNUAL GENERAL MEETING
15-17 April 2015, Estoril, Portugal
Together we challenge the future.

News from Member Associations

NORWEGIAN PILOT'S ASSOCIATION

In 2014, the number of piloted voyages in Norway decreased by 1,7% to 43773. The 2873 PEC-holders carried out 61339 PEC-voyages during 2013, an increase of 14,6% compared with 2012.
There were 295 pilots in Norway as of December 31st.

The total turnover in Norwegian pilotage in 2012 was NOK 759m, and the financial surplus was NOK 55m.



This figure shows the use of PEC compared to the use of pilot. The green line at the bottom shows that the number of active PEC holders has been quit stable.

In mars 2012 the government has initiated a thorough review of the pilotage system in Norway. The president of the Norwegian Pilots' Association was appointed as a member of the committee that has conduct this review, they finalized this report in June 2013. The report has been on a public hearing. At the moment the government is preparing a Parliament proposal and a white paper which will be presented to Parliament on 11 April. It will end up in revised legislation and organization of Norwegian pilotage.

In autumn 2013 there were elections for parliament. The socialist lost the majority. The Conservative Party and The Progress Party took over. They decided to move the coastal administration from the Ministry of Fisheries and Coastal Affairs to the ministry of Transport and Communications affairs. The minister is from the Progress Party.

Jan Magne Fosse
Norwegian Pilots' Association

United Kingdom Maritime Pilots Report 2014

MEMBERSHIP OF THE UKMPA remains steady with around 465 members, we have recently amended our rules to allow Associate Members and have received enquiries from a number of overseas-based British pilots and Admiralty pilots from within the UK, as well as a number of corporate enquiries. We have also instigated Honorary UKMPA Life Membership, with past IMPA President Geoff Taylor being amongst the first recipients.

Marine Navigation Act 2013

On 1st October 2013 the Marine Navigation Act passed into law. Clause 2 of this Act was originally drafted so that **any** member of the ship's crew could apply for a Pilot Exemption Certificate (PEC). This wording was strongly supported by the UK ports and many shipping interests. Despite considerable lobbying by the UKMPA and our friends, we were unable to have that clause removed entirely, but we were successful in having it amended so that now it is only a *bona fide* deck officer who can apply for a PEC.

However, as we say in the UK "every cloud has a silver lining." As a direct result of our political lobbying on the Marine Navigation Act we are now very much on the radar of our politicians and their civil servants. The UKMPA has been invited on a number of occasions to give evidence regarding maritime matters to Parliament's Transport Select Committee. The Shipping Minister agreed to give the opening address at the UKMPA Annual Conference, which was held on the HQS Wellington in September 2013; and we are now also developing a very good working relationship with the civil servants at the Department for Transport, meeting with them on a regular basis. The Department for Transport subsequently has put pressure on the Ports to work closely with the UKMPA on issues that we have a direct concern. This includes the Port Marine Safety Code Steering Group that will monitor the implementation of Clause 2 (PECs) of the Marine Navigation Act. The UKMPA will remain vigilant to ensure that there is no abuse of this clause.

Europe Ports Directive

It is not only the UK Parliament, which has been attacking pilotage. The European Commission (The unelected body of civil servant administrators of the European Union) is now on its 3rd attempt to introduce a liberalization of ports with pilotage firmly in its sights. The UKMPA, together with its colleagues in EMPA have strenuously lobbied for pilotage to be removed from the latest round of legislation.

Promoting the Industry

The UKMPA has also been working hard to contribute towards a positive constructive role in the shipping and ports community. In September 2013 the UKMPA was a supporter of the inaugural **London International Shipping Week** (LISW). LISW brought together leading shipping industry figures – from regulators to charterers, ship owners, ship managers, lawyers, ship brokers, bankers, insurers, ship suppliers, marine surveyors, bunker suppliers as well as ports and shipping service providers - from more than 50 countries. It exceeded all expectations culminating in a sell-out Conference, and Gala Dinner, attended by government ministers.

The UKMPA has also worked closely with Waterfront, our event organisers from London 2012, to promote many seminars relevant to ports and shipping particularly in the development of ports in the energy and renewables sector.

Pilot Certification

There are no national standards for pilots' qualifications in the UK. Each port can set its own standards. After many years of lobbying from the UKMPA, Parliament's Transport Select Committee and the Department For Transport are now strongly encouraging the ports industry to convert Pilots' National Occupational Standards into a national Certificate for Pilots. The UKMPA is heavily involved in this process, so much so, that of the eight members of the expert panel overseeing the development of the certificate six are members of the UKMPA. It is envisaged that the UK Coastguard will oversee the award of the Certificate. However, due to the ports' position on the issue, it is unlikely that this qualification will be made mandatory in the near future. It is hoped that it will provide a suitable template for ports to train pilots, and will become the benchmark by which they will be measured.

UKMPA Support for its members

All members of the UKMPA are required to take out insurance policies developed by the UKMPA. These policies provide financial and legal support for pilots who are involved in accidents and incidents, as well as providing extensive legal cover for members and their families. A number of our members have benefitted from this cover in the last few years.

Stress Helpline

Recognising that pilots are as susceptible as anyone else to work related or other sources of stress, the UKMPA has developed a professional stress counselling service for its members. This helpline is monitored 24 hours a day by a professional counsellor who, having been contacted by a pilot, can put the pilot in touch with a properly qualified counsellor anywhere in the country.

Technical Committee

The UKMPA Training and Technical committee work in close cooperation with IMPA, with Nick Cutmore being an invited participant. In 2012 / 2013 they determined that as a result of the Azipilot Project (an EU project) a simple pocket guide to Azimuth Control device principals would be a very useful aide to pilots. EMPA members will recall that copies of the booklet were distributed in Malta.

During the same period, UKMPA members in a UK port undertook a study into the hazards associated with the use of the "Hadrians rail" equipment fitted on all UK pilot boats and those of many other nations. This comprehensive study resulted in a report published in September 2013 copies of which were passed to EMPA and IMPA. A report on this study will be presented at the 22nd IMPA congress in Panama.

John Pearn / Vice Chairman UKMPA

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News from Member Associations

FFPM

The number of French maritime pilots is, for many years now, slightly decreasing with 338 individuals working in 31 organisations with 22 pilot stations in the home country, 8 overseas and one deepsea pilots' co- operative.

The total amount of people working directly for French maritime pilots'organisations is consequently in decrease with a total of less than 740, including seamen, office administratives and hélipilots.

This trend is feared to continue to decrease in 2014 and 2015 due to the economic crisis and the consequent loss of traffic in the French sea ports.

Ports activity in 2013

Despite a very deep reform of the port workers statutes during 2010 and 2011, the traffic recovers are still awaited. French ports are suffering an important loss and especially in the traffic of petrol and gas.

The first two months of 2014, are very different from one place to another but the average feeling is that no improvement on shipping industry has to be hoped for the coming year.

French Maritime Pilots vs EU Régulation Project

The year 2013 has seen like in 2012 a strengthening of the support offered to French Maritime Pilots Organization by the whole maritime French community. The French Minister for transportation has publicly, in several occasions, clearly indicated his great attachment to the missions of general interest performed daily by marine pilots. This position was also confirmed by the national assembly who had clearly expressed the principle of subsidiarity regarding Commissioner KALLAS initiative.

This very staunch support was the key condition for FFPM to lobby in favour of our common goal, keep the maritime pilotage out of the field of the market access. With the help of our policy and legal advisors, we have multiplied contacts and meetings with MEP's, Ports and Inland Navigation unit representatives at DG move and even with commissioners BARNIER and KALLAS cabinet members.

These numerous contacts have been made in various formats: under the umbrella of EMPA, under a so-called alliance of national maritime pilots associations or in a franco-french approach.

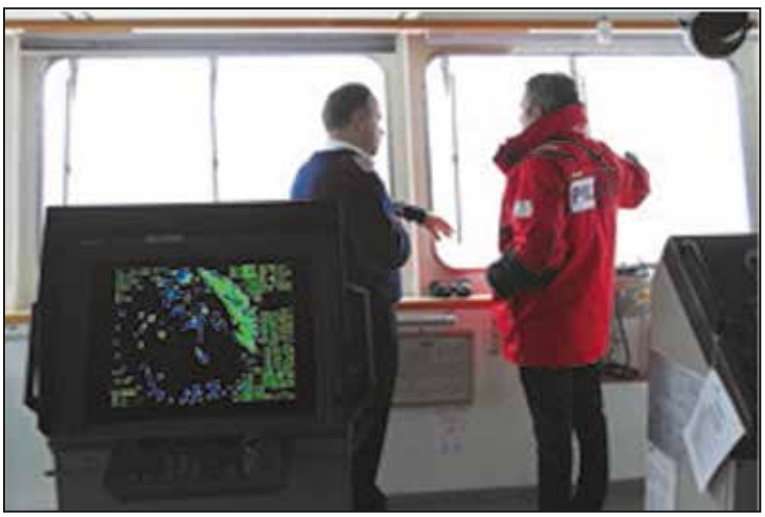
Thanks to all pilots and chairmen who have worked hard and in a full cooperation to preserve our long established organizations amongst EU member states. The first months of 2014 will be of upmost importance for the future of our profession regarding the EU wills of deregulation.

If the very last information we've gathered on this topic could invite us to a reasonable optimism, everyone knows that the devil is hiding in the details.

Therefore it's our imperious duty to maintain pressure on Brussels to ascertain that the regulation to come will have no or very minor impacts on the maritime safety offered by pilots in EU. In this respect, we fully support the EMPA BOARD proposal which aim to improve the influence of the association by moving the headquarters of the association in Brussels.

At this occasion, on behalf of the French Maritime Pilots, I'd like to express our very sincere thanks for the action of Stein Inge Dahn and for the whole EMPA team in favor of our profession since their elections in Malta.

Frederic Moncany
FFPM President



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FORUM

by Capt. Stratos Kanas - Greek Pilot

Limitation of Sovereignty

BRUSSELS, 23 May 2013

The European commission adopted a proposal passing under **REGULATION COM (2013) 296 FINAL 2013/0157 (COD)** which established a framework for market access to port services and the financial transparency of EU ports.
Therefore the freedom to provide services were to apply for port services, called ***'LIBERALIZATION'***.

But at the same time Europe does not present a great diversity in the field of type and organization in the port sector. The regulation does not respect this partial diversity and seeks to impose a uniform model for ports.

THE EUROPEAN PORTS play an important economic role for the EU maritime industry, both on national and international level. Port services contribute directly to employment, attract foreign investment and GDP growth.

96% of all freight and 93% of all passengers transit through the EU ports. However, on the one hand the European Commission support the upgrading and establishment of European social policy on green growth, sustainable development, alternative energy, biofuels, environmental protection and human life and on the other hand adopt EU regulations that are in complete contradiction with the above, mainly because of the financial interests of shipping companies and strongly supported by the elites of capital.

Pilot services should be excluded from competitive pressure since they involve no transaction of profitability but are considered a public good to the world maritime community for safe achievement of maritime trade, should therefore be excluded from competitive pressures.

The causal connection to the legal and practical link in the provision of piloting services and the role of the pilot being a service of public nature, stem from international custom. The customary rule of piloting, can be annulated by the EU through a subsequent European regulation and because Article 28 of the Greek Constitution is incorporated as state law.

The public nature of piloting safeguards and ensures safety, in order to prevent maritime accidents and subsequent traffic congestion in ports.

Maritime environmental protection and sustainable development, the protection of port infrastructure, protection of navy yard and navy ports from possible accident, legal obligation from pilots to report to port authorities deficiencies or malfunctions in vessels piloted, the universal protection of human life, the obligatory and necessity but also the contribution of pilotage in this time of imminent war which may play a crucial role in the outcome of combat operations.

All the above suggests that pilot services and the role of pilots are related issues of public safety on a national and international level, and for this reason pilotage is playing a different legal role compared to the other port activities.

The limitations of sovereignty that EU proceed in relentless daily agenda is legally acceptable and known to the international community, international servitudes, land under lease (exploitation of ports), assignment of rights to a sovereign state while the ground is still in another state (COSCO), military bases on foreign soil and administration of the United Nations.

Also all the transnational companies which are imported and exported, resulting in transnational economic activities and political pressure on foreign governments on trade are consequently transnational political actors.

The consequences of the extensive internationalization of large companies are substantial. It is no longer possible to assume that each country has its own economy. The two fundamental characteristics of sovereignty arer control and supervision of the currency and foreign trade, which have decreased significantly.

The combination of these two factors means that governments have lost control of financial flows. The TRANSNATIONAL CORPORATION (multinationals) engaged in such economic capital flows are resulting in loss of sovereignty such as intra – corporate transactions, transfer pricing, triangulation and extra - territoriality regulatory arbitrage.

However, the phenomenon that the governments seek to control the market again now appears worldwide despite the situation. Examples of the international action network are numerous,.
Three factors associated with transnational corporations are leading to the globalization of politics:

a) governments can claim back control only through collective action,
b) consumer pressure lead to acceptance of global codes of conduct by companies which implement partnership with NGOs (non governmental organizations),
c) the submission of global companies in the social and environmental auditing.

This EUROPEAN REGULATION does not respect fundamental rights and does not comply with recognized principles of piloting as defined by the traditional maritime practice with respect to the international maritime safety.

VIEW FROM A PILOT

A challenge in a stormy night

by Roby Maggi, Vice-President of EMPA

" I AM ON THE PILOT BOAT, it's deep in the night , a very dark and cold night with the wind and the rain that have not stopped for two days.

I am awaiting a container vessel that is approaching with the wind from its stern and there is no chance to have a lee -side to jump on board.

I am tired even though in the afternoon I have tried to rest . It is the fourth night in a week that I am at sea and I can't recover as quickly as when I was younger.

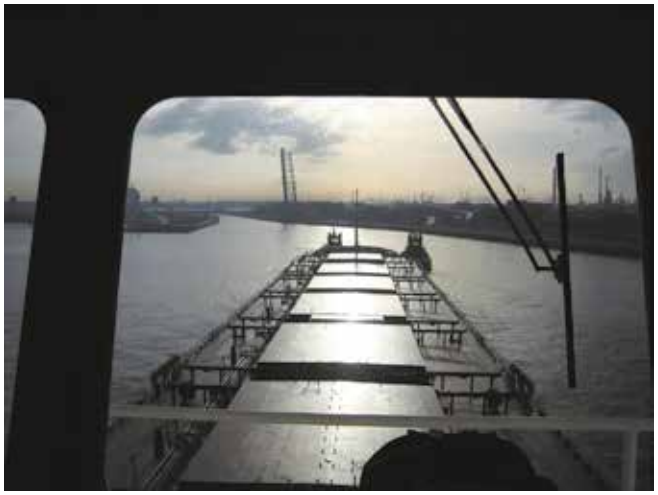
Big wave to face, Safehaven Marine

Flying Boat, Safehaven Marine

I choose the right moment to jump and I cling to the ladder without looking if the boat is coming back up towards me after falling several meters, I know that I have to climb up the ladder quickly to be safe.

I ask the driver of the pilot boat to reduce speed, the ship is still far away and I want to postpone as much as possible, the moment I will have to leave the cockpit and face the rain.

The sea's spray from the boat that pitches in the waves washes over us, as we make towards the ship that is reducing its speed too early.



Finally I arrive on the bridge and I understand how much the bridge team was waiting for me, I try to be as reassuring as possible even though the vibrations of the ship transmit a terrible anguish.

We speed up a little bit to have good steering at the entrance and after passing through the entrance, we reduce to minimum speed in order to fasten the tugboats .

Adrenalin helps me overcome the tiredness and to be ready for anything that can happen, but everything goes well as always and finally the ship/vessel is alongside, as if it were home.

It closes the door and leaves all the dangers outside, the ship is home and a feeling of peace finally descends over all of us, actors of this small master-piece of naval art "

PILOT BOATS

New pilot station vessels in the Netherlands

by Willem Bentinck, Vice-President of EMPA

On the 1st of July the last of three pilot boats has come into service in The Netherlands. The Polaris, Pollux and Procyon have replaced the current Pilot Station Vessels Mirfak, Menkar and Markab. These by now are 35 years old and have reached the end of their technical lifespan.

The new vessels bear the names of stars used for navigation; Polaris, Pollux and Procyon. these new vessels are being used in the roadsteads, for piloting ships into and out of the Rotterdam ports (Maascenter) and in the Dutch seaports and Flemish ports on the Scheldt (Steenbank). The pilot vessels are permanently situated out at sea and are the lynchpin in the logistics process of transporting registered pilots to and from ships.

PROLONGUED PILOTAGE

The new ships have been specifically designed for the capricious wave patterns of the North Sea. The ship design - a longer, sharp and narrow hull shape - ensures that the pilot vessel can remain at sea in severe weather for longer periods of time.

The pilot vessel can stay offshore in wave heights of up to 4 metres significant and/or wind force 8 to 9.

Because the ship can stay at sea in such conditions until pilotage can be resumed again, the start-up phase of the pilotage process is significantly shortened. In the past, the old pilotage vessels would return to port to wait out the storm there.

With the previous generation of ships, sea-going vessels could be piloted in wave heights of more than 2.8 metres. The new pilot station vessels make it technically possible to offer pilotage in average wave heights of 3.5 metres.

LOGISTIC LYNCHPIN

On board, there is extra accommodation for the tender crew and/or the SWATH crew, allowing for the exchange of crews at sea. Six double cabins are available for the pilots. The ability to continue working for longer periods and the optimum exchange of all pilotage modalities (tender, SWATH and helicopter) guarantee an optimal pilotage process in the roadstead areas and optimum port accessibility.

ERGONOMICS

A lot of attention has been paid to ergonomics to benefit the ship's handling and controls in very heavy shipping traffic and bad weather. Human factors and ergonomics were also carefully considered in the design of the galley and the refrigerated stores. Comfort on board has been vastly improved thanks to additional sound insulation of the crew quarters and extra engine foundation requirements. In the ship design, the decision has been made to fully separate the technical areas from the accommodations. The cabins and crew areas have been positioned as centrally as possible on the ship to make the stay at sea as pleasant as possible for the crew. Wave-related ship movements are less tangible.

LARGER BUNKER CAPACITY

The ship can stay out at sea for four weeks thanks to increased bunker and stores (supplies) capacities. The large bunker capacity also makes it possible to pump across fuel to tenders or SWATHs at sea.

MANOEUVRABILITY

The ships are equipped with two propellers and special rudders which can achieve a maximum deflection of 70%. This allows them to achieve a maximum turning speed when it needs to quickly divert for another ship. Here, the future increase in shipping traffic ensuing from Maasvlakte2 has been taken into account.

The ships are almost 82 metres long. As a result, it is able to achieve its maximum speed of 16.5knots (30.5 km/hour) on the North Sea with its relatively short and high waves. With the engines stalled, they automatically provide lee.

Thanks to the design of the superstructure and the underwater hull, the ship positions itself athwart the waves. In order for tenders, SWATHs and yawls to safely come alongside, the pilot vessel must turn in the wind and offer lee on one side.

DELIVERY RELIABILITY

The propulsion lines, the engine rooms, the propulsion areas, the steering gear rooms, the main switch rooms and the bow thrusters are all present in duplicate.Everything has also been duplicated on the navigation bridge. With this, Nederland Loodswezen guarantees a timely, reliable and safe service to the shipping sector.

SUSTAINABILITY

The new pilot vessels are powered diesel-electrically by two main electric engines and six engines. As a result, capacity can be greatly reduced during standard pilot station operations.

Through the diesel-electric propulsion and a new electronic propulsion of the engines, a reduction in fuel consumption is achieved of some 30 to 40 percent, which also means lower emissions.

The larger capacities are only used when operations or safety make this necessary. The design takes into account the future application of subsequent technologies for reducing NOx (nitrogen oxide), SOx (sulphur oxide) and particulate matter.

OPTIMUM FAIRWAY USAGE

The ships can reach a speed against the waves of 14 knots (in an average wave height of 2.80 meters) as opposed to the 4 knots achieved by the old pilot boats.

This substantially improves port accessibility and allows for optimum usage of the fairways; highly important in terms of Maasvlakte 2, which will lead to a 30-percent increase in shipping traffic.

PILOTAGE SPEED

Yawls can now be launched at a sailing speed of six knots; previously, this was possible up to a maximum sailing speed of four knots.

This also means that ULCCs (Ultra Large Container Carriers) can be piloted at minimal sailing speed.

Helicopter operations on the 'POLARIS' can be performed up to an average wave height of 3.2 metres.

CALAMITY CENTRE

They can also serve as a command centre during major calamities, such as ship collisions and ship fires in the roadstead area.

In those situations, the port authorities can make use of special consoles on the navigation bridge and conference/ communications facilities below the bridge.

The consoles on the navigating bridge can also be used as a VTS radar console (traffic management).

In cooperation with the port authorities, this serves as an additional backup for the approach area of Rotterdam.

A 'rescue zone' is located on both the starboard side and the port side. Together with the yawls, these can be used for rescue operations.

In a short time, large groups of people can be taken on board and then transported again by helicopter and tender.

A medical treatment facility is also on board.

The above is performed in close collaboration with the Port Authorities, Coast Guard and Rescue Institutions.

HIGH ACCELERATION SPEED

The ships have a sort of 'kick-down' which allows for the maximum propulsion power to be achieved within 24 seconds.

Six generators run at full capacity to perform emergency and evasive manoeuvres.

The ships must be able to operate in worse weather conditions and busier traffic situations.

To achieve this, the propellers have been fitted with jets and the shape of the stern has been adjusted.

They accelerate from zero to six knots (11km/h) in one minute.

MAINTENANCE

High-quality materials and parts were selected to maximise the reliability of the pilot station vessels. Maintenance can be performed extra fast, for example through hatches on the deck above the engine room so that engines can be replaced more quickly.

NEW YAWLS

The waterjet-propelled yawls which take the pilots to and from the sea-going ships are 'self-righting' thanks to a rubber bag which is inflated as soon as the boat capsizes.

This makes it safer to transport pilots to sea-going vessels.

The fast yawls (30 knots, 54 km/h) are highly seaworthy, aluminium vessels and are operationally deployed with cranes from the new pilot boats.

STIMULATION NORTHERN ECONOMY

With a hundred employees, the Barkmeijer shipyard in Stroobos (Friesland) is a large employer in the region.

The spin-off generated by the yard however is many times greater.

The order for the three pilot boats involves 81 million euros. The total order for the tenders and the pilot vessels amounts to 100 million euros.

m/v "Costa Concordia",

STRANGE THE DESTINY that ties the men to the ships.

The 2nd of September 2005 has been a day of holiday, the day when the M/v "Costa Concordia" has been launched in Genoa (the ship was built in the ship-yards of Sestri Ponente). That day the pilot on board, for the first manoeuvre, was the Captain Giovanni Lettich, experienced pilot of the Port of Genoa. The manoeuvre was perfect, but the traditional inaugural bottle launched on the hull didn't break, a bad premonition.

We all know then the history.

On the 13th of February 2012, the Concordia has been shipwrecked to the Gig-lio island, the biggest cruise ship been ever shipwrecked before, unfortunately causing the death of 32 people.

More than two years later of an hard job, finally the ship has returned to float, and she has departed from the Giglio island to return in Genoa, for her last trip.

Chief Pilot Giovanni Lettich

Concordia on the road of Genoa Voltri

The destiny has wanted that the pilot that waited for her in Genoa for her last manoeuvre, was exactly the same that had effected the first one, the Chief Pilot Giovanni Lettich.

On the 27th of July, around five o'clock, four pilots of the Harbour of Genoa embarked on the Concordia: Captains Giovanni Lettich, Francesco Bozzo, Antonio Anfossi and Michele Buongiardino. 8 tug boats were used for the manoeuvre: 2 made fast on the bow, 2

Around 12.30 the M/n "Costa Concordia", with a draught of around 18 mt., begun the evolution necessary to enter into the harbour of Genoa Vol-tri, and the wind begun to blow from NE with an intensity of 25 knots, just to the beam of the ship.

The whole experience of the pilots and the whole power of the tug boats were necessary to control the ship, and to address her toward the mooring.

Concordia during the manoeuvring

Mooring operations

At 3 pm, they begun the operations of mooring, with 16 mooring men. We have to remember that the ship was deprived of windlass. At the end, after around 12 hours of manoeuvres, finally the M/n "Costa Concordia" was moored in a safety berth; after two years she had returned in a harbour, thanks to the job and to the profession-alism shown by all the Nautical Technical Services, pilots, mooring men and tug boats.

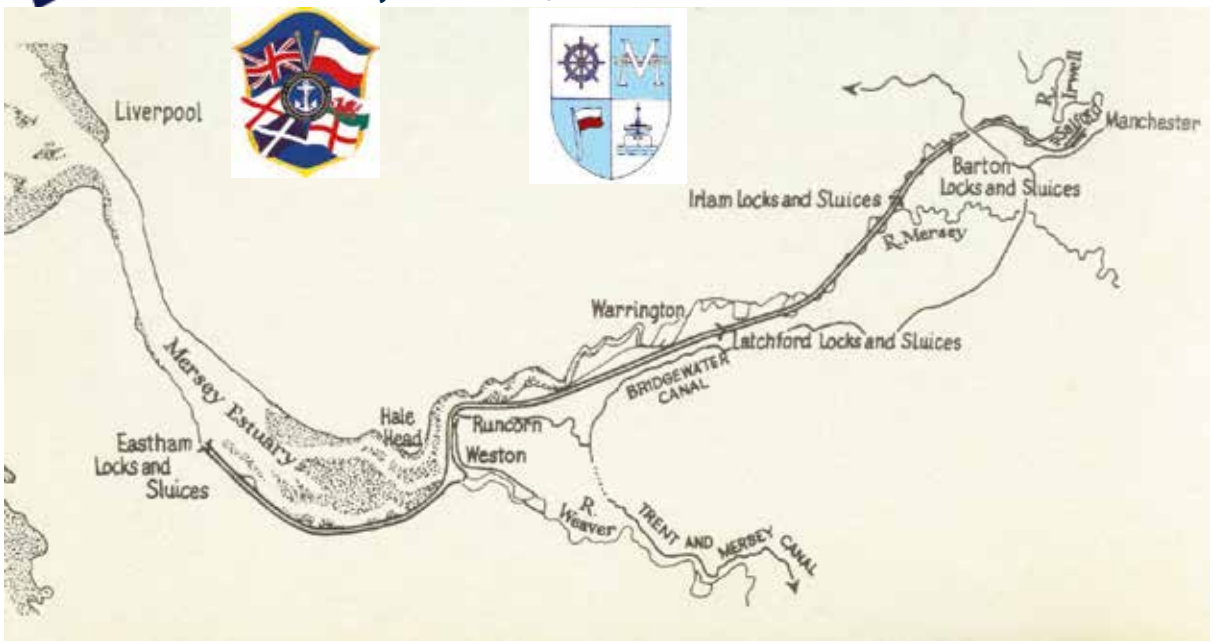
Pilot Flag on the Concordia

Pilots F.Bozzo, A.Anfossi,M..Buongiardino and Chief Protezione civile Franco Gabrielli

For all of us the Chief Pilot of Genoa, Captain Giovanni Lettich, will be the Pilot of the Concordia, the man that has driven her for the first and for the last manoeuvre!

In the picture : The Manchester Ship Canal

by Mike Morris, Vice-President of EMPA



HISTORY

In the late 19th century, with the industrial revolution in full swing. Cotton mill owners and Businessmen in Manchester believed, with some justification, that Liverpool was charging excessively high freight rates to transport raw cotton from Liverpool to Manchester.

It was possible for Lancashire mill owners to buy their raw cotton on the continent, import it through Hull, pay rail freight charges across the Pennines and still pay less than they would had they used Liverpool.

More than half the cost of exporting finished cotton goods to India came from railway and dock charges at Liverpool.

Daniel Adamson, the owner of an engineering business, called a meeting at his Didsbury home in 1882 to "Consider the practicability of constructing a tidal waterway to Manchester."

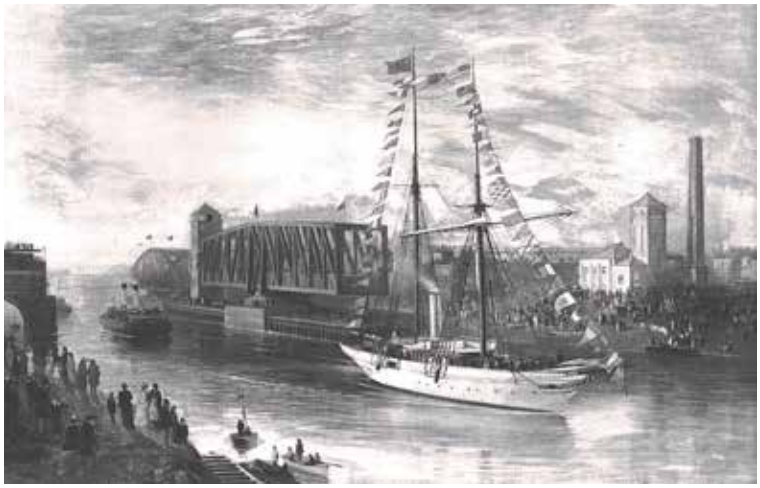
Representatives from 13 cotton towns, plus 55 merchants and manufacturers, decided to commission a detailed survey, allowing ocean going ships to dock in the heart of Manchester.

It took three attempts before Parliament could be persuaded to pass a bill authorising the construction, and two years more before the requisite £5 million bond that the government required, had been raised to allow work to start.

Construction began in November 1887, when the first turf was ceremonially cut at Eastham by the chairman, Lord Egerton of Tatton. Construction methods were state of the art, with new machines employed alongside the army of "navies" (an abbreviation of "navigators" - the men and boys who dug the canal). Equipment included over 100 steam excavators, 7 earth dredgers, 6.300 railway wagons, 173 locomotives, 124 steam cranes and a workforce of 16.000 men and boys. The dimensions of the canal was such that it could accommodate the largest ships ever envisaged !

It involved the laying of a temporary railway along the entire route for the movement of materials, the manufacture of more than 70 million bricks, the construction of five sets of locks, a movable aqueduct to carry the existing Bridgewater Canal over the newly dug Ship Canal, and a dock complex at Manchester and Salford that was to make the twin city the nation's fourth largest port. Early picture of Barton swing aquaduct.

As can be seen, a lot of the work was still carried out by hand



THE GRAND OPENING

The MANCHESTER SHIP CANAL was open to traffic on the 1st January 1894

At 10 o'clock, on the sounding of a steam whistle, a procession of vessels led by Samuel Platt's grand steam yacht 'Norseman' carrying the Company Directors set out on a journey along the Canal from Latchford to Manchester.

The final cost was £15 million (equivalent to approx £1.7 billion today)

On that first day a steamer owned by the Co-Operative Wholesale Society, the 'Pioneer', unloaded its cargo of sugar from Rouen, claiming the honour of being the first merchant vessel to be registered in the Port of Manchester.

The Manchester Ship Canal was officially opened on 21st May 1894 by her Majesty Queen Victoria.

Dimensions of the newly built 'Big Ditch'

The Manchester Ship Canal is entered at Eastham on the Wirral side of the river Mersey, and is a total length of 35 statute miles.
Including the locks at Eastham, there are a total of 5 locks to the heart of Manchester, with a total rise of 56 ½ feet (17.22m)

The depth of the canal is set at 9.4m with the maximum draft of vessels of 8.8m. Maximum Loa of vessels is 171m with a beam of 23.0m. The average width of the canal is 27.4m.
Statute miles are used as the canal is inland.

This unit is still used to this dayThere are 7 swing bridges and 1 swinging aqueduct, with 2 lift bridges.

A height restriction of 71 feet (21.56m) above Runcorn due to fixed bridges spanning the canal were dealt with by their removal at Eastham by the 'de-masting crane' and stowed ashore. Later, the use of 'telescopic topmasts' which was an ingenious solution, still taught in seamanship books and schools up to 1983, did away the need to remove the masts. Nowadays, ships use hydraulic masts to clear the bridges. Ships who's funnels were tall, used to have them removed at Eastham's 'de-masting crane'. Unfortunately This crane has now been scrapped instead of being preserved as part of our heritage.

The de-masting crane at Eastham

The Heydays of the 'Cut'

In the late 1950's, some 19 million tons were imported/ exported on the Canal ranging from oil to general cargo, with 90 Pilots and 120 Helmsmen in the Manchester Pilots Service.

The Manchester Ship canal has been known by many names over it's long history, the 'Big Ditch', the 'Cut' and the 'Alley' being a few. The nursery rhyme 'The Big Ship Sails on the Alley Alley Oh' was sung to toddlers by their mothers when it is thought, their husbands had left to go to sea.

It took up to 24 hours for the large ships to transit the canal as there where only limited passing places.

Manchester Concorde passing underneath the Latchford railway viaduct

With the advent of containerisation in the late 60's, Manchester Liners were one of the first companies to embrace this new mode of transporting cargo, operating a Liner service from Manchester to the eastern seaboard and Montreal through the St Laurence seaway. Manchester Liners built their vessels to the maximum size allowed to fit in the upper locks of the Manchester Ship Canal.

The Decline

Up until the 1950's, there were only 6 ships afloat which were too big to transit the Canal.
To allow the larger tankers to still use the Port, in 1954 a new Dock was completed at the entrance to the canal which could accommodate ships up to 210m in length.

At the time, the QEII dock was the largest inland oil dock in the UK. Sadly ship sizes increased greater than our ancestors imagined. In the late 70's, Ship sizes increased dramatically and within a few years, the 10,000-ton ships which were small enough to navigate the canal virtually disappeared.

The canal was too small to accommodate the new ships, so traffic to the upper reaches of the Canal declined rapidly.

'Queen Elizabeth II' dock

Although a purpose built container terminal had been built at Salford's No 9 Dock in 1968 to accommodate *Manchester Liners'* pioneering container ships, the optimum size for container vessels was far larger than the company had envisaged, and after only a few years they were no longer competitive.

In 1985, Manchester Liners ceased trading.

THE PRESENT DAY

Today there are on average 5250 acts of Pilotage carried out each year by 20 Pilots. The 'old' Helmsman service ceased in 1988. Larger vessels still take two Pilots, one of them designated as Helmsman (or assistant Pilot).

There is approximately 8 million tons of cargo transported on the Canal each year. In the coming years, there are three container 'feeder' terminals being built along the Canal which will see more than 100,000 containers being transported by ship rather than by road.

A case of history repeating itself?

Warrington narrows

COMPARISONS OF NAVIGABLE CANALS OF THE WORLD

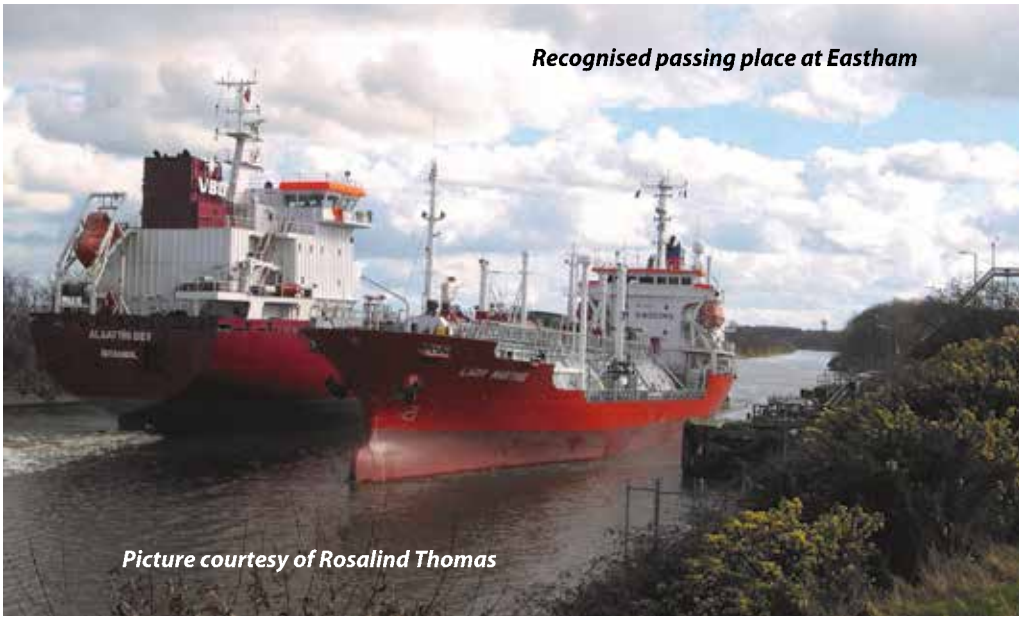
SUEZ CANAL (NO LOCKS) 120 MILES LONG OPENED 1869

KIEL CANAL 60 MILES LONG OPENED 1895

PANAMA CANAL 51 MILES LONG OPENED 1914

MANCHESTER SHIP CANAL 35 MILES LONG OPENED 1894

WELLAND CANAL 27 MILES LONG OPENED 1932 (FOURTH AND PRESENT CANAL)



Recognised passing place at Eastham

Picture courtesy of Rosalind Thomas

Lifesaving Equipment has moved on...

but the water is still deadly!

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Technical and Training

Pilot Boarding and Landing – use of the Hadrian Safety Rail Study

Introduction
Why the study?...

IN A SPECIFIC UK PORT, the pilot boat operating company determined that it would be safe practise for all pilots (and other personnel) as well as company employed crew-members to be attached to the Hadrian Safety Rail when outside of the cabin during personnel transfers at sea.

The pilots concerned were immediately aware that this was a far more complex issue than the boat operators realised and conducted comprehensive research into various aspects and hazards of harness use and associated.

The pilots concerned were immediately aware that this was a far more complex issue than the boat operators realised and conducted comprehensive research into various aspects and hazards of harness use and associated?

The Pilot Boat
The design of the boats in question requires personnel to transit from the aft cabin door to the foredeck of the boat to enable boarding / landing of ships. The boat's crews are instructed by their employers to clip-on to the fitted Hadrian's Rail (Unirail) system utilizing the waist belt ring on their lifejackets. Pilots transit the narrow side decks by holding on with one or both hands (personal preference) and sliding them along the fitted hand-rail.

Perceived Problem
Management who operate the boats believed that there is a significant safety issue in the manner in which pilots transit the side decks from which they may fall overboard.

Evidence of requirement
There appears to be no published statistical evidence or records of a pilot (or crew) actually falling over the side of a pilot boat whilst transiting the side deck in the manner described above.

Risk Assessment
A documented, formal risk assessment was not carried out by the boat operator or any of the affected stakeholders to determine the actual risk that was perceived to exist prior to implementation of the operator's regulation.

Equipment provided:
1. Boats – Fitted with hand rails bound with non slip boat-lacing. Unirail (Hadrian Safety Rail) system with cars fitted with lanyards (700mm length). The rail is 800mm above the deck, below waist height. Side decks are 600 mm wide.

2. Crew - Sole type lifejackets, integral harness type with simple waistband and D ring.

3. Passengers - (Pilots and others) Pilots – combination pilot safety coats fitted with simple single chest belt and D ring. Other passengers - own or pilot boat operator supplied life-

ARGUMENTS AGAINST USING THE HSR

There is a significant operational issue for pilots, as to exactly when and where to clip on and off. Timing on the fore-deck during transfer operations is critical, and the pilot / passenger cannot be impeded by a clipped on harness.

Understanding fall prevention / arrest / recovery
Prior to the study, concerns raised included:

- No consideration had been given to the practical issues, of a single crew member, required to rescue a casualty who has fallen overboard and suspended by the lanyard.
- No formal rescue techniques had been developed, taking into account the suitability of the crew's harness and its restriction on mobility, including the requirment to keep the crew member safe whilst deploying and using additional rescue equipment.
- No consideration had been given to the nature of the equipment supplied to and worn by personnel in the form of harnesses.
- No consideration had been given to the different types of fall harnesses, their correct use and more

Personnel Safety Equipment
The harnesses fitted to the pilots' safety coats and the supplied (for crew) stole type lifejackets are not designed for fall prevention or arrest.

- They are to aid in the recovery of personnel from the water.
- They are not designed to be load bearing.
- The lanyard carribenas fitted are not able to be released under load.
- The position of the Unirail (on the particular boat design in question), length of lanyard and the slack in the pilot-coat harness when considered with the width of the side-deck mean that in the event of a trip or fall, the wearer is able to become suspended over the side of the boat, unable to unclip himself and possibly (probably if injured / shocked etc.) unable to climb back onto the deck.

Medical Issues
There are numerous research studies available which indicate and state very clearly that a single belt type harness as fitted to Pilot safety coats and stole type lifejackets are dangerous if used in a fall prevention or arrest mode:

- It is possible to incur serious abdominal or chest injury.
- Studies have shown that suspension by a single belt harness for even a short period of time can result in death through hanging trauma.
- Lack of personnel training. Many boat crews and pilots are not trained in the correct techniques for lifting personnel Suspended by harnesses and dealing with the potential injuries and toxic shock trauma which may be occasioned.

Expert opinion
Independent UK experts in the field of marine rescue (Mine Rescue UK) stated (referring to the single belt harness) that "...the position of the harness currently used is dangerous and will probably cause injury".

TOTAL CONTROL

QPS Qastor

QPS Qastor is Electronic Chart Software (ECS) that enables navigation, piloting and precise docking, as well as several other application such as Oil & Gas FPSO/SPM mooring, patrol vessel and tugboat operations. First introduced in 2000, Qastor has continued to be developed and enhanced, and now includes an wealth of options and features specifically the result of extensive use in canals, ports and riverways around the World. Using wired or wireless methods, Qastor interfaces to most devices outputting NMEA data strings, to AIS units.

Fleet Tracking and Route Management

It's not just mariners on vessels using QPS Qastor, a number of harbour masters and most recently fleet operation managers use QPS Qastor and the QPS Connect Server and Client for round the clock monitoring and alerting. QPS Qastor Connect Server also supplies meteorological data, VTS targets and ENC updates to QPS Qastor users.

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SAAB TECHNOLOGIES SAAB

REGULATORY BACKGROUND

http://www.dft.gov.uk/mca/mgn_280-2.pdf

1. Part *22.4 of Article 25.6.3 of the 25.6 MGN 280, the Small Commercial Vessel (SCV) Code requires:

An efficient, uninterrupted/continuous safety rail system for clip-on safety harnesses should be provided. The system should allow the harness traveller to move freely and without adjustment over the full length of the safety rail. The rail system, its attachment to the vessel structure and the clip-on safety harnesses should be designed, constructed, installed, tested and maintained to appropriate personal protective equipment standards, to the satisfaction of the Certifying Authority.

THE HADRIAN SAFETY RAIL (UNIRAIL) SYSTEM - HSR (http://www.hadriansafetyrails.co.uk)

The Hadrian Safety Rail (HSR) is a rigid extruded aluminium rail system which provides continuous attachment via a four wheel carriage. It runs from the pilot cutter accommodation door to the Pilot boarding area at the bow of the cutter and enables a person to remain 'clipped on' to the boat at all times when moving from the accommodation to the bow and back again; its purpose is to prevent people falling overboard.

Fig 1 (left) clearly shows the HSR arrangement. The rail is fitted just below the handrail and the carriage is fitted to the rail which then slides freely along its length. A tether is secured to each carriage that enables the user to 'clip on'; the carriage slides up and down the rail as the person moves about the boat. During Pilot boarding operations, the man standing is where the deck-hand would normally be, using the leading carriage, the Pilot would use the after carriage and follow the deckhand down the deck to the bow.

The spring clip by which the rope lanyard is attached to the D-ring on the safety harness, lifejacket, or Pilot's inte-

The carriages on the HSR with the safety lines or rope lanyards attached.

Research and investigation methodology

Real time practical investigations and trials were carried out on a pilot boat in open water. The pilot boat crew demonstrated the use of the HSR equipment. Simulated recovery of a man overboard using a rescue industry standard dummy, Matesaver unit and tackle hoist was also demonstrated. The boat then returned to its berth where extensive analysis of the various stages of the procedures demonstrated at sea progressed. This included simulating the entire Pilot boarding and landing procedure using both a conventional "stole" lifejacket with harness and the specialist integrated Pilot Safety Coat.

Analysis

The most important point that emerged from this practical examination, afloat and alongside, was that the HSR as fitted aboard the subject pilot boat would not prevent somebody falling overboard, although it would keep a person that had fallen overboard (for whatever reason) tethered to the boat. The recovery of the man overboard was remarked upon in detail by the various observers whilst the operation was being conducted. In a moving seaway (wind F3-4 and light swell) it was clear that one man alone (the boat crewman) would not be able to lift the casualty on board. It required the assistance of the coxswain, thus leaving the boat uncontrolled. It was stated that it is for this reason that some UK pilotage districts have two crewmen on the boat when working any distance offshore.

On the boat in question, where the side-decks are 600mm wide, anyone using the system that fell overboard would be suspended over the gunwale fendering (in a very painful manner) with ample opportunity for further serious injury through impact in the seaway as illustrated clearly in the figure 5 photographs below. It should be noted that the photographs show the position with a stole lifejacket and chest D-ring, and also using the integrated safety coat. This situation is potentially worse than with the lifejacket.

This is because the harness arrangement within the coat is adjusted and set for when the integrated lifejacket the coat is inflated, which would be the position had the Pilot actually been immersed in the water. The HSR would prevent the Pilot from falling in the water, thus the lifejacket would not inflate, which would extend the harness so that the pilot would fall further over the side as illustrated.

In theory, a pilot in the position shown in figure 5!(on the next page) is recovered by the crewman dragging the carriage of the HSR aft down along the rail, to the after end of the accommodation housing where final recovery is achieved by a simple block and tackle arrangement. This is not possible by one man alone and thus requires assistance from the coxswain.



The concept of the coxswain assisting the crewman is itself dangerous, (and potentially legally challengeable), especially in busy seaways where most pilot boats operate. Not only because the boat is not complying with 'The International Regulations for Prevention of Collision at Sea' Rule 5, but also no-one is in effective command and control of the boat.

This is an example of how the hazard and risk have not been fully identified and risk assessed in advance. Furthermore, whilst the recovery procedure was demonstrated in the benign daylight conditions (F 3-4). In reality, under deteriorated conditions and at night, the recovery of a waterlogged person, single-handed, would be an extremely difficult (if not impossible) operation.

Positioning at the moment of transfer

Fig 6 (below) illustrates the stage where the Pilot, is about to step onto the pilot boarding ladder of the ship to be served – the picture is taken "from the ship". The deckhand is well placed to assist the Pilot with boarding and alighting from the pilot ladder.

Deck hand Issues

The deck hand is required to transfer his point of contact with the boat by unclipping from the HSR (out of shot to the right) and clipping to the foredeck pulpit rail, by a single lanyard. So he remains securely tethered to the pilot boat and cannot possibly fall over the side owing to the distance involved due to the length of the lanyard.

This operation could be made even safer from having two lanyards available. The deck hand could then transfer from the HSR to the pulpit rail without ever being detached from the boat at all. His point of contact is in front of him to enable the easy use of the clipping on arrangements. In rough, cold, inclement conditions, possibly

A double lanyard would thus prevent any point during which he was not secured to the boat.

Note the lanyard length supplied to the crewman is similar to that of the pilot, and potentially would not prevent him falling overboard and becoming suspended, whilst transiting when the side deck. Wider decks and / or a
shorter tether would resolve this. However, there is a need to ensure that the lanyard length does not hamper the user from preparing the ship's boarding ladder for the Pilot transfer, nor transferring safely from the HSR to the pulpit rail

Pilot Issues

The lanyard has been unclipped from his belt and remains connected to the HSR carriage, which is now behind the Pilot. This is a critical period; the pilot must be fully able to observe the relative movement of the cutter and ship being served in order to properly assess the moment to make his transit from the pilot cutter side, onto the pilot ladder.

Clipping on and off is a protracted operation. Particularly in inclement conditions, when the clip will inevitably be under load and so not easy release, especially with gloved hands and whilst the boat is moving in the seaway. This is particularly distracting, at a time when the Pilot needs to fully concentrate on getting onto the boarding ladder.

Even without any loading on the clip, trials demonstrated that one-handed with gloves on, the clip is very difficult to use, and may both hands must be used. At least one clip used on any lanyard must be able to be re eased under load by the wearer. The tethers themselves need to be of certificated tested construction with a CE mark. Their inspection and scheduled testing must also be recorded as part of the boat's equipment schedule.

Therefore the practise of being clipped on can be demonstrated to be extremely dangerous to the Pilot, not only during transit along the outside of the cabin but importantly whilst exposed on the fore-deck prior to transfer operations.

Hadrians safety rail study conclusions

Acknowledging that the HSR system as currently fitted aboard the subject Pilot cutters does not prevent either the pilot or deckhand from falling overboard; it does keep anyone falling overboard tethered to the pilot cutter and so facilitate recovery on-board. However there is a real risk of serious injury to the person over the side, with the potential medical consequences. Highlighted by the UK H&SE with regard to short period term single point harness suspension.
http://www.hse.gov.uk/research/crr_htm/2002/crr02451.htm

The current equipment supplied to Pilots (and crew) is not designed as a fall arrestor harness which is the role it plays when used with the HSR system. Due to the position of the rail, length of lanyard and the slack in the pilot-coat harness, combined with the width of the side deck of the Pilot boat, means that in the event of a fall overboard, the wearer will become suspended over the side of the boat and be unable to either unclip themselves or to climb back on-board without assistance.

The lifejacket and ancillary equipment are purpose and proven designs to facilitate rapid and safe recovery of a casualty from the water with no potential physical injury being occasioned by their use. There is considerable evidence available from numerous research studies, which indicate and state clearly that, a single belt type harness as fitted to pilot coats and stole type lifejakets, are dangerous if used in a fall prevention or arrest mode. Serious abdominal or chest injury can occur and even death through hanging trauma. Independent UK experts in the field of marine rescue, Mine Rescue UK, have stated that "the position of the harness currently used is dangerous and will probably cause injury".

Training in dealing with the recovery of personnel suspended and subsequent potential injuries including toxic shock must be taken into account. There is no question that it is better for the deckhand to be clipped on at all times in such a manner that not only are they are unable to fall overboard, but also be fully capable of assisting the Pilot. - At some point the Pilot must unclip and transfer from the deck to the ship's boarding ladder and vice versa. – the most dangerous part of the whole transfer operation which requires split second judgment and timing by the Pilot, unencumbered by any outside impairment.

The pilot should NEVER be clipped onto the ship under any circumstances. A 'continuously clipped on' facility is not practical indeed is widely determined (ref. International Maritime Pilots' Association http://www.impahq.org) to be dangerous and so some compromise solution must be found.

The HSR as fitted aboard the subject (and doubtless many other) Pilot cutters does not prevent anyone falling overboard and needs some modification such as a shorter tether to ensure that the deckhand is retained on-board. Any modification should also enable the deckhand to transfer from the HSR to the pulpit forward without ever being unclipped, the use of a double tether lanyard is recommended to achieve this.

RECOMMENDATIONS

- Where a safe and proper effective system has been installed, there should be a requirement for the deck hand to receive full comprehensive training with the rail system, which incorporates safety awareness, rescue procedures for dealing with a suspended casualty and the associated medical risks. Best Practise should be established by the relevant manufacturers, professional bodies and boat operating organisations.
- HSR systems are equipped so that the deckhand's rig has a double tether of suitable length to ensure that the deckhand cannot fall over the side and is still able to tend the Pilot and prepare the boarding ladder for the pilot.
- Equip the crewman with a proper industry standard harness for the task with rear D-ring(s).
- Develop procedures such that the deckhand makes full use of the HSR and tends the pilot without risk to his own safety.
- Mandatory use of the HSR by pilots is stopped.
- Work should continue with national and international Pilot and Harbour Authorities to develop a system, compatible with international standards for boarding by Pilot ladder, whereby the Pilot remains safe at all times. A significant improvement would be the mandated use of shell side doors / stairways / trunkings in all ships thus reducing the length of a pilot ladder to a minimum. This may facilitate in the majority of cases a "step across" transfer rather than "onto a ladder". However, it is recognised that this mandating is unlikely to reach reality any time soon due to the ambivalence of ship owners ad classification societies.
- If part of the HSR is faulty then full consideration should be taken to removing the boat from service until the repair is completed.
- At the design stage of pilot cutters, consideration to the minimum width of the pilot boat's side deck
- walkways should be taken. In order to ensure any trip / fall by the deck hand / Pilot would not result in being suspended overboard. Investigate optimising the rail systems (e.g. along coach housing roof), in order that a casualty will not be suspended out board of the pilot boats side. Note there is potential here to assist with recovery on- board as well.
- Lanyard clips must be capable of use in all weather conditions, whilst wearing gloves and under load.
- In conjunction with manufacturers and National bodies, develop standards required for a certified harness to be fully compatible with rail systems on pilot boats.
- Pilot boat operator's and pilotage authorities should develop full action plans for the recovery and immediate treatment of suspended casualties with an appropriate associated training programme.

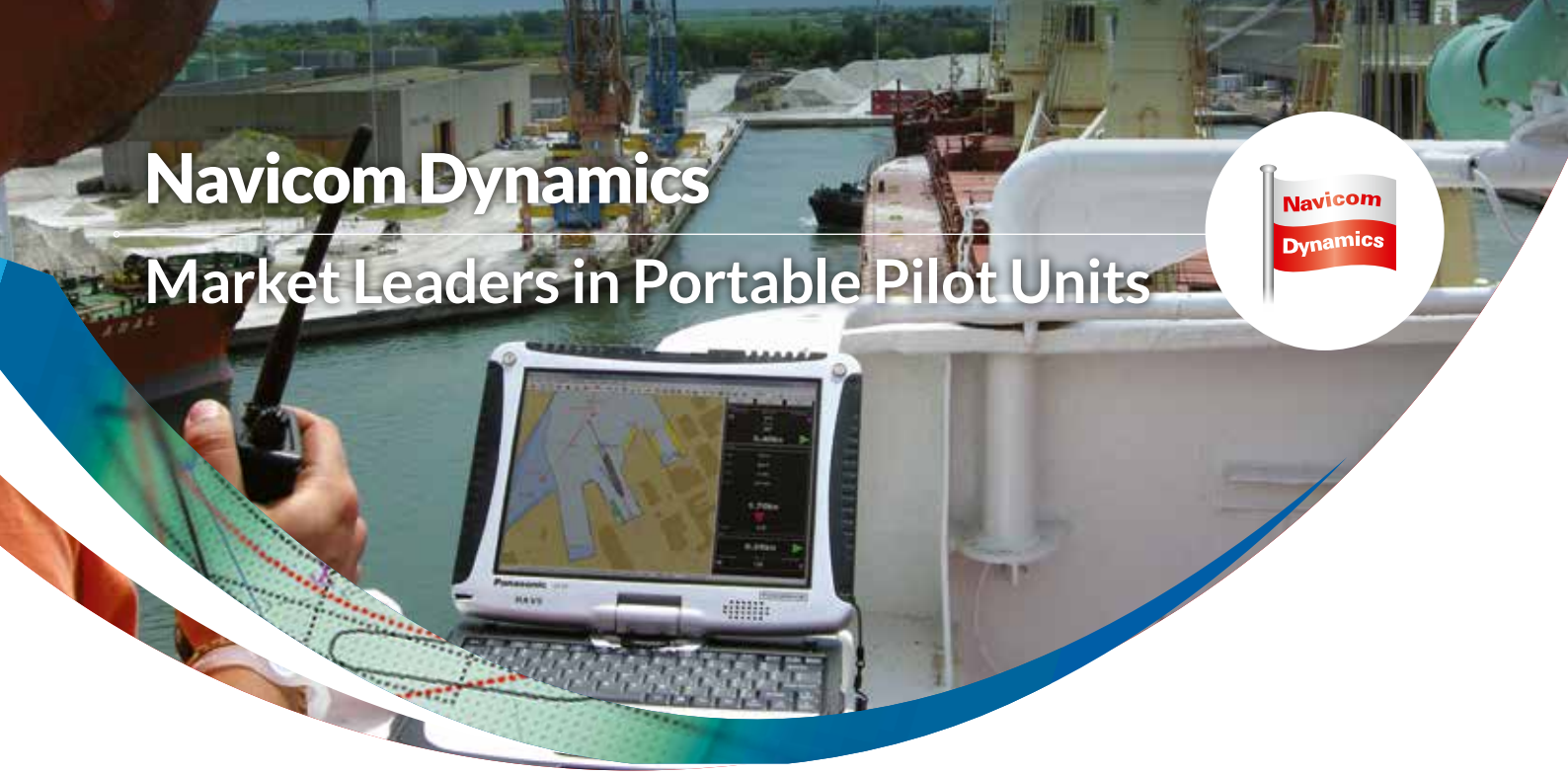
Don Cockrill, President UKMPA/ October 2013

Reply from PTR Holland to our article in the EMPA Journal 2013

The pilot ladder magnets are intended for the (rope) Pilot ladder and not for the accommodation ladder ! having said that it is irrelevant if the accommodation ladder is made out what kind material whatsoever.

The suction pad will be secured to the hull trough build up vacuum, and accordingly they can secure by rope the accommodation ladder to the suction pad. If the crew would use a fall preventer device when doing so, it would be a reasonable safe exercise.
Please open the following link and find clearly how the suction pad needs to be used

http://www.youtube.com/watch?v=k9kdYaZpUuQ



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United Kingdom Maritime Pilot's Association

Pilot Ladders—Non-compliant Securing Arrangements

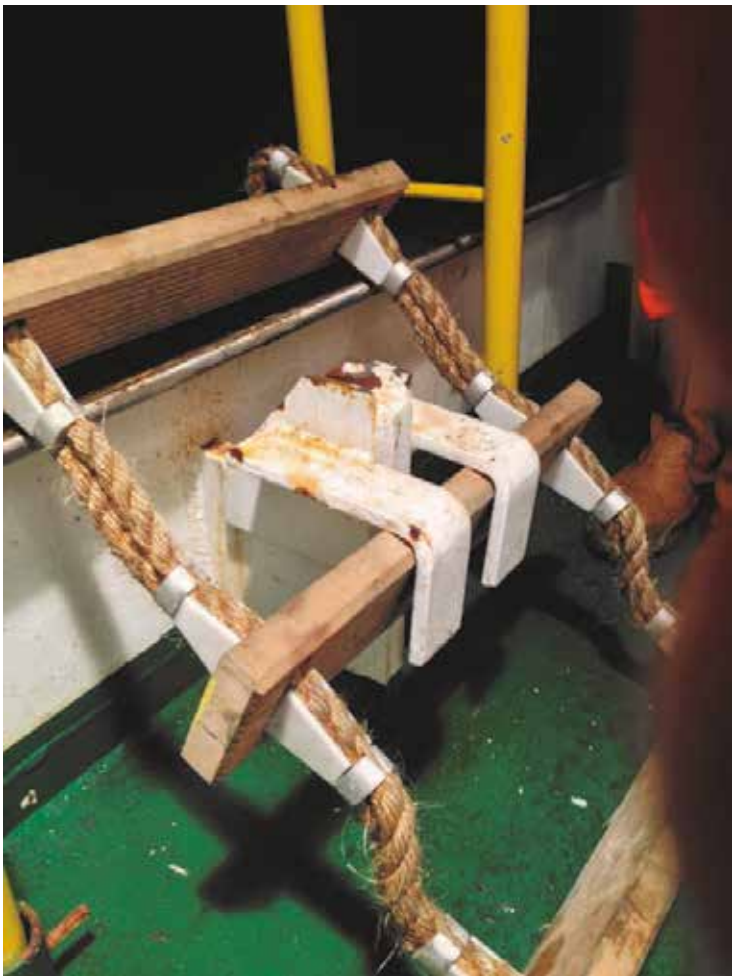
Following consultation with IACS by IMPA, it has been confirmed that the practice of "securing " pilot ladders by means of simple step hook devices such as the ubiquitous angle-iron "Deck Tongue" or "Hooks" ius **non-compliant** with the requirements of SOLAS Chapter V regulation 23 as amended.

SOLAS Ch.V Regulation 23

3.3.1.4. the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes;

Similar fittings should be reported to the MCA via the appropriate route.

When reporting a defective ladder to the authorities, the ship's master should also be informed of the defect so that immediate repairs or modifications can be made.



2014 Spanish Pilots Congress

Captain Michael R. Watson
President, American Pilots' Association
Past President, International Maritime Pilots' Association

IT IS INDEED MY HONOR to once again join you for this important meeting – the annual gathering of the Spanish pilots. While I am no longer President of the International Maritime Pilots' Association, I am in regular contact with the new IMPA President, Captain Simon Pelletier, and will always remain keenly interested in the welfare of our great profession. I am still President of the American Pilots' Association, a position I have held since 2000, and I appreciate the opportunity to continue to work with my colleagues in Spain and around the world to strengthen pilotage and to advance the interests of pilots.

I would like to particularly thank Captain Jose L. Chaves Gonzalez, President of your Federation, and Captain Joan A. Roig Carcelle, President of the Colegio, for their kind invitation for me to attend your meeting and to share a few thoughts. I have worked closely with these gentlemen in the past and will continue to do so. I consider them both good friends and excellent representatives and advocates for the piloting profession.

I also commend all of you - the Spanish pilots - for the unity of purpose demonstrated at these annual meetings. While you may come from different ports, it is so important that you remain unified as a national organization. In addition, I congratulate your leadership team for their efforts in working with your government to defend pilotage. I know from my experience in the United States and from my years as IMPA President that this work is hard and it can be tedious. It is also time consuming and expensive. This work is, however, vital to our future.

While your relationships with officials in Madrid and in the various ports around Spain are sound and I understand that there are currently no legislative matters of urgent concern, things are not so quiet elsewhere in Europe. I have been asked to give my views on some of the troubling developments that are coming from other parts of Europe. In particular, I will discuss the recently proposed Danish Pilot Act and the latest ports regulation proposal from the European Commission. I know I don't need to remind any of you that these activities are dangerous and must be watched closely by pilots all over the world, not just by those in Denmark and Europe.

With respect to the EC's proposal for a *Regulation on Market Access to Port Services and Financial Transparency of Ports*, I know all of us were pleased last year when the European Commission's rapporteur, Mr. Knut Fleckenstein, proposed to exclude pilotage from the market access chapter of this Regulation. I am confident that this decision was based in large part on the efforts of pilots' associations to ensure EC officials had a better understanding of the important public service and navigational safety role pilots play.

There were, of course, objections to this well-thought-out proposal by the rapporteur. The opposition came from those who either don't fully understand the unique standing compulsory pilotage must have within a port's operations; or from those who are deliberately seeking to weaken pilotage in European ports.

I congratulate you and the rest of the European pilots for your efforts leading up to the rapporteur's decision, but this is certainly not the end of the debate. While the EC's consideration of the ports regulation has been suspended until after the European Union elections, it is critical that pilots throughout Europe continue to educate key stakeholders in Brussels and to counter the deliberate distortions made by those who would undermine pilotage standards. This is the third time this port regulation package has been brought up, having previously failed in 2003 and 2005, so European Union MEPs must be continually reminded about the vital importance of maintaining a modern, effective, comprehensive and non-competitive compulsory marine pilotage system.

I just mentioned the necessity of maintaining **modern** pilotage systems around the world. This is an ideal transition to for my next topic. In April, the Danish Maritime Authority introduced the Danish Pilot Act – legislation that would further open up pilotage in Denmark to competition.

The Danish Foreign Ministry, through its embassies, has reached out to 20 countries, including the U.S., seeking information about pilotage systems. The Danish government asked specifically whether there is competition among pilots in these various countries. While the Denmark communication purported to be a request for information, it was quite transparent that this was really an attempt to gather justification for its proposed legislation. The Danish government is representing that this legislation will "modernize" pilotage in Denmark. Anyone with even a basic understanding of pilotage knows that this proposal would do precisely the opposite. Rather than an example of "modernization," the proposed Danish Pilot Act would be a step backward and away from responsible navigation safety regulation.

The response that the Danish Ministry received from the American Pilots' Association was clear…there is no place in the United States were state-licensed pilots compete with each other. We stressed that authorities in our country have taken the exact **opposite** approach. That is, pilotage regulatory systems in the United States are designed to **prevent** competition. We also pointed out that this was not always the case. Pilotage was, in fact, competitive in the United States prior to the late 1800s. All segments of the maritime industry, including ship operators, as well as government officials and the general public came to realize, however, that competition had rendered the country's pilotage service inefficient, unreliable, and unsafe. We learned from our mistake. New pilotage laws were passed throughout the United States, and pilots in each port were encouraged to organize into a single association so that expenses could be shared and a 24-hour per day / 7-day per week / 365-day per year, non-discriminatory service could be ensured.

Despite the strong U.S. national policy favoring free enterprise and equal opportunity capitalism, governmental authorities have recognized that some activities, particularly those involving public safety or other essential governmental services, are better provided by regulated monopolies. Compulsory pilotage is one such activity. That was the genesis of the non-competitive U.S. pilotage system that exists today. The system is forward-thinking, technologically advanced, and constantly evolving to meet changes in marine transportation.

In addition to providing a clear statement about the non-competitive nature of pilotage in the U.S., we also provided the Danish Embassy with access to various APA policy papers, including the APA's position statement on competition in pilotage. This statement makes clear that competition is incompatible with compulsory pilotage and that it is bad for the public, bad for the shipping industry, and bad for the piloting profession. I provided a copy of this document to the Congress organizers, who I understand will make it available to attendees. We concluded our comments to the Danish Embassy by saying that we are saddened to hear that the Danish Maritime Authority is seeking to abandon public service pilotage. This is my genuine feeling.

An effective pilotage regulatory system must ensure that pilots are protected from the economic pressures shipping companies face and are free to exercise independent, professional judgment that is in the public interest. As all of you know, a pilot often has to decide between different courses of action during an assignment. In making these safety critical decisions, it is essential that the pilot be independent of the ship and protected against pressures from a ship operator or terminal operator that are contrary to the needs of safety. The most effective means to ensure that a pilot is not unduly affected by the economic pressures associated with commercial shipping is to ensure pilots operate under a regulatory system in which they are not forced to compete against one another. A pilot who must fight for an assignment with another pilot knows that his or her livelihood depends on acting in the interests of the person who controls the selection of the pilot. When a pilot's independence is compromised like this – as is the stated intent of the Danish Pilot Act – the underlying navigation safety purpose of the compulsory pilotage requirement is frustrated.

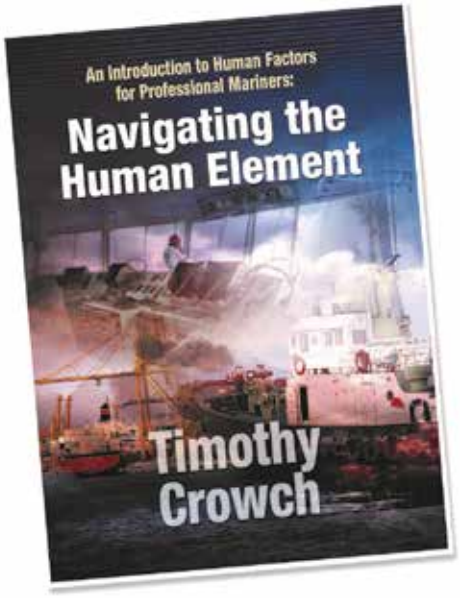
The pilots in Denmark are working hard to have key provisions of the Danish Pilot Act amended to lessen its negative impacts. I understand this is an uphill battle, but I know IMPA is providing its support and assistance. The APA will also continue to support the Danish Pilots in their efforts.

I want to conclude by stressing a point I often made as IMPA President. It is true that every pilotage system and each of our pilots' associations have many differences – and I believe these differences are a strength – but it is equally true that there is much more that unites us than there is that divides us. We are pilots. We are committed to navigation safety and to protecting the marine environment and the waterways for which we are licensed. This is what unites us… and unity must be the central tenant in any approach to defending and strengthening our profession.

As I've said many times, we can express to one another disagreements about piloting and pilot oversight and regulation. We can debate and we can even argue…in private. Publicly, however, we must remain united. Those interests seeking to weaken pilotage standards – including those who make their presence known in Brussels – will use what appear to be public disagreements among pilot groups to their own advantage and to the detriment of our profession.

Again, I very much appreciate the kind invitation to address your Congress. I wish all of you continued success and safety as you go about the important work of protecting Spain's waterways.

Book Review



Navigating the Human Element

An introduction to Human Factors for Professional Mariners

Timothy Crowch.

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

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

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

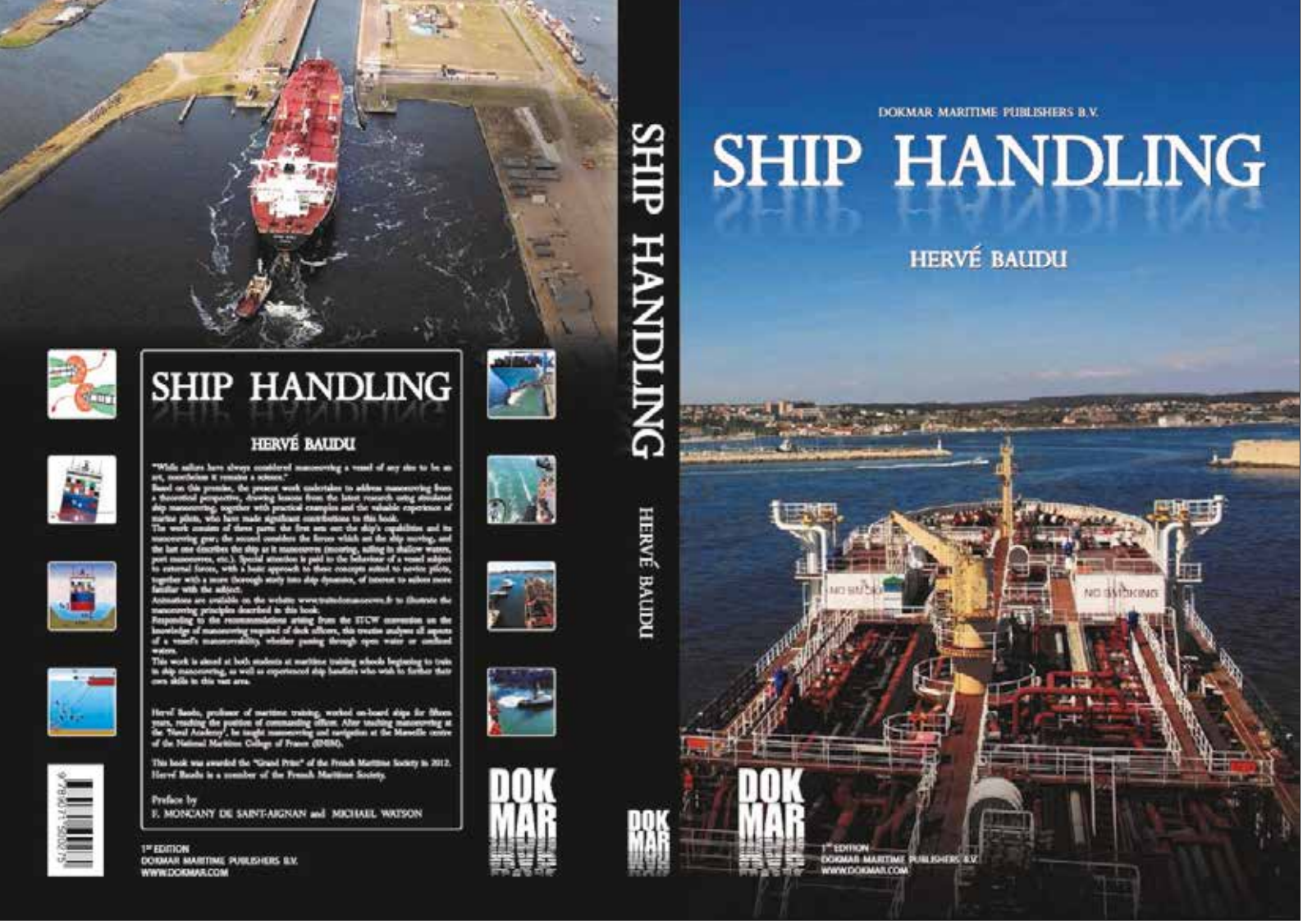
Content wise, it starts with a basic introduction of the concept of Human Error and other Human Factor elements. The following 10 chapters go on to deal with various practical aspects of daily shipboard duties with particular emphasis on communications, relationships, personal health and fatigue management.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

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

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

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

Don Cockrill
Chairman. UKMPA



Dear Colleagues,

It is a great pleasure for me to be able to announce the publication of a new book on Ship Handling.

This book is the translation of the Treaty of Shiphandling (le Traité de Manoeuvre), which was written in French by Hervé BAUDU, lecturer at the Merchant Marine Academy with the help of the French Maritime Pilots' Association.

The book has prefaces by Mike WATSON, former President of the International Maritime Pilots' Association (IMPA) and by Frédéric MONCANY, President of the French Maritime Pilots' Association and Senior VP of IMPA.

This book can be purchased at the website :

http://www.dokmar.com/ship-handling.html

and it is also possible to get further information on the website :

www.traitedemanoeuvre.fr

I recommend the reading of this very detailed and well-illustrated "guide".

It may also be noted that the book was awarded the famous "Grand Prize" of the French Maritime Society in 2012.

Yours sincerely,

J-Ph CASANOVA/ EMPA VP Treasurer
Jph.casanova@ffpm.fr

International Pilot Football Tournament

THIS YEAR WAS A JUBILEE YEAR for the football tournament. It was already the 50th time that one of the European pilot organisations was the host for the tournament.

Retired Belgian Pilot, Roger Lauwereins was invited by the Kiel Pilots, because his father was one of the founding fathers of the Tournament in 1964.

The first day upon arrival and after settling down in the outstanding hotel Atlantic, it was time for the drawing festivities which were set in an art gallery.

Before and after the event there was time for gathering and seeing back old friends from across Europe.

Everybody could already start predicting the possible winner, but there was an unknown factor this year…….. We could welcome the Norwegian pilots and nobody had an idea how strong they were.

The second day, D-day.

After a short night and a delicious breakfast the buses were waiting to bring us to the battlefields.

The weather was good and no rain was expected, so off we went.

Around noon it was clear that it was an open tournament and multiple teams were still in the running to be first in their pool in order to play the final.

While the men were playing the wives and children enjoyed a beautiful trip with the Arnold Amuson in the port of Kiel.

At the very last moment the winners of the poles were known: the final game for the cup was Weser-Ems vs. UK.

Cheered on by an enthusiastic public Weser-Ems won the finals and became the winner of the tournament.

After a well-earned shower, everybody prepared for the closing party in the cruise terminal.

The atmosphere was super. The buffet was good and the band kept people dancing until early morning.

The moment of leaving drew near and after once more an excellent breakfast everybody checked out and could return home with a good feeling.

A compliment to the hosting team of Kiel Pilots for an excellent and well organised tournament.

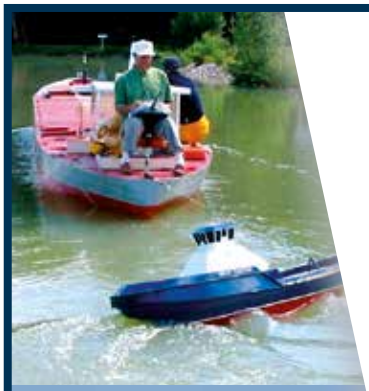
To all players, see you next year in Amsterdam

Allaert Olivier

Pilot Regio Scheldemond, NLC

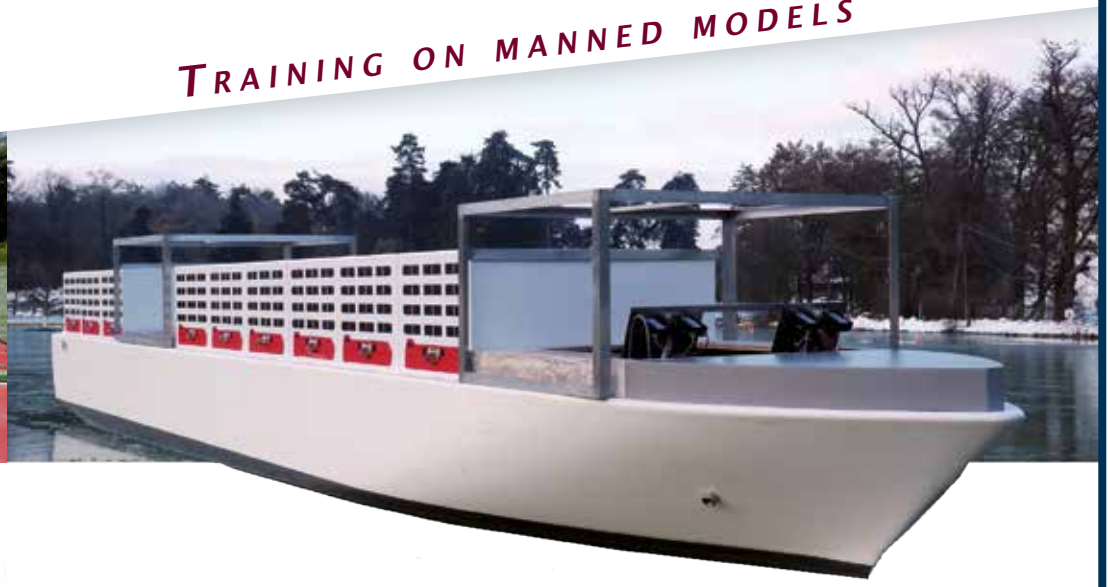
Final Result of the50th European Pilot Football Tournament

Champion	**Weser-Ems**
Vice Champion	**United Kingdom**
3rd Winner	**Vlissingen**
4th Winner	**Italy**
5th Winner	**Belgium**
6th Winner	**NOK I / Baltic**
7th Winner	**Norway**
8th Winner	**FC Kiel Pilot**
9th Winner	**Rotterdam**
Stern Light	**Amsterdam**



PORT REVEL
Shiphandling

TRAINING ON MANNED MODELS



Since 1967,
we had over 6 500
masters and pilots,
mainly from USA,
Canada, Australia,
Brazil and Europe.
Many of them now
coming for the second
time (and more)
in their career.

↘ in 2014: Training on a podded cruise ship

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- **Our fleet of eleven 1:25 model ships** representing 20 different vessels of **40 000 to 400 000 dwt**
- **Our 4 tractor tugs** with Voith Schneider, Z-peller and Carrousel
- **Our 5-hectare lake** with wave, wind and **current** generators, little interference from wind, and a variety of berths, an SPM, a canal, channels and extensive **shallow water** areas enabling all types of manoeuvres
- **Our DGPS ship tracking system** for manoeuvre debriefings

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