A MESSAGE FROM THE PRESIDENT

Fellow Pilots,

I do not think there is any jurisdiction on earth where pilotage is not directly affected by government policy. Because of this, pilots everywhere should be actively engaged in developing and maintaining constructive relationships, not only with government decision-makers, but also with those groups that can influence government on any of the many issues that are of concern to pilots.

Get Help, Now!

Although we are highly skilled professionals, almost none of us are experts in how best to influence governments. Yet, that is exactly what we have to do: influence them!

The sensible thing is to get help and use professionals to make sure we are able to engage government in an effective manner. Don’t wait for a crisis, do it now!

Politicians and other government decision-makers should not be meeting you for the first time when you are in trouble, or when you need something from them. It is far better to develop a relationship with them when you are doing so for no other reason than to get to know them and to make sure they understand the importance of the work you do and its benefit to your nation.

Don’t Be Penny-wise and Pound-foolish!

When engaging government relations professionals, it is not mainly about the money, it is about quality and value.

So, if it is not about price, how do you go about picking professionals to provide government relations support? I think you should meet with two or three firms or persons that have been recommended and that do not have a conflict of interest, in particular to assess two factors:

• First, the degree to which they know their way around government – how decisions are made, who makes them and how you can participate and influence the process.

• Second, the extent to which there is a good “fit” between these professionals and your organization. This is subjective and has to do with things like “chemistry” and “trust”. You will know when it is there and when it is not.

Continued over on page 3.
WITH THE PANAMA CANAL EXPANSION PAVING THE WAY FOR LARGER SHIPS TO CALL AT DIFFERENT PORTS, MSRC PROPOSES:

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Captain Mike Armstrong
Fraser River Pilots, British Columbia, Canada
Director, Canadian Maritime Pilots Association

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- Assessment of limitations
- Tug Operations and Docking Maneuvers
- Escort Operations

"For any port authority or engineering firm interested in port development, the simulation facility at MSRC represents one of the most comprehensive combinations of equipment, technology and pilotage expertise available in the world.

Furthermore, its in-house pilotage expertise coupled with other commercial partnerships, ensures that the majority of practical risk and maneuvering analysis can be conducted at the preliminary and intermediate levels of port design, presenting clients with a solution that is workable, and that can be fully demonstrated and validated to port authorities and pilotage associations using high fidelity interactive simulations."

Captain Garland Hardy
President, Lantec Marine Inc.

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Message from the Secretary General

Dear Colleagues,

In the 1960s there was a popular song written by Burt Bacharach called ‘Trains and Boats and Planes’. Bemused delegates to the very recent Latin American Pilots’ Forum in Buenos Aires heard from me about the clash between public safety and private enterprise and in doing so I used some other transport sectors beyond our own to illustrate a common thread, that being that competition damages public safety outcomes. Whilst it was nice to look at pictures of beautiful steam locomotives from the 1930s travelling at anything up to 200 km per hour, the reality came home during the most recent efforts in the UK to privatise the railways, with the deaths of many people in successive accidents. Responsibility for the deaths rested with a Maintenance Company that thought it was a Real Estate Company.

In the presentation I also reminded the audience that whilst we are often ‘led by the nose’ to the aviation model as best practice, that sector too has issues, especially in the past decade when there is increasing competition between carriers and the emergence of the so-called ‘budget’ airlines who use the North West Airlines’ model. Few of us, if any, would want to be a passenger in an airliner such as that operated by Ryanair which put out a Mayday over Spain requesting landing priority because it was running out of fuel. When regulators realised that there was a repeating pattern, they took action and seem at least to have put the management of the volume of fuel carried back in the hands of the cockpit crew rather than bean-counters on the ground.

Unless Transport Safety is regulated by Government, then citizens remain at a greater risk because a private entity will not, despite many fine words, prioritise safety outcomes over business outcomes.

It is a sombre end to 2017 with the news of an accident to a trainee Pilot in South Africa, and a colleague in Taiwan. 2 Pilot Boats have had fatal accidents also very recently, one in Finland (see page 12) and one in Russia. Coming after a period of declining fatalities to Pilots it is a stark reminder that Personal Safety to Pilots should be uppermost in everyone’s minds.

Seasons greetings to all our members from the staff on the Wellington.

Nick Cutmore

Continued from front cover.

There Cannot be Another You!

After having made your choice, it is important to keep in mind that the professionals you have hired cannot replace you; what they can do, however, is help you follow the golden rule: deliver the right message, to the right person, at the right time!

No one can represent your profession better than you can. Politicians, government officials and marine industry stakeholders want to hear directly from you.

There is another dimension to the fact that pilots can best represent their point of view. It is also the case that we are always tied to our identity as pilots.

In other words, we represent our profession when we undertake a pilotage assignment, or when we meet with government, industry and public interest groups about pilotage matters.

This puts a great deal of responsibility on every pilot and it means that pilot groups must be aware that their efforts as an association can be harmed – or even undone – if some of our members do not accept this responsibility and fail to behave in all circumstances in a manner that reflects well on the profession.

We are inter-dependent. What happens in one pilotage jurisdiction can have impacts anywhere. It is one of the very reasons to have IMPA representing pilots’ point of view at IMO and, in so doing, speaking with one voice on behalf of pilots everywhere in the world.

There are a few simple truths that can help ensure pilotage in your country and worldwide remains strong. Pilots need to be involved in the public policy process concerning their profession. Pilots are most effective when there is unity of purpose and act together. And everything we do matters – our future is affected by our behaviour not only when we are on the job but in virtually everything we do!

IMPA’s upcoming biennial Congress in April in Dakar promises to be a great event and will offer an opportunity to reflect on these types of questions – and on many others – to prepare for the future. It will be a great meeting of minds and I very much look forward to seeing you there.

Dear friends and colleagues, I hope that we will have the opportunity to meet in the New Year and, in the meantime, my very best wishes go out to you.

Simon Pelletier
The Carrier Queens

On 3rd July 2008 the contract to build two new aircraft carriers for the Royal Navy was signed.

The carrier project presented some real piloting challenges – the size of the carriers in relation to the port and the shape of the hull and flight deck being the most obvious. The building dock and main basin direct entrance in Rosyth had to be widened to accommodate the carriers but, even with the increased width, clearance on either side would only be 300mm on departure from both.

Each vessel consisted of three main hull sections, which were delivered on submersible barges from around the UK and then floated off for entry into the building dock at Rosyth. The completed hull with superstructures was then floated out of the building dock for outfitting alongside in the main basin before finally exiting through the main basin direct entrance into the River Forth on final departure for sea trials.

Simulation of all aspects of the carrier project was essential and proved to be invaluable. All stakeholders (Pilots, tug Masters, Royal Navy, MOD and ACA) attended the simulations at South Tyneside College. These simulations were the focal point for marine operations for the carrier project. Many techniques were considered, simulated and discounted until imaginative and innovative solutions to the ship handling challenges of the modular blocks and completed carrier

Continued over on page 6
SEAiQ Pilot Enterprise Subscription

SEAiQ Pilot is the only multi-platform piloting solution, combining a complete set of piloting features with unparalleled ease-of-use and is widely adopted in major ports and pilotage areas around the world.

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were found. For example, the building docks at Rosyth date from the early 20th century – they were built for the original Dreadnought battleships – and do not have shore powered winches fitted to assist vessels. So, to control the exit of the newly built carrier from the building dock a 32t bollard pull tug was lifted by shore crane and placed in the dock ahead of the ship.

There were also many similarities of the departure sailing of the carrier with that of large cruise vessels from the building yard in Papenburg, Germany. However, their technique of strapping a tug across the bow on a temporary cradle structure had to be discounted. With a six metre tidal range on the River Forth, removing such a structure was too time consuming once the carrier had cleared the main basin direct entrance. She had to get down the Rosyth approach channel and into the river during the High Water slack water period. Also, cruise ships leaving Papenburg had their engines available – the carriers were effectively being moved ‘dead ship’.

Over 100 simulations were carried out in total, covering all parts of the project including contingency plans such as the departure having to be aborted and the carrier being returned to the main basin. With it being such a complex operation, the use of storyboards proved essential giving everyone involved a clear timeline, schematic of the plan and their part in it, and shared mental model of how the operation was to proceed.

Eleven tugs were utilised for the departure operation, with up to eight fast at any one time. With uncertainty over the first carrier’s departure date, right up until the last minute, the booking of towage became problematic and two weeks before departure it became apparent that five of the tugs that were in the plan would not be available. Portable Pilot Units (PPUs) were utilised to best effect, for both the exit from the building dock and for the departure from the main basin into the River Forth. The equipment used was an RTK unit supplied by Trelleborg. “Tram Lines” superimposed on the PPU display gave a highly accurate parallel indexing effect for the departure through the main basin direct entrance.

As all Pilots who have handled aircraft carriers will be aware, one of the biggest challenges is the lack of good conning positions either on the vessel’s centre line or with a good view down the ship’s hull. With such small clearances on departure when passing through the main basin direct entrance, it was essential that the conning Pilots had a clear view. The solution arrived at was to have two of the Pilots on a cherry picker platform hanging down the ship’s hull from underneath the aft aircraft lift. The third Pilot was on the navigating bridge – ready to take over control of the vessel after she cleared the confines of the main basin direct entrance.

Departure of the first carrier – HMS Queen Elizabeth - was finally confirmed as 26th June 2017. Tug bookings were finalised. Operations commenced at 0900 with toolbox talks, and letting go of last lines at 1400. Everything proceeded to plan – almost. Not everything can be simulated or predicted, and the carrier set further to the north in the main basin than anticipated – much to the consternation of the ship’s staff. Not unusual for pilotage operations though, and the carrier was lined up for the direct entrance and departure continued without drama. She cleared the main basin at 1600 and was anchored in the river by 1730. The carrier had to depart Rosyth at High Water but had to wait until Low Water to have sufficient clearance for her air draft to get under the three Forth Bridges and proceed to sea. Half an hour before Low Water she picked up anchor and transited the bridges and the River Forth under her own power.

It was a long day for all involved, but the operation went very much to plan, and resulted in one very happy Commanding Officer and three relieved “Carrier Queens”.

The second vessel – “HMS Prince of Wales” is expected to leave the building dock at the end of 2017, and proceed on sea trials in 2019.
Captain Neil Farmer has been elected as President of AMPI after the planned retirement of Captain Rob Buck effective 29th November 2017.

The Australasian Marine Pilots Institute

Captain Neil Farmer has been elected as President of AMPI after the planned retirement of Captain Rob Buck effective 29th November 2017.

The Japanese Federation of Pilots’ Associations

Captain Takeshi Ishibashi took office as President of the JFPA in July 2017.
High Seas Governance Must Take Account of Existing IMO Framework

Press Release from the International Chamber of Shipping

At the United Nations in New York, the International Chamber of Shipping (ICS) is representing shipowners at a UN Preparatory Committee which is developing a new legal instrument, under the United Nations Convention on the Law of the Sea (UNCLOS), which will apply to ‘high seas’ areas beyond national jurisdiction.

The principal aim of this UN work is to address the vacuum that exists with respect to issues such as preserving global fish stocks from unregulated fishing, and damage to marine ecosystems from ocean acidification and plastics caused by land based agriculture and industry.

ICS says that developing new measures applicable to the high seas is undoubtedly a very important and legitimate exercise, but that it wishes to ensure that the interests of shipping will not be unwittingly damaged.

The new UN instrument is likely to permit area-based management tools such as Marine Protected Areas being developed for the high seas, as well as potentially addressing complex issues, such as liability for environmental damage, for which shipping already has very detailed global regulations in place.

ICS therefore fully supports the statement made to the UN meeting by the shipping industry’s global regulator, the International Maritime Organization (IMO), setting out the extent to which shipping already enjoys a long-established and very comprehensive framework of IMO Conventions and rules which are implemented and enforced on a worldwide basis.

From New York, ICS Director Legal Affairs, Kiran Khosla, commented: “Whatever might be decided in the future, great care should be taken by governments with regard to the maintenance of freedom of the high seas, rights of navigation currently enshrined within UNCLOS, and the current balance that exists between the rights and obligations of flag states, coastal states and port states.”

She added “In the context of regulating international shipping, the current balance has worked very well, as shown by the dramatic reduction in the number of pollution incidents from ships. It will therefore be important for the UN Committee to take account of any potential overlap or duplication with existing IMO Conventions, as well as the mechanisms that already exist for compensating oil pollution damage from ships, with up to one billion US dollars already being available to compensate those affected by a single spill regardless of fault.”

The work of the UN Preparatory Committee should eventually lead to a high level Diplomatic Conference, possibly within the next two years, which is expected to adopt a new UNCLOS agreement on the ‘Conservation and Sustainable Use of Marine Biological Diversity of Areas Beyond National Jurisdiction’.

Notes

According to ITOPF, on average there were only 1.7 major oil spills (over 700 tonnes) per year from 2010-2016 compared to 24.5 major spills per year in the 1970s, despite a considerable increase in maritime trade.

As a result of global IMO regulation, the maximum sulphur context of marine fuel will reduce to 0.5% in 2020 compared to 4.5% in 2005, with a sulphur content of no more than 0.1% being permitted, since 2015, in emission control areas approved by IMO.

The International Chamber of Shipping (ICS) is the principal international trade association for shipowners and operators, concerned with all technical, legal employment affairs and policy issues that may affect international shipping. ICS membership comprises national shipowners’ associations in Asia, Europe and the Americas whose member shipping companies operate over 80% of the world’s merchant tonnage.
Ship swinging, bow in the mud

At TONNAY-CHARENTE upstream in the Charente, pilots carry out a unique manoeuvre in France for turning cargo ships.

From an Article by Philippe BAROUX.

«Hiiiihaaaa» A piercing cry of relief. The captain of the “Cuera” is happy and relieved.

The small coaster of the Spanish owner Navinorte has just slowly carried out one of the most spectacular turns a merchant ship can do on the coasts of France.

“A splendid manoeuvre!” congratulates Captain Avelino BLANCO AGRASO to the pilot Pierre GLOOR, one of the eight pilots in the La Rochelle-Charente district. For the cargo ships arriving at the upstream point, Tonnay-Charente, to turn them in the right direction downstream towards the estuary there is little space for manoeuvring. Limestone banks or pastures! Here the river comes to a bottleneck between the green pastures on the left bank, and former quays, on the right bank. Even swollen at high tide, its width doesn’t exceed 130 metres, which limits to 115 metres the maximum size of ships, chartered mainly for the loading of grain from the hinterland. A margin of maneuvre of around forty metres on that day for the captain of the “Cuera”. Pierre GLOOR underlines, “the river is capricious. We never know what to expect…”

Barely has he spoken when a few hundred metres downstream from Tonnay-Charente, the bend of Point Rouge shows the stark illustration. As he explains that the meander is tight and that it’s necessary “to veer towards the outside to sail through”, the ship begins to shudder slightly, like a growl of bad temper. The helm has not reacted as fast as the pilot wanted, the “Cuera” creaks, and glides away slightly from her route. Enough for her to slip over the river bed, then proceed back on route with a slight turn / list...

There is the suction effect from the bank, well-known to helmsmen when there are a few centimetres of water left under the keel, and the mud just below. Pierre GLOOR doesn’t bat an eyelid, totally in control. “It’s true, we’ve all done a full speed ahead on the river” remarks the most senior pilot in Charente-Maritime. “In the daytime, in ballast, it’s an easy route. However, at night with a loaded vessel, the Charente river is different kettle of fish! Very different anyhow from the manoeuvres that we use to do in La Pallice.”

The captain of the “Cuera” has agreed the pilot to take the helm directly. However, the transfer is not automatic. Some captains are reluctant. Pilots adapt.

The meadow, before the wheat

The silo at “Sica Atlantique” where the coaster will load 4,400 tons of grain is left behind to port. The ship sails upstream 500 metres to the half-turning point, recognizable by the marks left by the hulls in the bank. Then the most delicate part of this upstream passage on the Charente river begins two hours after the pilot came aboard, off the ile d’Aix.

The bow of the freighter goes up on the mud, almost to graze the grass of the bank.
The captain is at hand. Wheel hard to starboard. The bow of the ship is visible, perpendicular to the field. The speed remains fixed at: 5 knots. Naturally, we brace ourselves to expect the imminent impact. Everything speeds up, a small wave washes against the bank, the mud cushions the impact and the hull rises, almost to graze the grass. The pilot announces the bow is firmly in the bank, and orders “Half ahead!” A swirling of water laps against the base of the hull in a muddy eddy. Seconds go by. The helm, still full starboard, holds the “Cuera” as she tries to slide back. Almost motionless, this is the final moment of this millimetre push to the bank. The pilot holds the rudder and controls the power of the engine. He holds 90 metres of steel and waits for the current to surge strongly enough at the stern to turn the ship. The eddies swirl, the Charente swells, the ship finally gives in. She goes astern. The half turn is a success, the tension drops, the captain whoops with relief and joy.

IMO Bravery at Sea Award

Dear Colleagues,

You may recall from Issue 42 of the International Pilot that Houston Pilots Mike McGee and Mike Phillips were nominated by IMPA for the IMO Bravery at Sea Award. The decision of the Panel of Judges, endorsed by the IMO Council, was to honour them with this prestigious award and the Award Ceremony took place on 27 November 2017.
Pressure on PSC pays off

Chairman of UKMPA and IMPA Vice President John Pearn reported this small oil tanker, the “Thun Greenwich”, to the MCA because her belting prevented the ladder from resting on the ships side. Within a couple of weeks the belting was cut away.

Pilot Boat Capsize Kills Two

Two people went missing after a pilot boat capsized on the evening of Friday 7 December in the Gulf of Finland and rescue divers worked for eight hours to determine if survivors might be trapped within the vessel’s upturned hull. The bodies of both individuals were ultimately found inside the boat’s interior compartments.

Finnpilot CEO Kari Kosonen confirmed in a statement that two of the association’s employees were killed when pilot vessel L242 overturned. The boat was on its way to pick up a pilot at the time of the accident. “I would like to express my deepest condolences to the families and colleagues of the [individuals] who died in the accident and thank all the people involved in the rescue operations,” Kosonen said.

At 1700 hours Friday, the Maritime Rescue Center Helsinki received notification that a pilot boat had capsized south of Porvoo Lighthouse, a prominent landmark east of Helsinki. The Finnish Border Guard dispatched boat units from Suomenlinna and Porvoo, along with helicopters from Helsinki and the patrol vessel Turva. Divers were also dispatched from the Central Uusimaa rescue department, and one good samaritan merchant vessel and two pilot boats arrived on scene to assist.

The Border Guard reported that heavy swells at the site created a challenge for the response team. The responders attempted to right the boat, but it sank during the righting evolution. After the sinking, divers searched the interior and found two bodies.

Police have launched an investigation into the two fatalities. Finland’s Accident Investigation Board has also initiated a parallel inquiry into the cause of the vessel’s capsize.

Reproduced from Maritime Executive 8 December 2017.
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— CAPTAIN & PRESIDENT BILL COFER, VIRGINIA PILOT ASSOCIATION

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What is your role at IMPA and what does it entail?
I have been vice president of IMPA since 2012 and the Chair of the Professional Standards & Qualifications Sub-Committee since 2014.

What is the best part of your job?
The possibility of making a difference for pilots and the industry, regardless of nationality.

What happens during an average day at work as a pilot?
The minute I step into the bridge of a vessel I can feel the tremendous responsibility. To have the Master of a vessel put in my hands the safety of his vessel, the cargo and the life of his crew says it all. When a piloting assignment is finished and you get to give the Master back command of his vessel and the Master is still smiling and relaxed, that’s what I call a great day at work.

What are you most proud of?
I am very proud of my family. From my parents all the way down to my own children I see hard working and honest persons. In a world so full of anti values is refreshing and, in a way, satisfying to be surrounded by such a wonderful group of people.

Tell us three things we wouldn’t ordinarily know about you?
I like theme parks, running marathons and eating more steaks than my doctor would certainly approve.

What’s your guilty pleasure?
For me it would have to be watching science fiction movies. I can watch them over and over again and never get bored.

Get to Know your Executives – 60 seconds with Captain Alvaro Moreno Constantino – Panama Canal Pilot

The 1st Asia Pacific Maritime Pilots’ Forum held in Bali, Indonesia, on Monday 28 August 2017

Report by INAMPA.

Indonesian Maritime Pilots’ Association (INAMPA) has just been a Member of the International Maritime Pilots’ Association (IMPA) since April 2017, where last year became the only country to attend the Opening: “The 23rd International Maritime Pilots’ Association Congress” from 25 - 30 September 2016 in Seoul South Korea, with 32 participants and led directly by the President of the Indonesian Maritime Pilots’ Association (INAMPA), Mr. Pasoroan Herman Harianja, who on the last day of the session delivered his Declaration Speech to become an International Member Maritime Pilots’ Association (IMPA), and officially in April of 2017 became an IMPA Member and it is amazing that 26 - 30 August, 2017, the Host: “The 1st Asia Pacific Maritime Pilots’ Forum” is located at Dynasty Hotel & Resort Bali - Indonesia, officially opened by Capt. Simon Pelletier, President of IMPA accompanied by Capt. Na Jong Pal Vice President of IMPA, who is also President of the Korea Maritime Pilots’ Association (KMPA) and Pasoroan Herman Harianja as President of the Indonesian Maritime Pilots’ Association (INAMPA), Capt. Medi Kususma, M.Mar as The Executive Chairman of The Organizing Committee.

The event which lasted for 3 (three) days in Bali island one of the mainstay of Indonesia for tourism attended by Asia Pacific countries, among others; South Korea, Japan, China, Australia, Philippines, Hong Kong, New Zealand, Malaysia, Taiwan, Singapore, Papua New Guinea, Vietnam and Indonesia as Hosts with total attendees at the opening of ± 200 people. The event is filled with sharing session from various countries with total speakers in the form of Panel Discussion 16, while Keynote Speech is delivered by Capt. Simon Pelletier - President of IMPA, while the second day filled with one day Tour of Bali who visited various tourist attractions in Bali. The third / last day resulted in the Bali Declaration which consisted of five important points:

1. Maritime Pilots in Asia Pacific countries/region agreed to establish a Regional Forum called “Asia Pacific Maritime Pilots’ Forum” which aims as a forum for Professional Maritime Pilots’ to:

a. Improve Maritime Pilots Professionalism & Sustainability.
b. Advocates safety of Maritime Pilots of member countries/region.

c. Cooperation between Pilots for various issues related to Pilotage including among all members.

d. Enhance communication with the Government in each country as well as with the International Agency and other relevant stakeholders.

e. The forum agreed to hold meeting of member states in turn every two years.

f. Non-member and member of the International Maritime Pilots’ Association (IMPA).

2. Improving Maritime Pilots cooperation on information, knowledge, experience, expertise, technology and industry benchmarking for capacity building and professionalism of Maritime Pilots in the Asia Pacific region which in turn has the standard of guidance, and in improving pilotage efficiency, to support the global and regional shipping industry.

3. Supporting the Government of Indonesia’s Program in enhancing its maritime role, especially in relation to safety, security, and maritime comfort for ships passing through its waters.

4. The 2nd meeting of 2019 will be held in October in Sydney, Australia, the time and date of implementation will be informed later by the host.

5. Agreed to form a joint secretariat in Indonesia.

Capt. Na Jong Pal Korea as one of the initiators of this event expressed very satisfied and proud of the implementation of this activity, as well as Capt. Simon Pelletier expressed his appreciation with this activity was done very well and with great hospitality.

Herman calls INAMPA’s President to say that the maritime pilots’ challenge to the future, called VUCA, namely Volatility, Uncertainty, Complexity and Ambiguity can only be answered by continuing learning and learning, not only limited to hard skills, but equally important is soft skills among others; communication, critical thinking, coordination, problem solving, people management, etc.

The meeting was interesting because at the opening ceremony the maritime pilots joined the maritime wives to sing National Indonesia Raya and Mars Indonesian Maritime Pilots’ Association (INAMPA). Discussion session sharing is not only about maritime safety technical matters, but also information technology port service management, human capital development, etc.

The meeting that took the theme: ”The Role of Maritime Pilots’ for Maritime Sustainability” was officially closed by the President of the Indonesian Maritime Pilots’ Association (INAMPA) Pasoroan Herman Harianja was accompanied by the entire Chairman of the Delegation of the forum participants and the Chief Executive of Capt. Medi Kusmana, M.Mar, Regional Officials I, II, III, IV and V INAMPA and Moms Participants from home and abroad are also present at the opening ceremony to support the event.

BRAVO INAMPA...!!!!, BRAVO IMPA...!!!!
IX FORO LATINOAMERICANO DE PRÁCTICOS
BUENOS AIRES, ARGENTINA
30 DE OCTUBRE AL 3 DE NOVIEMBRE DE 2017

DECLARACIÓN DE BUENOS AIRES

En la ciudad de Buenos Aires, entre los días 30 de octubre y 3 de noviembre de 2017, se reúne el Foro Latinoamericano de prácticos con la presencia de las siguientes asociaciones miembros de IMPA:

Argentina, Brasil, Chile, Colombia, México, Panamá, Perú y Uruguay.

Luego de conferencias, debates y analizadas las ponencias sobre el practicaje de la región, declaran:

EL PARADIGMA MUNDIAL DEL SISTEMA DE PRACTICAJE ES EL SIGUIENTE:

- El practicaje debe ser regulado por el estado en función del interés público.
- Debe ser un servicio prestado de forma independiente de presiones comerciales.
- La estructura debe ser integrada por el práctico, la lanzadera y la formación de prácticos.
- Debe haber una única entidad de practicaje por zona y ausencia de la competencia.
- El practicaje es un servicio de especialización técnica.
- Debe haber un número limitado de profesionales por zona para mantener las habilidades y la experiencia adecuadas.
- Se debe garantizar la distribución equitativa de servicios y el cumplimiento sin interrupción de los mismos en función de la seguridad.

Para el cumplimiento de este paradigma, este Foro:

1) Invita a las diferentes administraciones latinoamericanas al cumplimiento de las recomendaciones de la Resolución OMI A-960 (23). Este Foro también solicita a IMPA que tome las iniciativas adecuadas en la OMI tendientes a propiciar este cumplimiento por parte de las administraciones de los estados miembros.

2) Exhorta a sus miembros que comuniquen a IMPA el incumplimiento de la Resolución OMI A-960 (23) por parte de las administraciones.

3) Repudia la creciente tendencia a la responsabilización civil del práctico e insta a los estados a eliminarla o establecer un límite razonable de la misma.

Ricardo Falcón
IMPA
IXth Latin American Pilots’ Forum

Pilots from Latin America met in Buenos Aires from October 30 to November 3, 2017, to share their experiences in piloting and acquaint themselves with updated information on technology and the shipping industry. The week-long Forum was filled with valuable information and discussions over the impact of competition in piloting and the latest developments on civil liability for pilots.

The meeting was attended by delegates from the UK, USA, Canada, France and Australia.
Excerpt from IMO III4/4, the Report of the Correspondence Group on Casualty Analysis, submitted by the UK delegation to IMO

17 COLLISION Very serious marine casualty: Capsize of a tug while assisting a ship GISIS Ref: C0008431 What happened?

A tug had been engaged to assist a passenger/ro-ro ship to berth in high winds. There was no harbour pilot on board the ship because the master held a pilot exemption for the port. The tug was manoeuvring close to the port bow of the ship while attempting to establish the tow, when the stern of the tug collided with the ship’s bulbous bow. As a result of the collision the tug came broadside on in front of the ship, heeled dangerously to port and took on water. The tug capsized and two of its crew died.

Why did it happen?

1. The tug was forced to leave the “safe zone” and manoeuvre close to the bow of the ship in order to establish the tow, whereupon hydrodynamic interaction between the hulls of the ship and tug drew the tug inwards to collide with the ship’s bulbous bow.

2. The speed of the ship through the water at the time was too fast to safely establish the tow. The relatively high speed through the water meant the “safe zone” in which the tug must remain was further away from the ship, making it more difficult to establish the tow.

3. The relatively high speed through the water also meant the tug was using a high percentage of its available engine power to match the speed of the ship, leaving minimal reserve power to manoeuvre.

4. The pilot-exempt master of the ship was not required to have undergone additional training for tug assistance, which was usually requested during adverse and difficult weather conditions.

5. Water entered the tug through an open door and open engine room ventilation duct when the tug turned broadside on and heeled over. This allowed down-flooding to occur, further reducing stability and ultimately causing the capsize.

6. The tug crew were unable to close the engine room ventilation duct during operations because it was required to be open in order to supply air for the tug’s engines.

7. The tug did not comply with the required stability parameters, which meant it was prone to excessive heeling during operations and early down-flooding.

What can we learn?

1. Establishing a tow between a tug and ship should be conducted at as low speed as practicable in the circumstances and conditions in order to give the tug greater manoeuvrability and avoid it having to depart from the “safe zone” where dynamic interaction is less likely to occur.

2. Shipmasters (especially pilot-exempt masters) and tug masters must have a thorough understanding of both the theoretical and practical aspects of safe tug/ship operations.

3. Tugs should be fit for the purpose they are being used. They require good stability and sufficient power and manoeuvrability for the intended operation.

4. Down-flooding will quickly erode any reserves of stability and will be a major factor contributing to a capsize. During critical or high-risk operations all doors and other openings that need not be open should be securely closed.

Who may benefit?

1. Seafarers, shipowners and operators, designers and operators of vessels engaged in towing, and providers of safe ship management systems.
IMPA 2018 in Dakar will be an international forum for maritime professionals who will discuss the next evolutions in the maritime and port sectors, in order to provide essential information regarding pilotage and port operations now, and in the future to empower the safety and professionalism of every pilot in the world.

Dakar Pilots are proud to be hosting IMPA 2018 the first IMPA Congress on African soil and we invite you to share our best practice, professionalism and maritime heritage and knowledge.

IMPA 2018 will provide all participants with an unmatchable opportunity to discover the economic and social potential of Dakar; the richness of the Senegalese culture; the effectiveness of its Teranga; and the inimitable beauty of its land and seascapes.

The stunning Links Golf course at the King Fahd hotel will also provide a challenging and enjoyable setting IMPA Dakar 2018 Golf Tournament.
When German shipyards started to build with imported or transshipped module sections, the KIEL CANAL began to face an increasing number and variety of tug & tow units that delivered these sections (mostly fitted on barges) via the canal. I remember it was the beginning of the millennium, when I was a young pilot. Mostly these tug & tows arrived on weekends (kicked off on Friday morning at the shipyard...), when traffic in KIEL CANAL was dense anyway and nobody was really “amused” about the slow going towage arrangement. They hampered the traffic flow, but of course, they had the right to be there like anyone else.

Tows became more numerous and bigger from year to year, but when shipbuilding went to Asia, the situation normalized again. That is, until the day when MEYER WERFT Papenburg made an arrangement with their NEPTUN WERFT in Rostock to step into a new decade of towage by shipping complete equipped (electric and powerplants, pipe arrangements etc.) ship sections from Rostock to Papenburg. Regarding the overall beam, these were the largest units ever shipped through the KIEL CANAL.

MEYER made the first approach with a 39m beam section, bringing the involved parties together at NAUTITEC training and consulting facility at Leer, Ostfriesland, Germany. Under the coordination of Georg Haase, NAUTITEC’s chairman, the shipyard, waterway authorities, tug companies and pilots came together at Leer to (first) talk and (later) test, if this plan could be transferred into reality for the benefit of MEYER WERFTs module workchain.

Every idea was discussed and every stone was turned, until we agreed in techniques, schedules, operational procedures and mooring systems.

NAUTITEC also prepared a risk assessment for different weather scenarios.

Approach and maneuvering techniques were tested and KOTUG’s Rotortugs showed right at the beginning, that there was more safety “in hand”, than we expected. Later we made runs with BUGSIER’s Voith tugs in combination.

The first passages where successfully conducted and MEYER approached us with increasingly larger pieces. We came to 40m, 41m and now to 42m beam sections. With 42m beam we are now right in the limits of the locks from the 20th century, meaning that more work had to be done.

Laser measurements were taken, and we found out, that KIEL Locks (42,4m) could make it, but BRUNSBÜTTEL Locks (41,4m) were a little too small between the floating wooden fenders. The fendering from one side needed to be removed to enable passage of the module and this was prepared and done by SCHRAMM Towage just in time, before the unit arrived at the West end of the canal.

Together with maritime service provider BREMER SCHIFFSMELDEDIENST, highly accurate sea charts for the KIEL CANAL locks in Kiel and Brunsbuttel were created so tugmasters and pilots where able to have always a “birds-eye view perspective” through the locks which were only a few centimeters wider.

In cooperation with the Leer based company LAMMERS SCHIFFSELEKTRONIK, a high-precision navigation system was installed on the hull, delivering precise positioning data in a centimeter range, a great backup even when pilots personal PPU would fail.

All this equipment was a great support and backup, but I guess we all agree, that all of us should “not go, where we would not go without this equipment”. A good eye and shiphandling feeling is always the

Continued over on page 22
Port Ash utilises manned ship models to provide real feel, real world training on its purpose built 2 Ha (5 acre) lake, and employs experienced Marine Pilots to provide world class training.

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beginning of a successful passage. So did the tugmasters with there great skills and my fellow pilots far away from their routine everyday-work.

Between the locks during "normal canal passage", handling of this fixed towage unit was no problem, and voyage speed could be even higher than authorities would allow … Only fog delayed the first of all passages in the SIDING SCHWARTENBEK for about 2 hours, due to tows not being allowed to pass in fog.

The first AIDAnova section went through the KIEL CANAL without any problems, which was the result of great team work behind and on scene, with the involved parties and a great coordination of NAUTITEC’s chairman Georg Haase, who is not only a former colleague (Pilot on the river Ems) but somebody, who hits the right tone in bringing people together.

The second AIDAnova module is currently under construction at the Neptun shipyard. The four-deck-high module will house the vessel’s three LNG tanks and will most likely leave the Neptun Yard towards the end of November 2017 and arrive at Kiel in the first week of December.

These shipments and this working together of ship and shore, blunt and sharp end, will continue. Hopefully always with the necessary centimeters left.

All photos copyright / courtesy of NAUTITEC.


View from the Bridge…
Our President’s ‘view from the bridge’ as we go to print…..
Baltic wave piercing now in USA
The barge “Iron Lady” is 200m LOA x 57m Beam and had a planned arrival draft of 7.0m. The Brent Delta Platform is 131m High x 95m Long x 85m Wide or as high as the London Eye and as long as a football pitch.

To remove the platform Allseas commissioned the “Pioneering Spirit”, the largest construction vessel ever built and the then 5th longest ship in the world at 382m LOA with a beam of 124m. She in herself represents quite a feat of marine engineering with a lift capacity of 48,000t or twice the weight of the Brent Delta.

So the task was to pilot the “Iron Lady” from Tees Bay, north of Hartlepool, to a ground-ing pad in Seaton Basin at the end of Seaton channel.

From a navigational point of view, the charts of Tees Bay are fine, however the lack of detail on the standard navigational chart over the 1000m length of Seaton channel is quite alarming and no doubt filled Shell executives with horror!

The dredging program was conceived to accommodate the planned draft, and we needed to do something about the navigational dataset.

PD Teesport were already investigating PENC’s, (Port Electronic Navigational Charts) but for this project, and as an interim step towards PD Teesport developing its own in-house capability, Oceanwise, who specialise in all aspects of marine environmental data management and GIS, offered the ability to build a PENC with the latest survey data and provide immediate technical assistance for the “Iron Lady.”
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Captain Paul Dunn

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In light of these difficulties and the sea conditions in Tees Bay, we made the decision to make the entry to the Tees Channel an hour earlier than planned and hold the barge in Seaton Turning Area until there was sufficient water on the rising tide for the Seaton Channel transit.

On arriving at Seaton Turning Area it was obvious that something major had changed with regards to the condition of the barge. With hindsight, the decision to enter an hour early proved vital as it gave us time to resolve the ballasting decision that had been made during the transit of the Tees Channel, unbeknown to either me or the Tow Master!

The drafts were now 8.2m port forward and 6.3m starboard aft and massively hogged. The bending forces on the “Iron Lady” must have been substantial.

Going back to sea was very much an option and the pressure was very definitely on!

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The 2nd Pilot and the Tow Master left me to maintain the position in Seaton Turning Area for approximately two hours and prepare for the Seaton Channel Transit, whilst they concentrated on the issue of resolving the barge ballast condition.

Another problem arose at this point in that the tug, Bugsier 4, on the port bow advised that due to a sharp edged obstruction, that should have been removed, he could not tow inside the line of the barge.

It was agreed that he would have to make fast alongside push/pull. In this configuration he was much less effective with any headway on the barge and needed to be at full power almost continuously to have any effect.

After much heated discussion, it was agreed to move some ballast around but there was very real concern now regarding the structural forces on the “Iron Lady”.

Ultimately after another draft survey, we could determine the barge trim and list condition had improved slightly, although the deepest draft was now 7.9m and the risk of unintentional grounding before the end of the operation was very real.

Having the bathymetry available was a huge advantage at this juncture. The increased draft meant that the tidal window was significantly reduced for landing the barge on the pad in TERRC basin.

After a consultation with the Harbour Master by radio, it was agreed to reduce the minimum UKC from 0.9m to 0.5m for the Seaton Basin section of the transit, which is when we would be moving at our slowest, this maximised the overall water area available and opened the time window sufficiently to complete the operation.

The transit of Seaton Channel actually went very smoothly and thankfully the “Iron Lady” towed much better than earlier in the day. Visual reports being made by the 2nd Pilot on the opposite side of the barge to me and an assistant Pilot from the bow verified what I was seeing on the PPU.

The tugs responded well to corrective orders and were able to accommodate Bugsier 4’s reduced manoeuvrability. The ENSCO 70 at the outer end of TERRC 10 did not present any issues although passing was quite close.

The area close to the North Bund Wall was of the most concern and turning into the basin I believe we “sniffed the bottom” here, but we were able to stop and control the barge’s sideways movement effectively and berthed above the grounding pad with water to spare.
Deepsea Autonomous Ships
Ships unlikely for at least a generation: Maritime CEO Forum

Deepsea shipping is unlikely to become autonomous in the next 20 to 30 years delegates attending yesterday’s Maritime CEO Forum in Hong Kong were told. During a busy crewing and human resources session that touched upon crew abandonment, connectivity and attracting Gen Y into shipping, a significant portion of discussion focused on the issue of autonomous shipping. The chairman of the International Chamber of Shipping, Esben POUSSON, said regulation would lag innovation and that he did not expect to see deepsea ships operating unmanned in his lifetime. “I do not see the concept of a bulk carrier trading worldwide unmanned, certainly not in my lifetime” POUSSON said. He noted that there had been around 80 VLCCs ordered this year, which will likely trade for 25 years during which time they will be fully crewed. POUSSON, who is also the president of the Singapore Shipping Association, pointed how airlines have been automated for more than a generation, but still feature people in the cockpit.

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