A MESSAGE FROM THE PRESIDENT

Fellow Pilots,

I consider this first opportunity to be the author of the President’s message in The International Pilot a great honour. Having served for six years as IMPA Vice-president under the leadership of Capt. Mike Watson, I know firsthand the very high standard that I must meet in discharging my role. My first words are therefore of thanks and tribute to Capt. Watson for the outstanding work he did during the eight years he was at the helm of our organization.

It is because of the great work done by Capt. Watson that I consider my first priority is to ensure continuity – a seamless transition in leadership that maintains the good practices and excellent relationships that IMPA has developed during Mike’s presidency.

To survive, and to continue being successful, every organization must also challenge itself with new goals and objectives designed to increase its effectiveness and reach. In this regard, it is my hope that we can focus on activities in three important areas that will maintain and enhance IMPA’s credibility and influence.

The first area is that of continuous improvement in both everything we do and who we are. It is obvious that when we speak of improving everything we do, we refer to all of the organization’s efforts, including the role we play at IMO and at other organizations, and how we organize and undertake the affairs of our organization. Another dimension of continuous improvement has to do with continuing to strive to be as representative as possible of the global pilot community. In this respect, while we already represent pilots from over 50 countries and six continents, if there is an opportunity to become even more representative, we should seize it.

The second area of focus must be our unity. In this regard, we have the advantage of Capt. Watson’s great legacy. He tirelessly championed the need for pilots to speak with one voice and it is essential that we never lose sight of how crucial unity is to our cause. Despite regional differences in how marine transportation is administered and regulated, and how pilotage is executed, the rallying cry that unites all pilots is the need to operate in an environment in which they are able to carry out their duties in an independent manner and to the very best of their abilities.

This brings me to the third area of focus: the unbreakable connection between pilotage and the public interest. Pilots serve the common good; we exist to ensure safe maritime transportation and, in so doing, not only are we promoting economic well-being, but we are protecting the environment and safeguarding human life. The more this essential connection is understood by everyone, the stronger will be the support for what we do.

I very much look forward, over the coming years, to working with pilots around the world and with representatives of other maritime organizations to promote safe shipping and global prosperity.
It was a pleasure meeting you at...
Message from the Secretary General...

Dear Colleagues,

Well, Panama was quite an event! Superb organisation, great presentations (some pilots must ‘moonlight’ on stage as dancers or comedians) and a wonderful opportunity to see a country and its iconic waterway.

At the insistence of Rainiero Salas, I took a trip on a bulker in ballast with Chief Pilot Chet Lavalas (with an 0700 start after the Gala Dinner!). The technical paradoxes of this hundred-year-old waterway were very apparent. The locks work like Swiss watches, the simplicity of using a pulling launch to collect ships’ lines ("we’ve tried power boats, but this is the best system") and I also liked the one-way communications traffic to the ‘mule’ drivers. They simply ring a bell to indicate receipt of an order thus keeping radio traffic minimised.

Conversely, observing the bulker’s bridge team was as ever illustrative of our industry and its problems, with inadequate to non-existent language skills, fatigue of the Master and doubtful seamanship. This is where the fine words at IMO meet the harsh reality afloat.

And speaking of IMO, we are headed for the first meeting of NCSR (the old NAV and COMSAR committees combined). By the time you read this IMPA will no doubt be engaged by the by now near obligatory debate about pilot boarding. I am as ever grateful that so many pilots attend IMO as part of their national delegation, they are key in maintaining and enhancing the standards of our profession.

I was pleased that a largely new Executive was elected for the next term too. Whilst a contested election is a little stressful, it does demonstrate a vibrant organisation. Too many uncontested elections, or worse still, an actual shortage of candidates, indicates an association in decline. IMPA is vibrant and the numbers of members attending Panama attested to this. Coupled with a new President, Senior Vice President and several Vice Presidents, it is an Association in sound financial health, a key matter if we are to achieve our objectives.

I am looking forward to a renewed drive towards greater safety, transparency and development of our great profession.

Best wishes to you all.

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Summer Is Here

by San Francisco Bar Pilot
Captain Kip Carlson

Summer Is Here and it’s only April - no, not the season, the ship!

My second new vessel in two days, the Hanjin Buddha arrived Saturday, Summer arriving on Sunday!

Both ships were delivered last month in China and making their maiden voyages. Both in the 336.5 x 48 meter range, and both with negative idiosyncrasies.

How about a ten knot dead slow on a ship that size, with SWL on deck bits of just 49 tons?

Identical bridge wing consoles for docking ... the thruster controls all the way outboard on one side, all the way inboard on the other?

Or, on the other ship ... two bow thrusters ... with two separate controls ...

one for the pilot and one for the captain?

What genius came up with this stuff?

The wheelhouses still had the smell of a new Bentley (don’t know Kip, never been in one – Editor), and the elevators looked like they belonged in The Ritz!

I can’t remember being on new-builds two days in a row ever before.
IMO and its role in the United Nations

by IMO Secretary General, Mr Koji Sekimizu

The United Nations is vast, complex and incredibly ubiquitous. There is almost no limit to the areas of human activities it covers.

I have had the privilege to work in the United Nations system for a quarter of a century. The UN is something I am passionate about and in which I have a resolute and unshakeable belief. For me, the United Nations is the ultimate expression of mankind’s need to learn from its own history.

The Charter that founded the United Nations was signed in San Francisco in June 1945; and, today, almost 70 years later, the values enshrined in its provisions still provide a relevant and credible blueprint for a better world.

Its preamble speaks of the need to save future generations from the scourge of war; but it also speaks of human rights, human dignity, gender equality, equality between nations, justice and international law, tolerance, freedom, respect, security and social advancement. It is a document for our time – it is a document for all time.

The influence of this global family reaches the remotest wildernesses and densest conurbations on the planet. Its work ranges from front-line, headline-grabbing missions such as peacekeeping, peace building, conflict prevention and humanitarian assistance, through broader, fundamental issues such as sustainable development and environmental stewardship, the protection of refugees, disaster relief, food production, health, counter terrorism, disarmament and non-proliferation, to more technical matters, such as those dealt with by my own agency, IMO.

The common threads that run through all this are a firm commitment to improving peoples’ lives; a strong desire to promote equality; and a passion and a belief that we can, and must, strive to make the world a better place – where human rights and the rule of law are respected and we recognize and rejoice in the diversity of global culture.

Despite being true to its original and fundamental values, currently the UN system is in a process of adapting to a rapidly changing world, and ensuring that the UN can assist in ensuring sustainable development globally.

At IMO, the main thrust of our work is to develop and adopt technical standards for international shipping, so that countries involved in international trade can have confidence that ships entering and leaving their ports adhere to appropriate standards of safety and environmental performance. It is important – but, nevertheless, might be considered marginal to the overall objectives of the UN. It can be broadly set alongside similar work carried out by other technical agencies such as the International Civil Aviation Organization or the Universal Postal Union.

But, even in these smaller agencies and marginal areas, we quickly learn that nothing is ever achieved without cooperation, understanding and a willingness to work together to find a solution. The members of IMO – and there are 170 of them – frequently have disagreements, hold different viewpoints and sometimes have different objectives. Sometimes they disagree on technical matters, and sometimes political considerations set them apart.

What is a high priority for one country may not even be on the radar for another. And yet, over the course of more than 50 years since it became operational, IMO has produced a series of international agreements and conventions that, collectively, have made shipping infinitely safer and more secure and dramatically reduced its negative impact on the environment.

For it is in the search for common ground, for consensus, and in the understanding that solutions must be supported by the wider international community that our activities make a real contribution towards the objectives and the spirit of the United Nations.

Of course, the UN is not perfect; of course, it has its weaknesses. But it is, without doubt, the best hope for a better future for mankind.

It’s easy to stand outside something like the UN and simply point to its imperfections; but doing this achieves nothing. Today’s UN may not be ideal, but it is the best chance we have, to tackle the serious, global challenges that affect us all – and the UN is in fact changing these years. So I would encourage all to be critical, yes: but be constructive, be supportive and help us to strengthen and improve it.

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IMO Secretary-General Koji Sekimizu.
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Bollard Pull Testing: an overview

by Brandon Durar

The tug HAWAII engaged in its bollard pull test which determined an ABS Certified Bollard Pull of 82 tonnes. In August 2013 the JT Marine Inc shipyard in Vancouver, Washington delivered the HAWAII, the first of a pair of 120-ft ocean-going azimuthing stern-drive (ASD) tugs designed by Jensen Maritime, Seattle naval architects, to Hyak Maritime LLC. The tugs are based on the Titan-class ASD tugs developed by Jensen and Western Towboat, the Seattle-based tug and barge company.

Since the turn of the century Bollard Pull (BP) testing has become a standard for defining a tug-boat’s power and a gauge of the real performance a tug can deliver. Currently the BP rating is the standard on all existing and new-built tugs in the North American marine industry. The test method is simple: the tug is connected with a line (length normally two times the length distance of the tug) from the tug’s bitts to a shore bollard. In the line is a dynamometer (also known as a strain-gauge or tension link) that measures the static pull of the tug under full power.

If the BP test is witnessed for classification such as ABS, guidelines for the instruments to be used and for the time the tug must pull at full power are pre-determined. Dynamometers need to be calibrated before the test and be rated above the predicted pull. Most pulls are for five minutes and an average figure is used as the sustained pull of the vessel. ABS then will issue a Certified Bollard Pull for the tug and, if it is not classed, a Statement of Fact. Other recommended rules for the test are line length, sufficient depth of water under the keel and the vessel being in a trimmed condition. In the near future the dynamometer will also need to be capable of recording the data.

To start, the BP test team needs to predict the pull to select the proper size dynamometer, rope and shackles. The rule-of-thumb is 25 times the tug’s installed horsepower which will equate to the BP pull in pounds. For most propulsion drive companies this number is a pass or fail, or the minimum the tug should pull. But most new tractor
tugs being built today also have Kort nozzles, which add approximately 10% to end performance. As an example a 4,000-hp tug would be expected to have a minimum BP of 100,000 lbs (50 tons) and 110,000 lbs (55 Tons) if it is fitted with nozzles. Every owner is always looking for more.

With the advent of more sophisticated hull forms, and more flow through the nozzles, the higher the BP figures. Every seasoned BP test team will also be aware of the weather and water conditions (wind and current will affect steering and reduce the final BP figure). Also the direction of the wheel-wash and the angle to the dock needs to be considered. If wash bounces back into the wheels it will create cavitation and degrade the final BP number.

Also common practice with reverse tractor tugs it to pull with the tug in both directions. As the tug will back down when ship docking, the reverse pull is a better gauge for the tug’s performance in real conditions when undocking. As stated, the BP test is a gauge or baseline for the tug as the debate goes on with respect to the tug’s job at hand. When the tug is backing or undocking a ship, the BP number is really different as the tug will have a line up on the ship which pulls the bow out of the water with the real number a vector of the direct pull.

Jonathan Parrott of Jensen Maritime Consultants notes that Liquified Natural Gas (LNG) terminals are asking for indirect steering and braking forces on their ships. Most new tractor tugs are equipped with tension meters on the winch but when in an escort mode, steering a tanker out of harm’s way, the true value of the tug’s pull is a compound angle to the ship’s transom and the only way to really measure the true tension is to have the dynamometer on the ship’s bitt or attachment point.

Robert Hill of Ocean Tug and Barge Engineering observes that the BP test actually presents an unfair view of a twin screw tug like the HAWAII’s pulling power because its two 115-inch diameter propellers are designed to achieve maximum power and efficiency when the vessel is moving at speeds of about 10 knots, not in the static scenario required by definition for a BP test.

Fifteen years ago, most tug companies marketed their vessels based on horsepower but today most tug services are sold based on bollard pull. As stated above the BP test provides a gauge or baseline to be used and understood for assessing the tug’s job at hand.

Brandon Durar is president of JonRie InterTech LLC. See HAWAII: 120-ft ASD Line-Haul Tug for Hyak Maritime in Western Mariner, November 2013.

All photos by Aimee Eng

Reproduced from the January edition of the Western Mariner with their kind permission. www.westernmariner.com
Winner of the ‘Worst Ladder Competition’

The Editor comments “Despite stiff competition, this is a clear winner of the worst ladder prize. Which class society signs this off? Is PSC asleep in every port this pile of scrap visits?”

Submitted by Alain Briand, Président du Syndicat, Station de Pilotage de Brest-Concarneau-Odet, Station de pilotage de Roscoff-Morlaix.

Interesting Ways of Securing Pilot Ladders

A selection of pilot ladders secured in some shockingly inadvisable ways, submitted by Aberdeen Pilot Tim Wingate. These were all taken by him on JUST ONE WATCH! They are predominantly supply/support vessels serving offshore rigs. IMPA is actively working to address these issues.
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 a 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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The Congress was held from 7-11 April 2014 in Panama City, Panama. As well as a full and absorbing speakers’ programme, there was a field trip to the Panama Canal and the Canal Expansion engineering work, an extraordinary opportunity for all concerned. Conference presentations and photographs may be found on the IMPA website, www.impahq.org.

The 22nd International Maritime Pilots’ Association Congress hosted by the Panama Canal Pilots’ Association

Pilot delegates at Gatun Lake overlooking the site of new locks of the Panama Canal.
Incoming and outgoing IMPA Presidents!

Mr. Manuel Benitez, Panama Canal Deputy Administrator, talks about the Canal Expansion.

Keynote Speaker Mr. Koji Sekimizu, Secretary General of IMO, was at the last moment unable to travel but presented his speech by video.

Argentinian delegation concentrating hard...

Captains Eric van Dijk, Ronny Delissen and Peter Liley count votes for the Elections.
Captain Peter Liley, AMPI, addresses the conference from the floor.

Mr Claude Comtois presents to the conference.

Panamanian Hosts Captains Rainiero Salas, Alvaro Moreno and Jose Burgos present Captain Michael Watson with a commemorative gift.

Captain T Moriguchi, JFPA, Presents on AIS in Pilot Training.

Save the Date!

Her Excellency Ana Irene Delgado, Ambassador of the Republic of Panama, handed the Ceremonial IMPA flag to Captain Na, Jong Pal, President of the Korean Maritime Pilots’ Association and newly-elected Vice President of IMPA. The 23rd IMPA Congress will be held from 26-30 September 2016 in Seoul, South Korea.

Captain SM Goag, KMPA, gives a lively presentation on VL and ULCCs.

Mr Claude Comtois presents to the conference.
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Accident Investigations: Honesty is the Best Policy

by Captain Hugh O’Neill, New Zealand Maritime Pilots’ Association

Accidents will always happen, and the major cause will invariably be Human Error. Evolution takes time, but we are at least more aware of how Humans operate and can design systems to challenge (and hopefully correct) our evolutionary shortcomings.

Post-accident, careful investigation is required to determine the root causes so that lessons might be learned for the benefit of others, which is why wheels are no longer square. However, such investigations must be honest, impartial, fair and prompt; the skills required of accident investigators are many, and their responsibility is great because untold future lives depend upon the thoroughness of their findings and their fearless promulgation - irrespective of political or commercial implications. Ideally, this ought to be the same model for historians, but History is too powerful a political weapon and dissenting opinion is soon smothered.

President John F. Kennedy addressed the American Newspaper Publishers on 27th April 1961. The following extract shows just how opaque the world has become since:

“The very word secrecy is repugnant in a free and open society; and we are as a people inherently and historically opposed to secret societies, to secret oaths and to secret proceedings. We decided long ago that the dangers of excessive and unwarranted concealment of pertinent facts far outweighed the dangers which are cited to justify it....And there is very grave danger that an announced need for increased security will be seized upon by those anxious to expand its meaning to the very limits of official censorship and concealment. That, I do not intend to permit to the extent that it is in my control. And, no official of my Administration, whether his rank is high or low, civilian or military, should interpret my words here tonight as an excuse to censor the news, to stifle dissent, to cover-up our mistakes or to withhold from the press and the public the facts they deserve to know.”

The Anglophone world today is awash with government secrecy, disinformation, mass surveillance, linguistic contortions and political spin¹. Although there is nothing more uniquely Human than creating stories and myths, the intention was to interpret events to discern meaning and truth, thus to enlighten and educate. The Homeric epics, Iliad and Odyssey, though existing only in oral form for centuries before being written down, still provide us with amazing insights into the Human condition.

The advent of mass communication began with Gutenberg’s printing press of 1450, which ensured rapid communication of knowledge and ideas: the Italian Renaissance thus spread throughout Europe. Interestingly, Gutenberg was almost stopped in his tracks when a creditor’s law-suit bankrupted him: luckily for Civilisation, friends re-financed his experiments.

In the presidential address above, JFK related the story of the NY Herald Tribune’s London Correspondent who in 1851 appealed for better pay, was refused and so resigned. That same correspondent then went on to write “Das Kapital” (published 1867) which became the bible of communism. Thus small-minded businessmen almost robbed us of Gutenberg’s printing press but also helped inform the philosophy perceived as the antithesis of Capitalism.

With the Industrial Revolution of the 19th Century, the printing press was driven by steam: newspapers hit the streets, distributed by rail. The immense power of being able to influence public opinion grew steadily thereafter; arms manufacturers used the press to panic public opinion, demanding their governments spend more of their taxes on weapons for which there was no need. New Zealand in 1880’s spent massively on big guns for fear the Russians were coming (N.B. the largest country in the world had no such designs), whilst the frenzied building of Dreadnought battleships in Britain had workers marching in the streets to demand more! The arms race from the 1850s onwards culminated in the First World War: a century of peace since Waterloo (1815) led to the century of war since 1914.

Politicians are acutely aware of the press’s power to mould public opinion which is why in Totalitarian states, mass media is under complete political control. Hitler’s rise to power was down to his corporate backers’ acquisition of press, radio and film creating wall-to-wall propaganda. For this very reason, the press must be free to criticize powerful elites like politicians, big business and finance. Abraham Lincoln’s noble concept of “Government of the people, by the people, for the people” will perish when the press is prevented from throwing a light onto dark places. Jurist Earl Warren wrote: “When secrecy surrounds government and the activities of public servants, corruption has a breeding place. Secrecy prevents the citizenry from inspecting its government through the news media... Secrecy is cancerous to the body politic”. Warren was speaking from direct experience.

Hopefully, most well-informed readers will at least have heard of the TPP talks, though no-one knows what they are about because of the extreme secrecy which conceals them. What few leaks have emerged are deeply worrying, indicating that our national sovereignty is under the severest threat from big US business corporations. Whatever the TPP talks may agree will remain secret for a further four years. But who has ever heard of TISA talks? Apparently, these involve the deregulation of our banking and finance sectors to better align with

¹ Wikipedia: Spin is a form of propaganda, achieved through providing an interpretation of an event to persuade public opinion in favor or against a certain organization or public figure. While traditional public relations may also rely on creative presentation of the facts, “spin” often implies disingenuous, deceptive and/or highly manipulative tactics.
those institutions which created the global financial collapse of 2008! However, whatever ensues from any agreements will remain secret for a further five years. Corruption is “the illegitimate use of public power to benefit a private interest”; in the absence of light, one imagines the worst. Secrecy is repugnant in a free and open society.

But what relevance might unseen corporate influence upon the body politic have to the transport industry? One possible example I personally witnessed was a Fatal Accident Inquiry – subsequent to the 1994 crash of a military helicopter. The initial investigation could find no reason for the crash; however, this open verdict was dismissed by senior RAF officers who arbitrarily stated that it was the (deceased) pilot’s fault – much to the consternation of all his squadron and his family. The court was filled with be-wigged barristers: one barrister represented the deceased pilot, one the RAF, whilst five represented the aircraft’s American manufacturers. (Barristers – like helicopters - do not come cheap!). In the course of the cross-examination of the expert witnesses, huge doubt was cast upon the computer control system which had a long history of problems, keeping half the squadron of very expensive helicopters (each costs $120m) permanently grounded. It took 17 years to overturn the accusation of pilot error when the deceased pilot was exonerated posthumously in 2011.

It is not too great a leap of logic to suggest that it may have been both financially and politically expedient for the MOD to simply blame the pilot rather than find fault with the aircraft. Any suspicion thus cast would have had global sales repercussions costing billions to the aircraft manufacturer. For many years now, these aircraft have been falling from the skies, including one shot down in Afghanistan in 2011, killing the Navy SEALs team which had captured Osama Bin Laden. Strangely, all the bodies were cremated before their repatriation, adding to the families’ distress. Hundreds may have died who need not have, had the original 1994 accident investigation uncovered the root cause.

Captain Schettino makes an easy target for the media feeding frenzy and that least admirable Human propensity to point the finger of blame at another – “let him who is without sin cast the first stone”. In doing so, they may be missing the bigger picture i.e. the integrity of the ship’s design was none too impressive when you consider that Titanic suffered a greater breach, but sank slowly by the head (rather than heeling over) thus allowing lifeboats to be launched. Despite the Inquiry into the loss of the Titanic and the many lessons learned, subsequent financial pressures allowed the design of RoRo ships such as European Gateway, Herald of Free Enterprise and Estonia which all capsized due to lack of watertight sub-division, losing 1,000 lives. Many who survived the Estonia’s loss, died of exposure on life rafts whose design is patently wrong. The design of liferafts has not changed since.

Some recent Marine Accident Investigation reports have raised doubts in my mind that the root causes have not been sufficiently investigated. I can only hope commercial or political considerations played no part. There are parallels between a Just Safety Culture and a Just Culture: Secrecy is repugnant in both and will ultimately cost more and do more harm. Honesty has always been the best policy.

“SOLAS resolution V/23: Mechanical pilot hoists shall not be used”
Language problems contributed to CMA CGM ship collision

by Janet Porter

Radio calls in Mandarin left Filipino officer-of-the-watch unaware of Chinese officers’ agreement.

LANGUAGE problems contributed to an accident last year when a CMA CGM containership was in collision with a bulk carrier after officers on each ship had talked to each other in Mandarin.

That left the Filipino officer-of-the-watch on the 5,100 teu CMA CGM Florida unaware of exactly what had been agreed by his Chinese colleague who had been conversing with the crew of the 175,569 dwt Chou Shan as the two ships approached each other some 140 miles east of Shanghai in March 2013.

The resulting misunderstanding led to a collision between the two, with each ship sustaining damage.

The port side and accommodation block of the containership were badly damaged, while two cargo holds were flooded. Chou Shan’s bow was seriously damaged.

There were no injuries to any of the 24 crew on each vessel, but some 610 tonnes of heavy fuel oil spilled from the UK-registered containership.

An investigation into the accident by the UK’s Marine Accident Investigation Branch found that CMA CGM Florida’s Filipino second officer, who was the officer-of-the-watch, altered course to starboard to pass between a group of fishing vessels on the port bow and a vessel on a reciprocal course to starboard. This resulted in a risk of collision with Chou Shan, which was crossing CMA CGM Florida from port to starboard.

Chou Shan’s officer-of-the-watch then used the Very High Frequency radio to request that CMA CGM Florida pass around Chou Shan’s stern. The VHF radio conversation was conducted in Mandarin by CMA CGM Florida’s Chinese second officer, who had joined the vessel in Yang Shan and was on the bridge for familiarisation.

CMA CGM Florida’s Filipino officer-of-the-watch did not understand Mandarin and was unaware that the Chinese second officer had, tacitly, agreed to Chou Shan’s request. Both vessels altered course to port, which resulted in a continued risk of collision with each other. The containership’s Chinese second officer then called Chou Shan on the VHF radio to request that both vessels pass port-to-port. This was agreed to by Chou Shan’s officer-of-the-watch. Both vessels then altered course to starboard, resulting in a collision.

CMA CGM Florida’s second officer and Chou Shan’s officer-of-the-watch considered that it was appropriate to use VHF radio for collision avoidance, contrary to industry advice. Likewise, Chou Shan’s officer-of-the-watch considered that it was appropriate to use VHF radio for negotiating a passing protocol that was contrary to Rule 15 of the International Regulations for Preventing Collisions at Sea, the MAIB said.

“CMA CGM Florida’s Filipino officer-of-the-watch lacked situational awareness. Contributing to this was the Chinese second officer’s incomplete translation of the VHF radio communications with Chou Shan and the Filipino officer-of-the-watch’s disproportionate reliance on Automatic Identification System target Closest Point of Approach and Time to Closest Point of Approach information,” the investigation concluded.
The French line has since taken action aimed at preventing a recurrence, while the MAIB has advised the International Chamber of Shipping and the Maritime and Coastguard Agency to update their respective guidance on the use of AIS data for collision avoidance.

CMA CGM has also warned its masters and officers about the danger of VHF radio use for collision avoidance, and the misunderstandings that may arise. Furthermore, it has said that any VHF radio communication should be conducted using English Standard Marine Communication Phrases.

The MAIB recommends that watchkeepers should call the master if in any doubt, and to sound five or more short blasts on the whistle or flashes by signal lamp when there is a risk of collision.

Harbour Masters of the World meet in Bruges

150 members of the International Harbour Masters Association (IHMA) convened in Bruges in late May, for its biennial seminar. The next congress will be held in Vancouver in 2016, and in the meantime, the European section (EHMC) chaired by Amaury de Maupeou, the commander of the port of Marseille, will be held in Marseille on 28 and 29 May 2015.

Cows not Cowes

These Photos of cows exploring vessels at Glasson Dock on the River Lune in the North West of England, were taken by Justin Denham, a local pilot.
New Vice Presidents elected to IMPA Executive!

Captain Na, Jong Pal

Captain Na began his seagoing career in 1976 and became a pilot in 2001 for Incheon Harbour Pilots’ Association. In 2007 he became Chairman of Incheon Harbour Pilots’ Association, was a member of the Korea Maritime Safety Tribunal and Vice Chairman of Incheon Port Development Association as well as a committee member of the Harbor Administration Association. He has been President of the Korea Maritime Pilots’ Association since February 2012. He also is Committee President of the Pilotage Administration Consultative Council, Vice Chairman of the Federation of Korean Maritime Industries, Vice President of Sea Explorers of Korea, Vice Chairman of Korea Institute of Navigation and Port Research and Vice President of Maritime Rescue and Salvage Association of Korea. In 2013 he became Chairman of the Korea Pilots’ Education Center.

Captain Ricardo Augusto Leite Falcão

Ricardo Falcão graduated from the Brazilian Merchant Marine Academy in 1998, becoming a trainee pilot from 1999 to 2000 when he received his Unrestricted Pilot License for the Amazon River Pilotage Area. After working for many years as a Technical Counsellor for his Pilotage Area and CONAPRA, he qualified as a Pilot Instructor in 2010. That same year he became Vice-President of his Pilot Group. In 2011 he became the President of the Brazilian Maritime Pilots’ Association and is now in his second term. He was elected as Representative for the Latin American Pilots’ Forum in 2013 until 2015.

Captain John Pearn

John Pearn began his career in pilotage in 1979, when he was amongst the last intake of pilot apprentices in Liverpool, serving his apprenticeship on the old pilot cutters. Upon completion of his apprenticeship he went to sea to gain his Class 1 Masters certificate. During his time at sea he served on a variety of commercial vessels including general cargo, reefer, container, bulk and research ships. After gaining his Class 1 Masters certificate he returned to Pilotage in the port of Milford Haven in 1992. Since then John has been a strong supporter of the United Kingdom Maritime Pilots’ Association (UKMPA), serving both as Secretary and Vice Chairman. He has represented the UKMPA at many national and international events, including accompanying the UK delegation at IMO. John was also the Chairman of the organizing committee for IMPA 2012 in London. John has a strong interest in pilot training and CPD. He has served as Training Pilot for his port, Milford Haven, arranging and developing a comprehensive training and re-validation programme for their pilots.

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- Rob Lovell, Esperance

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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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