

PILOT

The

ISSUE
331
2021
AUTUMN

UNITED KINGDOM MARITIME PILOTS' ASSOCIATION



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SUPPORTING PILOTS, PROTECTING TRADE

IN THIS ISSUE

Refreshing BRM / UKMPA Review / Port Reports



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CONTENTS

More than just pilots!

Welcome all, you may have noticed we have refreshed our branding and of course "The Pilot". Our regular magazine is a big part of our Association's global image. After 8 years of tenacity and hard work, Mike and Kerry Robarts have decided to hang up their Editors' and Graphic Design hats. I was asked to take over from Mike and Kerry so, on behalf of the Membership and wider readership I would like to offer our sincere thanks and gratitude for their hard work during their voluntary tenure.

I do not confess to having any great skills as an Editor, but having agreed to learn and add new skills as we all do when we take on different responsibilities, I set about putting the foundations in place so that any member in the future can pick up the Magazine Editor's role and continue where one Editor leaves off and another steps in.

This latest issue, Issue 331, brings together the future and past with contributions from our new "Executive Director" Joanna Poulton MA, MBA, LLB and retiring UKMPA stalwart Don Cockrill MBE. Whilst adding into the mix of pilot life are Mike Robarts, with a refreshing look at BRM, and Rachel Dunn, Admiralty Pilot. We welcome back the port reports feature and an update on Perth Pilots from Keith McLean CMMAR. A big thank you to all who have contributed.

Whilst in pursuit of content, my engagement with pilots has been exponential; the stand-out learning that has come out of my discussions is that you are all more than just pilots. This is to be applauded as every day we all build on our skills and experiences, adding huge unseen value to ports and piloting. Stakeholders use pilots' knowledge as a resource in more ways than we or they always know.

I really hope you enjoy the new look and content of the magazine and would welcome feedback as the UKMPA moves forward into what is hopefully a more optimistic although ever changing world.

Yours Aye - Chris
editor@ukmpa.org




BRIDGE RESOURCE MANAGEMENT

A DAY IN THE LIFE ADMIRALTY PILOT

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UKMPA website

The UKMPA website is a great resource for ALL circulars issued by your Section Committee. Once logged in, members have access to documents relating to:

- Circulars (current & historic).
- Incident reporting - advice, procedure and report form.
- UKMPA group insurances information including the Product Information Sheets and direct links to the bespoke UKMPA section on Circle Insurance Services website (for renewals).

- PNPf information documents.
- On the public section there are Pilot and Harbour Master vacancies.
- Upcoming AGM & Conference information for your future plans to attend these events.

Any issues logging in or forgotten usernames, click the contact link and I will email back with help. WebCaptain

CHAIRMAN'S REPORT



Boarding and Landing code of safe practice 2020 review

Nick Lee (Chairman of the Technical and Training) chaired the review which has now been completed and promulgated. The code can be accessed through the website, please check it out. It will be three years before the next review so please feel free to contact Nick Lee if you feel you could make a contribution.

Maritime Professional Council

We attended the first board meeting followed by the official launch reception on the HQS Wellington. It was very well attended by Lord Tony Berkeley, Admiral Lord West and Lord Jeffrey Mountevans along with many industry stakeholders. We are proud that the UKMPA is a founder member of this fledgling organisation and am sure that in the coming years will stand us in good stead.

The year ahead

This year will be a busy one for the Executive as we introduce a new Membership relationship system and undertake the modernisation of the Governance and terms of reference of the Executive. These are important to grow the Association and to help the Executive with the day to day running of the Association. Currently the membership data base is very clunky and by adopting a new system this will improve the agility of the Executive to engage with the you, the members and allow you to engage with each other through various forums.

On the management side it is important that we adopt and embrace modern thinking. In recent years the profile of the Association has been raised and it is important that we continue this good work. We are "your" Executive and thus encourage you to speak to us, challenge and question, in this way we can move ahead.

So please join us at the next AGM & Conference in Edinburgh next September 2022. The hotel is booked and we all look forward to seeing you there.

Hywel Pugh – Stay safe and calm seas

Welcome to this edition of the Pilot and my first report to you as Chairman

After 12 years on the Executive and the last two as Chairman, Mike Morris has decided to step down, thank you Mike for steering us through the Pandemic and your work with the various Government departments.

We are also sadly saying good bye to Martin James who has also stepped down. After an election in region 5 Paul Schoneveld, Liverpool Pilot, has taken up the baton. Paul's deputy for the region will be Brent Bolton, Manchester Canal Pilot who has replaced Graham Langley, also of Manchester, who is stepping down. Thank you to Martin and Graham and welcome on board to Paul and Brent.

It is an honour to be asked to be the next Chairman to follow Mike, "So who am I?", I joined the Port of London in 1999. Currently I pilot the largest ships entering the port. I also work in the in-house Simulator as a trainer/operator.



CONTACTS

Elected UKMPA Executive Committee

Chairman	Hywel Pugh	chairman@ukmpa.org
Vice Chairman	Christopher Hoyle	vice.chairman@ukmpa.org
Region 1 Executive	Vacant	region1@ukmpa.org
Region 2 Executive & Web Captain	Ian McMahon	region2@ukmpa.org
Region 3 Executive & Secretary EMPA VP	Ian McMahon	webcaptain@ukmpa.org
Region 4 Executive Membership	Peter Lightfoot	region3@ukmpa.org
Region 5 Executive	Peter Lightfoot	secretary@ukmpa.org
Region 6 Executive & Treasurer	Robert Keir	region4@ukmpa.org
	Robert Keir	membership@ukmpa.org
	Paul Schoneveld	region5@ukmpa.org
	Jason Wiltshire	region6@ukmpa.org
	Jason Wiltshire	treasurer@ukmpa.org

Co-Opted Executive

IMPA VP	John Pearn	john.pearn@ukmpa.org
Technical & Training Chair	Nick Lee	technical@ukmpa.org
Executive Director	Joanna Poulton	joanna.poulton@ukmpa.org

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Region 2 Deputy	Mike Robarts	deputy2@ukmpa.org
Region 3 Deputy	Alan Jameson	deputy3@ukmpa.org
Region 4 Deputy	Matt Hill	deputy4@ukmpa.org
Region 5 Deputy	Brent Bolton	deputy5@ukmpa.org
Region 6 Deputy	Julian Parkin	smallports@ukmpa.org

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Emergencies

Minor incident	0141 249 9914	insurance@ukmpa.org
Major incident	0800 6446 999	insurance@ukmpa.org

New Members

Eoin Hardiman	London	Tom Hyde	Dover
Joe Palmer	London	Mathew Finn	Sharpness
Phillip Selby	London	Andrew Hosking	Bristol
Antoine O'Coisdealbha	London	Nicholas Marshall	Liverpool
Jonathan Church (AP)	Clyde	Jamie Furlong	Milford Haven
Orry Crews	Cowes	Ewan McNicol	Milford Haven

IMPA Conference Cancun 2022

JUNE 12TH - 18TH

IMPA Conference is the world-leading conference for maritime pilots & supply chain professionals. It will feature key decision makers attending from countries to do business, network with old and new partners and gain key insights into the industry.



UKMPA Conference Edinburgh 2022

SEPT 27TH - 29TH

After a 2 year hiatus, the UKMPA conference is back. A conference to remember in the Scottish Capital. Catch up with old friends and meet with new. Your Association - Your Conference. Opportunity to explore and expand your knowledge, and of course join us for a whisky.

FUTURE PROOFING YOUR ASSOCIATION



Joanna Poulton MA, MBA, LLB

“It is not the strongest of the species that survive, nor the most intelligent, but the one more responsive to change”

Charles Darwin

Dear all, Chairman Hywel Pugh has asked me to introduce myself to you in this edition of Pilot magazine particularly because some of you were unable to make the AGM on 30 September 2021.

Earlier this year Section Committee embarked upon a review of the UKMPA and in particular how it could be more effectively organised and how it might therefore serve you, its members, better. In order to be objective and to bring in new ideas I was invited to carry out this review.

You might ask “why was Joanna asked to do this given that she is not a qualified Marine pilot?” A fair question. My career started in investment management, then moved into the legal profession where over a period of 25 years I was CEO of four different barristers’ chambers which are run as membership organisations. More recently I have completed a Master’s Degree in Governance which in simple terms means the framework within which organisations such as the UKMPA needs to operate. Finally, as a keen yachtswoman and RYA Yachtmaster (Offshore) I have a little understanding, and a big appreciation, of what you do every day of your lives when you step off your pilot boat onto a boarding ladder to bring a ship safely into or out of harbour. This is not something that everyone has the aptitude to do and something that has perhaps been overlooked particularly by the government and the public during the Covid pandemic. I hope to help redress this.

In June I presented my findings to Section Committee and at the AGM I presented an abridged version of the same document.

My recommendations focused on 6 key areas:-

- 1 Governance** – reviewing your articles of association and rules in order to make decision-making more open and transparent and above all more efficient, taking up less volunteer time.
- 2 Strategy** – every organisation needs to know where it is going and to highlight some long-term key objectives in order to make it more relevant to more of its members.
- 3 Annual Business Plan** – setting out the key 12 month objectives within the financial constraints that UKMPA operates under.
- 4 Membership Structure.** What can be done to encourage more pilots to become members but more importantly what and who is missing and why?
- 5 Membership Communications** – today email is simply not enough. If UKMPA is to attract the next generation of pilots and to communicate effectively today it needs to be done in a manner that is quick and easy to digest and it needs to be a two way thing.
- 6 Recognised Professional Association** – recognised by the wider maritime community the UKMPA needs to be known for adding value to its members and stakeholders alike.

Not all of the above can be achieved in 12 months. Some may take two to three years but Section Committee has asked me to guide them and help develop your association so that it is fit for purpose now and for the future.

If any of you have an interest in knowing more or you feel you could help please do contact me – Joanna.poulton@ukmpa.org I would be delighted to hear from you.



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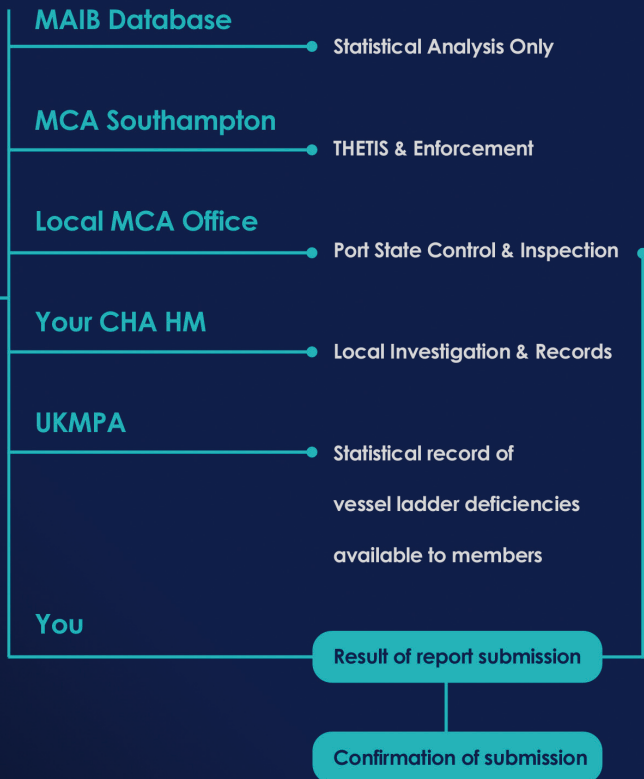
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Statutory Duty to Report



DESTINATIONS

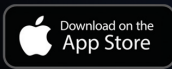
DATA USE



THETIS = MCA Inspection, Targeting and Information System

On average one non-compliant pilot boarding arrangement is reported every day.

The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.



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FEATURES

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REFRESHING BRIDGE RESOURCE MANAGEMENT

Words by - Michael Roberts / Deputy Region 2

When I had addressed a technical question about bridge technology to Josip Kulas, Director of Training and Simulation, Viking Maritime Group, he suggested to answer the question that I observe the Bridge Resource Management course being run for a ship operator. What transpired was an eye opener of a week as to how MSA Portsmouth combines methodology with technology in learning.

Accredited by the Maritime Coastguard Agency (MCA), the MSA Portsmouth training centre is a modern facility with Wartsila bridge mission simulators. These simulators can be coupled with a tug simulator, engine room and emergency control room. The classrooms for the theory sessions and simulator debrief rooms allow for group discussion. MSA Portsmouth is located in the North Lake Business Park near the town of Cosham. As part of the business park is The Village Hotel, with modern facilities and part of a large chain.

My original intention was to learn about bridge ergonomics, but as I observed the Resource Management sessions the in-depth level of research became immediately evident. The lead in Resource Management theory is Steve Window, an ex Royal Navy Officer and former Principal Lecturer at Warsash Maritime Academy. He has extensive seagoing experience and was a Queen's Harbour Master. He also sits as a panel member of the Maritime Advisory Board of CHIRP and has deep insights into the challenges of navigation on the bridge, acquired while navigational auditor for merchant shipping companies.

What became clear was that this course was not a desktop exercise but a combined practice of theory and simulator

sessions. These sessions involved not only straightforward simulator runs of coastal or pilotage waters, but they also had a twist. To demonstrate through experience the importance of communication, delegates were assigned to the bridge simulator and given two exercises. The first required delegates to follow a simple passage plan concerning congested coastal waters, in which the bridge team adopted delegated roles though not allowed to speak to each other. The second time the same simulator exercise was run the delegate given the lead in navigation was blindfolded and had to gain situational awareness and make decisions by receiving information from the team by asking other team members questions to which they could reply with Yes or No answers. What emerged from the group discussions afterwards was the crucial importance

of clear communication between members of the bridge, how they are a team with clear roles and responsibilities.

The International Maritime Pilots Association guidelines on BRM for pilots says Bridge Resource Management (BRM) generally refers to practices employed in the management of bridge operations to maximise the effective utilisation of all resources, including personnel, equipment and information, available for the safe navigation of the ship. The essence of BRM is a safety attitude and management approach that facilitates communication, cooperation, and coordination among the individuals involved in a ship's navigation. I felt that the MSA Portsmouth BRM syllabuses on BRM, with its combining theory and practical exercises using simulator equipment, met these expectations.



The bridge mission simulator offers two or four operational units, which can be found on most large ships. As a pilot you have to use all available means to be situationally aware. Communication with the master or bridge team is important. But there are those ships where bridge teams are small, such as on coasters or on larger ships, though both require competent use of bridge equipment and the quick familiarisation and set up during pilotage. At MSA participants can use the most modern Integrated Bridge Systems, incorporating ECDIS, RADAR and Track Pilots, or modern adaptive autopilot. There is opportunity to ask technical or operational questions on bridge equipment and gain competence in the accurate use of the latest systems. It is the appropriate venue to ask any question on Integrated Navigations System, because instructors have undoubted expertise.

During the course, different elements of Bridge Resource Management were approached through open listening and group discussion. An interesting talking point to me as a pilot was a subject called Sleep Hygiene. This involved encompassing the wider subject matter of Fatigue Management which looked at direct and indirect factors from a pilot's home life, work relationships, job pressures and how to judge quality rest and encouraging best environments for sleep quality. As pilots we have to work unsocial unpredictable hours – similar to an act of pilotage!



As pilots we face challenging situations. Piloting can be a high-stress environment and one which pilots deal with by effectively making rapid simultaneous decisions. Decision-making and Error Chain management became a particular focus of discussions. For example, how do individual roles and responsibilities play out in teams? The theory sessions provoked lively discussions, the fruits of which were then taken into the simulator for role play.

One of the enjoyable aspects of the course was talking to masters and other deck officers. I gave a short presentation on pilotage and felt it was useful for them to see my side of operations and then talk about the demands of the job and what they also faced. Josip Kulas and his team at MSA Portsmouth provided a robust team of instructors and technicians. The equipment at the training centre meant that the refresher elements laid out in the IMPA guidelines on BRM could also be covered.



Extract from IMPA guidelines... For renewal/refresher courses, particular attention could be given to:

- a. Developments in technology and information resources, e.g. :
- electronic charts, ECDIS, etc.
 - integrated bridge systems and new bridge lay-outs,
 - advanced shipboard navigation and control systems (such as auto- and track-pilot and azipod propulsion),
 - advanced tug designs (e.g., tractor tugs) and procedures

The equipment at MSA Portsmouth allows for a delegate to get hands-on with the modern INS equipment (discussed above) and get familiar with it prior to going onboard ship. Of interest to me were AZIPOD units, as our port has seen an increase in offshore vessels and modern passenger ships equipped with these steering and propulsion systems. The controls in the simulator can be configured either to standard ship propulsion and tug escort or to more modern propulsion POD systems allowing a pilot to configure and practise the correct set up procedure.

IMPA extract: The course should include instruction/training in the following subject areas: a. situational awareness b. error chains (error detection and error trapping) c. human factors d. dynamics of group performance e. special problems in pilot-bridge team interaction coordination f. communication and communication skills g. command/ leadership skills.

Being a pilot with the responsibility of the conduct of navigation means facing daily challenges. Having appropriate BRM training allowed me to reflect and understand how to get the best out of the human resource that is a bridge team and also from efficient use of technology on the bridge. The theories on BRM were modern and well-researched and wholly relevant to what pilots face. The resources of MSA Portsmouth meant that the IMPA guidelines could be securely met.





Marine Pilots National Golf Society

This is not just a golfing society, this is a social gathering with a game or two of golf thrown in! It was started in 1976 at Ashby golf club and has been a continuous meeting for like minded Pilots ever since. We have two competitions every year, the May meet is over two days and September is three. The Autumn meet is at various clubs rotating from North, Mid and South of the Country. At present we do not have any members from South of the M4 so wherever you are why not give me a ring or an email for further info. What have you got to lose? you could come along for a laugh, a few drinks, oh and a game of golf!

Contact : Chris Harding
Pilot06@btinternet.com
or 07495 249470

Ed's note :
Southampton Pilots have thrown their Tee's in the ring, come join in!

PILOTS' GOLF SOCIETY

Once again a gathering of Pilots came together at the Shawhill Golf Club to socialise and to play 3 rounds of golf. We were blessed with dry weather and the 13 of us who were there played for the usual annual trophies. The Wilmslow Cups were won by Joe Fortnum (The Humber) and Bill Kichen (The Forth), the Pilots Cup was won by Chris Harding (Milford Haven) and the

Nearest the Pin and the Two's were won by Paul Pullen (Milford Haven), but the big winner was Mike Love (The Humber) who won the Hawkstone Cup and the Jim Purvis Shield. The other trophy, the Manchester Salver, is played for at the Spring meeting which will be at the same venue on the 8th. and 9th. May 2022. The 2022 September meeting will be somewhere in the Southern part of the country.



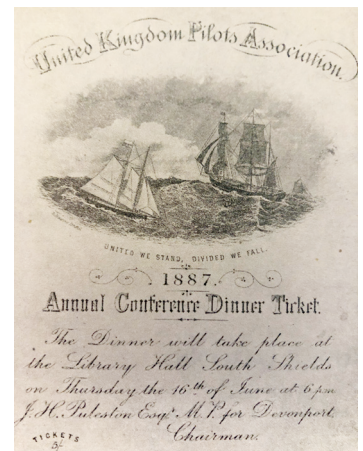
Lifetime Membership

Kelly Tolhurst MP, was presented with an Honorary Lifetime Membership of the UKMPA by Mike Morris in recognition of her support to Maritime Pilots as Shipping Minister during the onset of the pandemic.

ON THIS DAY IN HISTORY

MAY 1939

Safety helmets are not such a new concept after all, PILOTS WORE TOP HATS IN THOSE DAYS "Mr Ayre found among the family archives an interesting souvenir of the 1887 Conference – a ticket for the annual dinner, which is here reproduced. (The cost of 5 shillings in 1887 is equivalent to £33.72 today)... In a history of Tyne Pilots, it is recorded that in 1887 and for many years previously the accepted uniform was a top hat, indeed this together with a reefer jacket continued in use until 1897."



Excerpt taken from archived PILOT magazines. Copies of previous Pilot magazines can now be found on the UKMPA website.

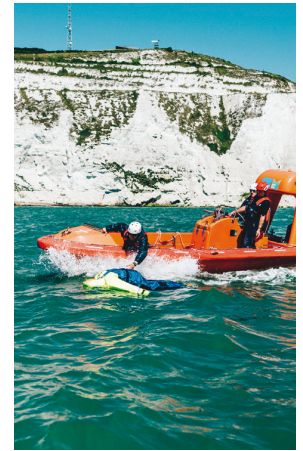


Setting New Standards Together



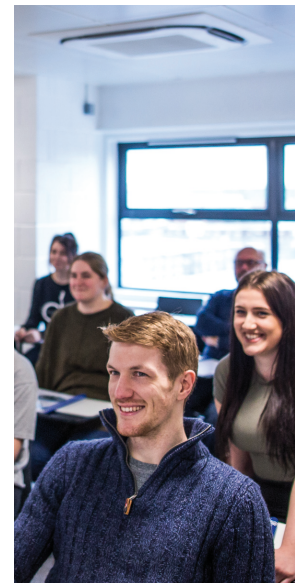
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MSA Dover provides full STCW basic and advanced training courses covering, all refreshers in, fire, medical, lifeboats and sea survival as well as security, passenger safety, auditor, engineering and GWO training.



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A DAY IN THE LIFE

OF AN ADMIRALTY PILOT

Words by - Rachel Dunn

The authority that manages Portsmouth Harbour and the Dockyard Port of Portsmouth is the Queen's Harbour Master, even though Portsmouth International Port as a CHA are operating within it. As a result, there are two pilot organisations, Commercial and Admiralty, I am one of the latter.

As with all pilots, my primary purpose as an Admiralty Pilot is to provide pilotage support to Commanding Officers / Master's of designated ships within the Dockyard Port, in accordance with approved procedures and Statutory Instruments. This service may range from advice to full conduct of the move. I also assume full responsibility for the safety and navigation of any of Her Majesty's Ships being moved without power, in accordance with the Queen's Regulations for the Royal Navy, as directed by the Queen's Harbour Master.

Coming from a merchant background, operating with the Royal Navy has some

idiosyncrasies. One that still confuses me is "down slack a mooring line", for me it means slacken the mooring rope, in the RN it means heave it tight, but the eventual aim is the same, to berth or sail the ship safely. Our Admiralty pilotage service is able to operate three concurrent moves (ship size depending).

Early morning start today, means a 07:30 sailing of a frigate from Fountain Lake Jetty 1, head in, to sea. Two tugs have been allocated and after the master pilot exchange (and a cup of coffee), the tugs are secured centre lead for'd and the transom for a turn off the berth. I am an advisor to the ships' bridge team, advising the most effective method to use the tugs (although we direct the tugs), what to expect with the prevailing conditions and how to best utilise them for the departure. On leaving the harbour, we are made aware of any traffic not only arriving in Portsmouth, but traffic transiting to and from Southampton. For a vessel of this size,



// HMS Queen Elizabeth & HMS Prince of Wales

I disembark once through the forts and clear of the Portsmouth Harbour Approach channel, another successful departure.

Back to the office and the next task is to check the remaining days movements and plan the following days movements ensuring the pilots, appropriate tugs, shoreside riggers and launches are available.

Next I have the arrival of USCG Eagle, a 90 meter barque sailing cutter which is used to train USCG Officers. With the tide on the ebb, it's going to be a slow arrival into Portsmouth harbour as we battle through 3 knots of tide in the entrance.

A trainee officer will be doing the berthing, they are planning to turn at the top of the harbour using their own power but there will be insufficient room to carry out their planned manoeuvre, so tugs are secured. The vessel is turned and berthed safely. During the evolution I explain why their initial plan would not work, why they should be carrying out certain manoeuvres and what effect and reaction will be experienced.

"EARLY MORNING START TODAY, MEANS
A 07:30 SAILING OF A FRIGATE FROM
FOUNTAIN LAKE JETTY 1, HEAD IN, TO SEA."



// USCG Eagle



// HMS Defender

Next is a move of a Type 45 Destroyer from 3 Basin into C Lock. I've already held a toolbox talk with the Master Rigger and Tug masters. The 3 tugs have already been moved into the basin for this move.

The first tug is secured in the transom (with a large Yoko fender) as a composite unit (4 lines secured), a second tug is secured centre lead for'd and finally the third tug is used as roaming asset able to push as required. I instruct the composite tug as to what revolutions to set for the move, I then give direction and thrust instructions for each azipod.

We sternboard away from the berth, turn in the basin and enter the lock, bow first. The vessel is pulled in using the bow tug, the stern tug works against the bow tug controlling the speed and lateral movement, under my direction.

Guys ropes, controlled by shoreside riggers are secured onboard and warped up the dockside as required until the vessel is in the correct position. Safely secured, another job completed. I have planned for the vessel to go tidal tomorrow.



// Sunrise

Pilots are allocated to give practical instruction and guidance as an alternative to the text book training the Royal Navy team get for manoeuvring, so when the Royal Navy operates in other areas

(where the pilotage is restricted or unavailable) they can utilise our training and their ship handling experience, gained in their home port to safely operate their vessels worldwide.

A LIFE OF PILOTING

– A personal reflection of 28 years –

Background

Unlike many pilots, I never held an ambition to become a pilot from either a professional or vocational perspective. My entry into the profession was simply the result of a conversation with a recently qualified junior pilot conducting my coastal chemical tanker (Stolt Pradera) out of London shortly before Christmas 1990. He explained that the PLA was recruiting significant numbers following the changes brought about by the 1987 Pilotage Act. The nature of the job and the prospect of working from home resulted in my writing to the PLA from our next port Stanlow and from where I left the ship on 23rd December for leave. Having been interviewed successfully in January, I commenced as a trainee on 26th February 1991 – never returning to sea.

Early years

On day one I realised that I knew next to nothing about pilotage and like most entrants to the profession found myself on an extremely challenging, almost exponential learning curve in considering the plethora of elements that contribute to a successful pilotage act. Following my Authorisation as a class 4 pilot in August '91, the following year was a combination of great fun, satisfaction and numerous sphincter twitching moments. In fact, it took me nearly 5 years having progressed through the various authorisation levels before I felt quietly and confidently competent as a pilot, able to deal with whatever challenges were presented without excessive concern.

LPC roles

Whilst both deep-sea with CP Ships and coastal with Stolt-Nielsen I had been a member of the MNAOA / Numast / Nautilus since joining my first ship in 1973. I therefore did not hesitate to join the then UKPA(M) with its associated obligatory membership of the TGWU although I had no idea why the relationship existed. It was in mid-1992 that observing what was to me an inexplicable arrangement concerning pilotage limits within the PLA area that I wrote (somewhat naively) to the London Pilots' Committee (LPC) enquiring why this situation prevailed and surely it could and should be simply rectified for the benefit of all concerned. I received an appropriate polite but blunt reply from the chairman who concurrently suggested that as I was clearly interested and of strong opinion, I should nominate myself to join the committee at the forthcoming elections. This I did after some encouragement at home and found myself a junior pilot and an active LPC member. I spent nine years on the LPC in various roles including three as chairman during some challenging times with managerial attitudes which have thankfully changed significantly.

UKMPA roles

Having Taken a break from representative roles for a couple of years I was contacted by the then chairman of the LPC in the autumn of 2003 suggesting that I should stand as Section Committee region 1 deputy at the forthcoming UKMPA conference. Being assured that it was a secondary role with little direct responsibilities I agreed to do so. Within a couple of months, I learned that the Region 1



representative was off to pastures new in Australia and I took over as SC Region 1 representative. I smelt a conspiracy!

Within a couple of years, I took on the role of Secretary then Vice chairman. Despite requests to do so I declined invitations to stand as chairman as I felt it a difficult role to fulfil as an employed pilot. Persistence won through and having approached the PLA requesting and receiving

Words by - Don Cockrill MBE CMMar FNI



managerial support for ad-hoc release to attend meetings etc. I took over as chairman in Joe Wilson's footsteps from May 2010 until conference 2015.

Every UKMPA chairman needs a good team to be effective and I was blessed with excellent support from the Section Committee during my tenure. As usual we had our share of significant events and circumstances to deal with. We saw the Marine Navigation Act 2013

driven through parliament containing some misguided liberalisation of the UK's PEC regulations although we did manage to get some moderation of its original prescription and ultimately as predicted it did not appear to make a lot of difference to the management of PECs in the UK. Concurrently though a stronger set of effective operational requirements was built into the PMSC regarding the management of PECs. The period saw a significant improvement in relationships with the DFT and MCA as well as with the two ports' associations, all of which continue today. We saw IMO resolution 1045 come into force in 2012 finally outlawing pilot hoists and addressing some other long standing ladder issues. Nothing is ever perfect though and the "battle" continues at the IMO and elsewhere to attempt to improve the safety of transfer operations. Most unexpectedly I found myself appearing before two Transport Select Committee hearings, one in 2012 which investigated the state of UK Pilotage and the other in 2014 looking at the UK Maritime Strategy. TSC inquiries are always well intentioned and often produce comprehensive reports, unfortunately there is no obligation on governments to heed the advice contained within them. Perhaps the most significant, challenging and undesirable issue that I faced during my period as Chairman was the Londonderry pilotage "scandal". Ultimately despite significant efforts by all concerned within the UKMPA we were unable to rectify the situation and the incumbent pilots concerned ceased operations in the port. Life was not all gloom though, the UK won the EMPA football championship and perhaps the pinnacle was hosting the 2012 IMPA congress in London. A hugely successful event enjoyed by over 400 delegates and partners.

It had for some time been suggested that running the Association on an entirely voluntary basis was limiting its potential and Joe Wilson in particular had argued for some time that a remunerated Secretary General would be a useful addition to support the chairman. Thus, it was requested and I agreed to take on the role of Secretary General for a maximum of 5 years when I stood down as chairman. The first year was undertaken on a voluntary basis and then subsequently on a nominal time remunerated basis. Whether the

role will continue in the same or alternative guise is for the Association's management team to determine.

So, what was the ultimate high spot of my period as Chairman? It has to be opening the letter in Autumn 2016 that invited me to accept the MBE I was to be awarded for voluntary services to UK pilotage and the ports industry. To say I was bowled over is an understatement. I did not feel that my period in office was any more exceptional than my predecessors' but clearly others saw it differently. I remain today most humbled to have received the award which I hope also reflects on the team I had working with me.

At the end of almost 29 years in the profession, I retired from pilotage in December 2019 but am still involved in pilotage matters on a consultancy basis, advising a number of commercial enterprises and legal teams.

What being involved has done for me and why others may want to consider it too.

On reflection, my involvement in the management of the UKMPA gave me numerous unexpected benefits in addition to the simple pleasure of being involved. Primarily it gave me a better professional insight into how the UK ports (and shipping) industries are run and operated and how in many respects there was and still is a lot to be improved within them. In particular with regard to how little is understood at the highest levels of government as to the importance of shipping and pilotage in maintaining the wealth and stability of the UK as an island nation. I found myself having serious and influential conversations with political and industrial leaders and influential civil servants which ultimately have and hopefully will lead to improvements in many aspects of our profession. The involvement also resulted in attendance at numerous conferences, seminars, research workshops and networking receptions, both political and industrial.

Simply put, involvement in the UKMPA management gave me a more complete and better understanding of pilotage as a profession and I hope made a significant contribution to my personal daily conduct of pilotage acts and my competence as a pilot. I can not recommend involvement within the Association too highly.

ALL CHANGE FOR PERTH

Changing pilotage service provider at a port is rarely a smooth and simple operation. In some UK ports over the past few years it has indeed been a contentious and acrimonious operation. However, during 2020 the upriver port of Perth in the heart of Scotland transitioned from Perth Pilots' Association to Perth Pilots Limited in a smooth operation notable for the cooperation and positive attitude of everyone involved – pilots, harbour operator and Competent Harbour Authority.

Perth Harbour is located on the River Tay in Scotland - well inland, 30 miles from the North Sea. It is owned by the local council, Perth and Kinross, who are also the Competent Harbour Authority (CHA). Once a thriving port it has seen, like many smaller ports, a decline in traffic over the years. In order to reverse the port's fortunes in July 2019 the CHA decided to contract out the commercial management of the port to Calmac Harbours.

Along with the decline in traffic to the port the pilotage service had also declined. By July 2019 there were only two septuagenarian pilots working at Perth. By the end of 2020 there was only one pilot left – Calmac Harbours identified that something had to be urgently done. An advert was placed on

the UKMPA website seeking experienced pilots. However, as a very challenging port producing little pilotage revenue it is not particularly attractive – fortune seekers need not apply. A conventional solution for providing pilotage was unlikely. Previously pilotage had been provided at Perth by Dundee Pilots, but that had ended in the 1990s. Since then various solutions had been tried using part time pilots, harbour master / pilots and retired pilots from other ports. Clearly a long-term solution providing stability was required.

Based upon a tried and tested model from other Scottish ports with similar traffic levels Perth Pilots Limited (PPL) was formed by three self-employed pilots working at another major Scottish port. Although not at all financially attractive Perth offers an interesting professional challenge and continuing career developments for pilots. Between the three pilots involved there is over 70 years of experience covering ports in Scotland, England and overseas. However, Perth must be one of the most challenging ports in the UK and clearly a lot of familiarisation and experience was required as quickly as possible.

By March 2020 the Coronavirus pandemic had reached UK and the already existing challenges became even greater. Restrictions on the numbers in pilot boats and a reluctance by some Masters to accept tripping pilots



// A busy day at Perth Harbour

exacerbated the situation. However, with now only one septuagenarian authorised pilot during a pandemic it was essential that additional pilotage cover was in place as soon as possible.

Every tripping opportunity was utilised, with multiple pilots on each Perth vessel – even when it meant a lot of time on the bridge wing. Summer 2020 had arrived and tripping in darkness was problematic due to the short Scottish nights. Perth's own tug "Fair Maid of Perth" was utilised for additional night-time runs.

By the end of 2020 all three new pilots were authorised and Perth Pilots Limited signed the contract for pilotage services with the CHA in early 2021. Perth now has

CHANGING PILOTAGE SERVICE PROVIDER
AT A PORT IS RARELY A SMOOTH AND
SIMPLY OPERATION.



© Ross Howie, Calport Limited

a bright future in pilotage terms, with a pilotage service operating to IMO A 960 and International Standard for Pilotage Organisation (ISPO) levels.

The outgoing pilot, Captain John West, has been retained by the CHA as Pilotage Advisor and is an invaluable member of the port team – a continuing source of guidance and wisdom for the “new” Perth Pilots. The transition to the new pilotage service would have been impossible without his outstanding assistance.

For the incoming pilots it has been a steep and interesting learning curve. The upper Tay must, on a fine summer day, be one of the most attractive pilotage

districts. Herds of deer can be seen roaming on Mugdrum Island as the ship heads inland through the rich Perthshire farmland. The Ochil Hills lie to the south with the higher mountains of the Highlands to the north and west. On a winter night it must also be one of the most challenging pilotage districts, with ever changing depths and little room for error as the river narrows. About halfway to Perth there is no room to turn a vessel and abort – if the tide does not make then sitting out the tide can be the only option. Underkeel clearances are minimal, with a critical point when the main North Sea gas pipelines are crossed.

Perth Harbour still has challenges

ahead, particularly in attracting enough cargo to keep the port viable and maintaining depths to make it commercially attractive. Scottish Government programmes such as the Freight Facility Grant initiative and the Strategic Timber Transport Scheme which aim to move cargo off the roads and on to our waterways may help smaller ports and have already had success on the west coast of Scotland. At least for the foreseeable future though the pilotage service for Perth Harbour is on a firm footing.

**Captain Keith McLean - CMMar AFNI
Awarded Chartered Master Mariner Status**



PORTSMOUTH

An unusual but busy 2021 for Portsmouth Pilots, the pandemic and Brexit have brought disastrous results for ferry and ro-ro freight operations but has also presented other opportunities. The Marine department have been as busy as ever with many cruise companies taking up UK staycation cruises over the summer. Wind Blades, Bananas and work on the Southsea Coastal Scheme have kept the pilots busy throughout.

Virgin Voyages provided the pilots an opportunity to test the limits of the port, and following a successful simulation and risk assessment period, we welcomed Scarlet Lady to the Harbour, at 277m and 110,000GT she is the largest ship we have ever accommodated at the international port. An initial expectation of around 15 calls soon turned into 25 calls with additional technical calls requested for various crew changes, vaccination opportunities and stores. The pilots have become well integrated into the Ship's bridge teams and we will be sad to see them leave. Additional calls by Marella Explorer 2, Aurora and Majesty of the Seas have given the pilots opportunity to practice with larger tonnage.

Former Southampton Pilot Jim Ritchie joined the team earlier this year on a part-time basis, in order to provide leave cover and backup to the full-time pilots. This has proven invaluable with the workload over the summer, and we are looking to expand the department to six pilots (from four) over the next two years. Much deserved promotions in 2020 for Jerry Clarke to Pilot / Senior Project Manager, and Nick Hardesty to Deputy Harbour Master / Pilot have given them both some recognition for the hard work that they have dedicated in their work outside of driving ships. Recruitment for a Pilot / AHM is currently in progress (September 2021).

Yours Aye / Portsmouth Pilots

BRISTOL

Bristol Channel Pilots Ltd currently have 16 pilots, with two expected to go part-time from next year. It is undecided whether we take on any new trainees but we have an established waiting list to draw upon. Like many ports, 2020 was a difficult year for ship numbers with the port closing the year down by approximately 20% year on year.

In Portbury, container traffic remains strong with the widest ever container ship recently passing through Portbury locks with a beam of 41m.

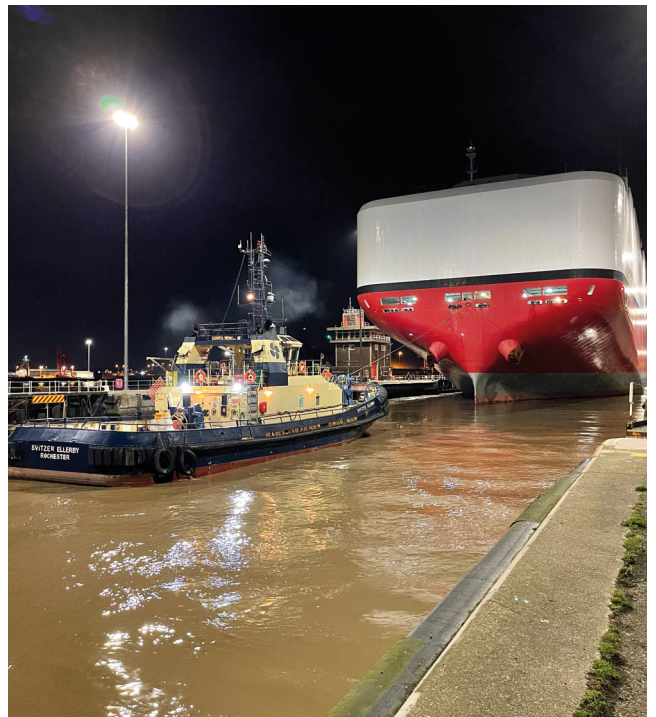
The move to electric vehicles is changing the dynamics of supply chains in the car industry. Mitsubishi pulled out of the UK completely, closing their Portbury site, but a new contract was won with Renault, with 100% of their UK imports now coming via Bristol.

In Avonmouth, the existing LNG terminal is in the process of being converted to an LPG terminal, with new ship offloading facilities expected to enter operation by 2022. Once complete it will be the UK's largest LPG storage facility.

Our contracts with the new nuclear power station, Hinkley Point C (SHA), have been strong, with various large project cargoes undertaken in addition to longer term contracts for coaster pilotage to deliver some of the 2.5 million tonnes of aggregate required for construction.

The next phase of the construction project involves drilling six vertical shafts through the seabed for the cooling water system – once complete it will be the largest cooling system in the world! We are engaged on various dredgers preparing the site before heavy lift vessels arrive to complete underwater construction activities by mid 2022.

Bristol Channel Pilots



THE FORTH

We have 23 pilots, with no plans to recruit at the moment, we expect to reduce our numbers to 20, five watches of four men. VTS are about to trial taking over the role of our Duty Pilot, this will free up one pilot each day to pilot.

Trade across the board has reduced by around 20%, hence the lack of enthusiasm to recruit. Hopefully this will improve, and we can look to increase our numbers.

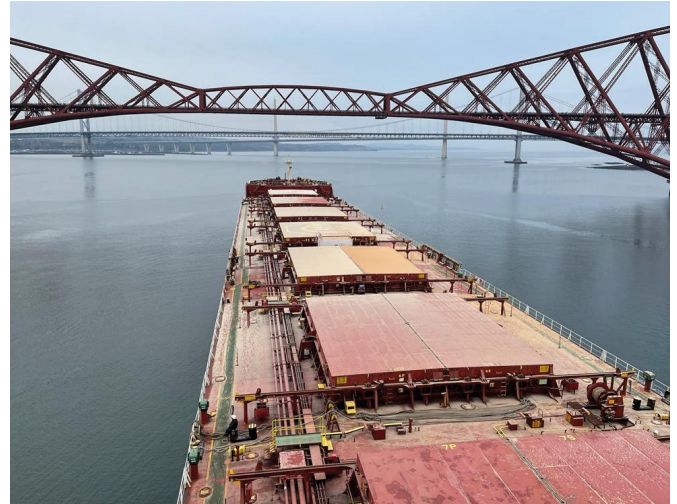
As with other ports the pandemic has hit our cruise vessel visits hardest, we had over 100 scheduled for 2020 and 2021 we have had virtually none, with only a recovery of 50% expected for 2022. Hopefully, in time, this will recover to pre-pandemic levels. Unfortunately there is still no sign of a new cruise liner terminal, which has been mentioned and would be very welcome.

Hound Point is still exporting oil, mainly to China, mostly via VLCC's, about 400,000 barrels of oil a day.

Braefoot has been steady exporting gas. Investment has been taken on maintenance at these two locations recently, optimistic they will trade for many years to come, HP licensed until 2050.

We expected Brexit to hit the container trade as the majority is between Forth and Europe, but this has not transpired. Trade has held up well with numbers similar to pre-Brexit levels.

The refinery at Grangemouth is now run on Ethylene, imported from Marcus Hook on large Shale gas carriers built specifically for this trade. We are supposed to get one a week. It has not quite reached that level yet but close.



Chemicals are down, other oil and gas cargoes fairly steady; Work from off shore windfarms and de-commissioning expected to increase, Harland and Wolf have purchased Bi-Fab in Methil with this in mind. We are already seeing an increase in vessels, hopefully there will be many more to come.

Dry cargoes are steady, imports of timber are very good, mainly from Scandinavia.

Regards From The Forth / Graeme Hutchison

MANCHESTER

The Canal has maintained a steady trade throughout the covid pandemic, with a downfall in trade around 5% during lockdown.

The feeder container trade between Liverpool and Irlam finished in January 2020 after running for 15 years. This trade eventually dried up and was not viable any more. Although there have been occasional coastal bulkers to Irlam wharf transporting generators to the continent.

Manchester terminal docks were dredged outside the old dry docks last year. This was to allow a new trade of animal feed to start from the old No1 drydock.

On the Canal in Manchester the Weaste berth has been steady over the last few years importing cement, mainly from Ireland. Also,

Cerestar has been busy during the last couple of months with Arklow vessels bringing wheat from France.

Unfortunately, since the pandemic the famous Mersey Ferries have not been coming up the Canal. The ferries generally come into the Canal from Wirral and Liverpool, up to Manchester terminal docks on a Saturday morning, and return from Manchester on a Sunday morning. These ferries, Snowdrop and the Royal Daffodil can take up to 400 passengers on the Canal transit. The cruises have been so popular that in recent years there have been many week day excursions also. This August the Daniel Adamson (Danny) started cruises from Ellesmere Port to the Weaver navigation. The Danny was constructed in 1903 as the Ralph Brocklebank

and changed its name in 1936. She was originally built as a tug tender for the Shropshire Union Canal and Railway Company, and operated towing barges between Ellesmere Port and Liverpool. She was restored and now operated and maintained by volunteers.

The main trade on the Canal is between Eastham and Runcorn. Runcorn docks remains busy with mainly imported bulk cargoes, and Runcorn tanker berth steady with caustic exports. Also, occasional exports of salt from Runcorn salt works.

The refinery at Stanlow and Ince remains busy. The refinery is owned and run by Essar and mainly exports white oils, chemicals and butane/propane gas.

Ellesmere Port remains busy with imported and exported

bulk cargoes, wind turbines and heavy lifts.

The Queen Elizabeth dock is also very busy serving Eastham refinery. One of the main cargoes being bitumen. In January this year the dock and lock were closed for refurbishment and the old outer gate was replaced by a new gate brought by barge from the Netherlands.

Presently the old barge lock at Eastham is going to accommodate a hydro generator and will be able to generate electricity from the flow of the River Mersey.

We currently have 20 pilots with 1 retirement last March, and no new pilots since July 2019.

**Graham Langley /
Manchester Pilots Chairman**

HARWICH

Harwich Haven Authority, the statutory harbour authority and pilotage service for the Haven Ports, has secured permission to deepen Harwich Harbour and the navigation channel. This nationally significant improvement project, costing approximately £120 million, is privately financed by the Harwich Haven Authority, one of the UK's largest trust ports.

The approach channel and inner Harbour will be deepened to a depth of minus 16 metres below chart datum metres from its current depth of minus 14.5 metres below chart datum. The additional depth in the harbour and seaward approaches will provide deep-water access, unrivalled in the UK for the growing numbers of super-sized vessels engaged on the essential trades between China and the UK that visit the Haven ports each year.

The initiative will futureproof the capabilities of Haven Port operators, particularly the UK's largest container port the Port of Felixstowe, to ensure that it can meet the requirements of customers and of the UK to keep trade flowing into and out of the country.

Following a recent recruitment campaign six new pilots have been recruited through a rigorous two part process of a face to face career review and simulator assessment. The successful recruits will start their careers with the Authority over the next year.

The approaches to the Haven Ports are situated between two marine Special Protection Areas (SPA) and the navigable rivers with SSSI status. The ports and terminals see a variety of types of ships from coastal cargo to tankers and ultra large container ships. Recent visiting ships of interest included, the new British Antarctic Survey Vessel RRS Sir David Attenborough, the world's largest square-rigged sailing vessel Golden Horizon and the 'infamous' Ever Given.

Harwich Haven Authority / Michael Roberts Pilot

THE MEDWAY

The Medway suffered a large reduction in ships visiting the whole river in April as Covid took its toll. The saving grace for the port during the summer was based on building materials that still suffer shortages even now.

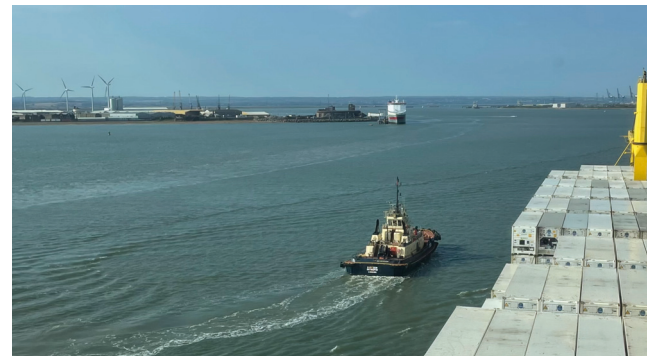
Sheerness is mostly busy with car imports that stopped during the spring and have not returned to normal levels now due to the 'chip' shortages curtailing manufacturing of vehicles. This shortage is forecast to be overcome in the autumn.

Recruitment is ongoing, with seven pilots starting in the past three years but our total number has reduced by one due to retirement, such is our age demographic.

The effect of Brexit is impossible to quantify, due to Covid, but one positive result has been the introduction of a cargo ferry service that runs from Sheerness to Calais. It is still early days, but reports are positive. Also, we saw the reintroduction of a reefer service to Central America.

LNG imports were very strong last winter, and expectations are for it to increase over the next few years which has caused a renewed appetite for recruitment. There are plans for new customers/plants within the river.

Regards From The Medway



CLYDE

Currently we have seven authorised Clyde Pilots, four of whom are unrestricted Class 1 pilots while the other three are spread across the classes whilst progressing towards Class 1. We have just recruited one new trainee who has started training in mid-August to replace a pilot who left in July. We also lost a Class 1 pilot in early 2020 but due to the Coronavirus impact he was not replaced at that time, we are hoping that a ninth pilot will be recruited in the coming year.

Trade has remained steady in 2021 and the return of cruise ships in July was very welcome. We lost 90 planned cruise calls

in 2020 and the new cruise pontoon berth which was completed for the 2020 season did not see a ship until July 2021. We now have 50 planned cruise calls for the remainder of the 2021 season and the plans look promising for 2022. The three Azamara cruise vessels that were laid up in Glasgow since July 2020 have all now left the port to return to service.

All other trade has remained steady, there was a slowdown during the first lockdown in 2020 but this picked back up and has been steady ever since. The new cruise pontoon berth will now allow for planned growth at Greenock Ocean Terminal (containers & forest products) as there is no longer the berth clash between cruise ships and cargo ships.

Hunterston jetty has been fully cleared from its coal handling days and is now being utilised for layup of two large drill ships and has also been regularly used by visiting RFA and other naval vessels.

Looking ahead Glasgow will host the COP26 Climate summit in October / November although we expect there will be very little effect on commercial shipping. For 2022 we have a project coming up for the launch of the Type 26 frigates being built at BAE on the Clyde, unfortunately these will not be launched dynamically and instead will be floated from a barge.

**Best regards & safe sailing to all!
Matthew Hill / Clyde Pilots**

KING'S LYNN

Emloyed by King's Lynn Conservancy Board, we are three full time First Class Pilots - Harbour Master, Deputy HM and Senior Pilot Cutter Coxswain - all have Second Class Licences with length and draught restrictions. It's been twenty years since we last recruited. With my imminent retirement this will open up an opportunity for recruitment.

I have been a pilot for thirty three years and feel very grateful that I have been part of a profession that I enjoy as much now as the day I began, I will miss it greatly.

King's Lynn is a mini bulks port importing timber, fertiliser, Norwegian stone and exporting scrap and sugar beet pellets, along with a host of cereals both imported and exported depending upon grade and quality. ABP operate docks only and are responsible for finding trade for the port.

For years King's Lynn, one of the premier Hanseatic Ports, has shipped Norfolk malting barley to Scotland, Germany, France and Spain for making Scots whisky and brewing European beer. As we have imported milling wheat from a host of European countries to make British bread.

2017-2019 were flat stagnant trading years, however 2020 saw an upturn in trade and 2021 is on course to be even better for King's Lynn Bulk Carriers, with our break even figure being approximately 14 ships a month. For August this year we will see 26 arrivals which is a good monthly number for King's Lynn. Timber import from Sweden and Baltic states and steel scrap export to various European ports are way ahead on previous years tonnage. Brexit effect, short term trade on the way up, long term, who knows. When talking to various stakeholders, they say Europe have products we need and we have products Europe needs, so its business as usual.

Long may it continue

COWES

The last 18 months at Cowes have been like most CHA's in trying to find innovative ways to ensure a pilotage service can still operate under extraordinary circumstances. Whilst we haven't had the challenges on the same scale as the major ports, with such a small pool of people it's been just as tense. At one point during last summer, we were down to two pilots and one pilot boat crew with cargo still coming in despite 'lockdown'.

Unfortunately, numbers of vessels are slightly down over the past two years, however tonnage remains steady due to the increase in ship size bringing the cargo in. Grain export was very strong in 2019 / 20 after a strong yield however aggregate slowed slightly due to the lack of large development on the Island. In 2018, we lost the fuel import facility which has led to the cessation of tankers into Cowes.

Despite the pandemic we have added a new Pilot to the roster in 2021 along with a 'Trelleborg' PPU to fall in line with what seems to be becoming a standard tool in most pilotage services kit now. In collaboration with Southampton Pilots & ABP we accepted the world's largest sailing vessel 'Golden Horizon' into the Cowes Triangle anchorage for multiple calls throughout August.

I would like to finish off by thanking the UKMPA and local reps for providing guidance, updates and PPE throughout the pandemic. I know without their support a lot of CHA's would have struggled to be able to operate as well as they did under the circumstances.

Wishing everyone all the best from the Cowes Pilots.

LIVERPOOL

As for everyone 2020 and 21 have been a challenging couple of years and we have had to adapt our working procedures to ensure we all stay safe whilst continuing to offer high levels of service to our customers. We have been fortunate that trade has remained buoyant, and we have only seen a slight reduction to pilotage requirements on the Mersey. Our robust precautions relating to COVID have ensured that our members have been as well protected as possible and as such sickness due to infection / self-isolation has been minimal.

As a service we have seen several retirements and the subsequent recruitment of new members to our Co-Operative. Our numbers have decreased slightly from 54 in 2020 to 52 at the present time. We have a few more retirements over the next couple of years and hope to recruit further to fill those positions.

Our chairman has been busy in the local maritime community. He will represent the City of Liverpool on Merchant Navy Day and has also been invited to sit on the Port Welfare Board. He recently attended a ceremony for

the re-opening of the western approaches bunker, which served as the command centre during the Atlantic convoys and has been opened as a museum exhibit.

One of our members has been campaigning for, and has been successful in, getting seafarers visiting the port access to COVID 19 vaccinations if they wish to be vaccinated.

The Liverpool Pilots retired section made the decision to disband their formal membership and will hold their final retired pilots Ladies Luncheon this year, which is a tradition that goes back many years, and it is a shame to lose. We fully intend maintaining the links with our retired colleagues albeit in a less formal way.

Spring/summer 21 saw the welcome return of cruise ships to the city with approximately 80 planned calls for vessels cruising domestically. The new polar research vessel RRS Sir David Attenborough was handed over to BAS during 2021 and will commence polar operations in the near future – a proud moment for the shipbuilders at Cammell Laird. From all of us here in Liverpool we'd like to wish our colleagues around the country all the very best.

Scott Birrell – Secretary / Liverpool Pilotage Services Ltd



© Andrew Sassi-Walker

SOUTHAMPTON

We saw a steady increase in traffic in 2020/21. RoRo, liquid bulk, general cargo and container traffic continues whilst passenger vessels, supported during the last year when coming in for crew changing and stores, are now returning to service with short turnarounds. Additional passenger vessels are expected to start up operations over the coming months. The new passenger terminal "Horizon Terminal" started operations.

The Pilot body supported marine management during 2020/21 with three pilots stepping into secondments for Harbour Master and Deputy Harbour Master positions. All are now back piloting full time.

Early 2021 saw the first phase of a significant dredging project around the container terminal, widening and deepening the berth pockets. Further work is anticipated later this year and into next, including channel widening.

Ongoing projects include a trial of an electronic master/pilot exchange/passage planning software. By the end of 2021 we anticipate two retirements from pilot body."

Best wishes from all Southampton Pilots

SOUTH WALES

In the last four years we have seen big changes in South Wales. The old East and West districts have merged to form a new South Wales pilotage district. Pilots have been cross authorising between districts, but yet to reach the point where all pilots are authorised for all ports.

We have seen three pilots retire in the last year, and they have been replaced by two ABP apprentices and one other. We are reported to be 17 pilots but due to illness we have worked with 14 or 15 for the last few years. Nine pilots are members of the UKMPA, with a few more hopefully joining shortly. We are going through another change in our work pattern, changing from 15/6 to 11/6.

Trade has been pretty steady, dropping slightly last year due to both the effects of COVID and Brexit. Tata Steel continue to have a foothold in Port Talbot, the major employer in South Wales re-secured the export of the steel a few years ago and has been extremely busy this year.

Best wishes from all in South Wales / Stay Safe-John Benson

WORKINGTON PORT

Workington is now the only deep water port left on the Solway coast, and is utilized by approximately 18/20 vessels a month, mostly about 3/4000 tonnes, carrying logs, wood pulp and other wood products for a local factory. As with all ports we have busy times and slack periods, but for a relatively small port we are ticking along quite nicely, although in reality there is revenue generated for one fulltime pilot, we have two at the moment, but unless there is an upturn in trade, that situation should change shortly as the retirement age pilot will revert to a relieving role. Other cargoes include shredded tyres, cement, odd bulk cargoes, pipes, some prospective tanker trade and anything else that waves a stick at us. Historically, the port has accommodated vessels up to 14,000 tonnes and 150 metres in length, 20 metres beam and is still open to such vessels.

LONDON

Since March trade has been on the up across all the trades from the small to large. August had 984 sea acts and came close to beating our best month by 4 acts, in addition for the same period River Acts were 327. We also have a large number of Pilotage Exempt acts per day to the Ro- Ro terminals

and the Dredgers to the aggregate berths dotted on the Thames all the way up to Greenwich.

We currently have 8 trainee Pilots and 4 more Trainees joining in October; recruiting ongoing with 12 trainee positions for next year this is to cover retirees and also build up the numbers to cover the increase in trade.

New berths, Tilbury 2 which is a River side berth

built on the Tilbury power station site, 2 Ro-Ro berths used by P&O twice daily service to Zeebrugge and at the East end a CMAT berth leased by Tarmac for the import of aggregate, ship size max Panamax.

London Gateway is now operating 3 deep water Container berths and is awaiting on planning approval to start on the construction of berth 4. The Oikos oil terminal on

Canvey Island is also looking to expand the tank farm and make the dredged berth box deeper for large vessels. Port of Tilbury is also busy with an interesting new trade of roadstone from Fowey, also a small vessel transports rapeseed from Tilbury to Erith oil works for processing.

London Pilots

MILFORD HAVEN

Trade in Milford Haven has been varied this year. Valero refinery had a planned maintenance shutdown period during the spring which saw a reduction in oil traffic, however, this was offset at the time by high volume of LNG trade. Now the refinery is back on-line the LNG trade has slackened off over the summer as increased global gas prices have resulted in much of the LNG trade diverting to the Far East.

Numbers wise we now have seventeen pilots, having recently welcomed two new recruits, Jamie Furlong and Ewan McNicoll, who have both completed their initial training and have now settled in really well. We will be looking to recruit again shortly as there are a number of potential retirements in the next few years. If anybody is considering a career as a Milford Haven pilot, don't hesitate to get in touch.

Back in April, we had cause to use a helicopter to disembark a pilot from a tanker. The first time in over 25 years. Due to the vessel's construction, the combination pilot ladder could not lay flat alongside the hull when the vessel was in ballast. The vessel was given the option of ballasting down to an



// Mark Johnson

acceptable freeboard that would have allowed the ladder to be repositioned, or to use a helicopter. A helicopter was subsequently chartered from Barrow in Furness. Myself and our local Chairman Mark Johnson attended an impromptu training session put on by the helicopter crew at a local airfield. This included several live exercises being winched up and down, both under normal circumstances and with the emergency gear that would be used in the case of winch failure. The training was excellent, the crew involved were top class, ex-military who quite obviously

did this all the time and were very experienced. They ran through the whole process a number of times to make sure we were fully familiar and comfortable with how it was to be carried out.

The pilot boat was in attendance during the actual transfer, to take off the PPU equipment from the vessel after the pilot had been winched off.

Consideration is now being given as to whether we should use the helicopter on a more regular basis, perhaps combined with other ports. It has been agreed that if this is the case then all the pilots will undertake the HUET course.

While the weather was fine on the day, the helicopter is capable of working in winds of up to 50knots, a limiting factor would most likely be the movement of the vessel. Both myself and Mark would be happy to use the helicopter again for transfers. From the ship's perspective a SOLAS compliant arrangement would have been far more cost efficient.

John Pearn / Milford Haven

TEESBAY

We currently have 34 pilots and have been steadily recruiting over the last few years and going forward, by allowing some of our older pilots to job-share, we are endeavouring to manage our age profile.

Trade remains buoyant with declines in some areas offset by new business in others. We were awarded "Freeport status" back in March - much focus has been put on the former Redcar Steelworks site

"TeesWorks." This is a 45,000 acre site and will feature new and old business incorporating a 25 year plan. Driven by our Local Tees Valley Mayor Ben Houchen in co-operation with well established property developers and a large amount of government funding. He is driving the project and has even received additional support to buy out PD Ports our local CHA. The site will also feature a new 1km berth frontage with construction due to start imminently. A Biomass power station, A new offshore wind turbine factory, and export

from the world's largest polyhalite mine via a 23 mile conveyor will also feature on the site.

Crude oil and Gas continues to be steady from Phillips and we also have a steady stream of chemical tankers utilising the storage facilities on the river.

We have been busy over the recent months with large barge movements. These have been associated with extensive oil rig decommissioning that is taking place with more planned for next year.

Offshore Wind farm construction is also very

buoyant and we expect to see more volumes in the future as local production facilities come on stream.

Tees Dock has seen steady volumes of Bulk and containership traffic as well as a new trade in second-hand vehicles exported to Africa via large RO/RO vessels. This along with our regular ferry services and Potash exports makes the dock very busy at times.

Best wishes / Peter Lighfoot

PAUL DUNN A PILOT'S PILOT



Many of you of a certain vintage will recall Paul Dunn. Long after retirement he was known in our local village communities as 'Paul the Pilot', the role defined him.

Paul was born in 1947 in Norton Teesside, one of four children. He had a happy childhood and did well at school (he was Head Boy and School Captain). Before going to sea Paul was a keen cyclist who would think little of cycling across to the Lake District and back in a day when roads were much less cyclist friendly.

Paul went to South Shields Marine College, he graduated in 1964 as top cadet earning a sextant which he cherished for the rest of his life. He joined T&J Harrisons as a cadet. In a battered copy of Norries Nautical Tables is a record of all of his ships with name and dates, this begins with MV Governor in October 1964. Paul obtained his Second Mate's Certificate in 1968 and after a brief spell ashore he was back at sea working for Shell sailing worldwide and obtaining Mate and Master's Certificates. From Shell he joined the offshore drilling company ODECO in 1976 serving on the semi submersible rigs Ocean Victory and Ocean Kokuei as Barge Master, including putting Ocean Kokuei alongside Piper Alpha as a hotel rig.

In 1978 Paul was recruited into Tees Pilots and was truly thereafter a 'square peg in a square hole'. Most of us are manufactured pilots, we learn the skills as we go along but Paul was one of that rare breed a 'Natural Pilot'. He was very bright with a great memory but immensely practical and aside from ship handling at which he excelled Paul put his energy into supporting pilots and pilotage. Paul attended most UK conferences swinging ships at the bar long after sessions had officially ended. He was a great companion generous with time and energy, possessed of a fund of stories



for every occasion and a ready wit. In a long career he made no enemies and spoke ill of none, quiet spoken yet highly knowledgeable his words carried weight. Paul worked with Tees Pilot's Committee in numerous roles for several years before becoming its Chair in 1998. He worked diligently in the interests of colleagues within the port, across the region and at National level. On the Tees his role included recruiting and examining future and current pilots but he also worked alongside our naval architect on the design and fit out of new cutters.

Uniquely Paul twice confirmed the inherently dangerous aspect of pilot transfer by falling from a ship's ladder, firstly in 1979 at the start of his career and secondly in 2008 just weeks before retirement. On each occasion Skipper Norman Bennett was on duty and helped save his life, on the second occasion his colleague Colin Pratt rapidly donned a drysuit and plunged into the water to reach him. Quite rightly Colin received the Merchant Navy Medal and a Royal Humane Society Certificate recognising his bravery. A Seasafe Jacket was part of the lifesaving process on each occasion and Paul became both a forthright supporter and brand ambassador for the company, it was good to welcome Jeremy and Jill to his Farewell service.

Paul met his wife Carole in 1980 whilst assessing Middlesbrough Town Hall for a Pilots Conference. Carole was employed there and the two became an item thereafter, marrying in 1981. They had two children William and Alex and became grandparents to four Phoebe, Harrison, Hallie and Zander.

Retirement did not sit well with Paul, after a year he was back at sea working as a Marine Warranty Surveyor for London Offshore Consultants. This took him across the globe once more and in the company of his kind of people seafarers. Ill health forced a second retirement in 2014 which he was much more willing to accept. Life took a more gentle pace but lockdown and Covid brought unwelcome isolation and a sharp decline.

All those who knew Paul will miss him badly but we shall all remember him as one of us, a 'Pilot's Pilot' respected and appreciated, a valued friend and trusted colleague. In early September his ashes were scattered off the Tees Fairway Buoy, Paul Dunn still transiting the Tees by time and tide.

Words by - Geoffrey Taylor

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