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A MESSAGE FROM THE PRESIDENT

Fellow Pilots,

Since my election as President last April, I have been asked by a number of pilot groups and other marine stakeholders around the world to share my views on IMO's e-Navigation initiative. The initiative is now entering in its 10th year and this is a good opportunity to take stock.

The initiative was launched in December 2005 during MSC 81. Its sponsors – Japan, the Marshall Islands, Norway, Singapore, the UK and the US – shared the belief that IMO had an opportunity to "map out a strategic vision for integrating all the navigational tools at our disposal to secure a greater level of safety and incident prevention which will deliver substantial operating efficiencies" (MSC 81/23/10).

The scope was ambitious. The sponsors acknowledged this and were of the view that e-Nav implementation might result in "modifications to working methods and navigational tools, such as charts, bridge display equipment, electronic aids to navigation, communications and shore infrastructure" and in "changes to a number of regulatory instruments, including SOLAS" (Ibid).

Since then, the initiative went through various phases. As an active pilot on the St. Lawrence River, deeply committed to the notion that pilotage exists, first and foremost, to serve the public interest, I must admit that some of these phases worried me. The debate as to whether future mariners should only be "monitoring navigators" rather than actively engaged in the navigation of vessels left me perplexed. As did the suggestion that shore-based authorities should exercise greater control in the navigation of vessels! Fortunately – for safety – I feel these suggestions have now lost some momentum.

What strikes me, however, is that despite all the good intentions, little has been achieved so far in terms of

real improvements for mariners and shipowners. New navigation technologies are still being developed in an uncoordinated way. And mariners still have to deal with new equipment that is not integrated with other tools, providing information that does not necessarily meet their needs.

In retrospect, perhaps the original agenda was too ambitious; or perhaps we simply tried to have the world fit an abstract model, rather than the opposite. But, whatever it is, the initiative is at risk of losing its way.

My point is not to say that all is lost and we should abandon ship! But I believe that for the initiative to be successful, we must stop seeing e-Nav as a "new paradigm" in ship operations and, instead, simply focus on practical deliverables, designed to meet the actual needs of mariners.

I am encouraged by how some countries have been implementing their domestic e-Nav initiatives. In my experience, the most successful approach is when a relatively small group of stakeholders works in a concerted way to achieve one specific objective – such as providing real-time electronic information about water levels – before moving on to the next challenge. Pragmatism is not a panacea but, with e-Nav, I believe a little more of it could go a long way!

In closing, I hope there will be an opportunity to meet many of you in 2015 and, in the meantime, all good wishes for the New Year!

Save the Date - 23rd IMPA Congress
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Message from the Secretary General...

Dear Colleagues,

As an Industry you will know we are frequently compared, normally unfavourably, to our aviation brethren, so it was extremely interesting recently for me to speak with a newly-qualified commercial airline pilot (at all of 20 years old). He had been in America for much of his flight training, and indeed learning to fly in the first place. Some of the things that he told me about his training made me think about the crossover to our sector and there were two particular points he made to me. The first was that he had been taught that his instruments and those connected with positioning and navigation were trying to **replicate** what is outside the window. Here is acknowledgement that reality is outside the window, although clearly a great deal of the time an aircraft is in cloud and flying is either by instrument or by autopilot. The second point that came over quite clearly was that automation in aviation seems to have reached a significant point, possibly linked to realisations about the nature of the Air France Airbus crash in the South Atlantic. Seemingly in the next 15-20 years neither Airbus nor Boeing are looking to automate systems further. The Industry realizes that defaulting failed systems to manual flying may result in a situation where a pilot is flying at altitude for the first time in maybe 2,000 hours in the air because mostly autopilots are engaged from between 1,000 and 1,500 feet from the ground and

pilots may not have the skills to deal with the situation say where an engine fails and systems tell him to take over manually. I make these points because they should inform the debate about the nature of our industry and how control is effected. Much of the time at present we are bombarded with industry promotional material such as that put out by Rolls Royce, advocating automated vessels, seemingly oblivious to the reality of the sea, and by others that technology will allow ships to be manoeuvred in and out of European Ports from a desk in Norway.

It was my sad duty recently to attend the funeral of Captain Gerald Coates, a visionary Pilot who along with John Edmondson and Edgar Eden had the foresight 40 years ago to set up IMPA. Gerald was indeed initially our sole representative at what was then IMCO. He made meticulous reports which were sent worldwide and he laid the foundations of what we have today. I think this legacy is the sort of memorial of which he would have been very proud and which I hope Richard and his family can take comfort from.

Best wishes to you all.
[Nick Cutmore](#)



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Fire Danger - Don't Fret, Take Action

A pilot boat had just transferred a pilot to a container vessel and was returning to harbour when an engine coolant high temperature alarm operated concurrently with engine room smoke detectors sounding.

A fire was found to have broken out in the engine room. Following an unsuccessful attempt to fight the fire with a portable dry powder extinguisher, the engines were shut down and the air vents closed. At this point the coxswain raised a "Mayday" and an attempt was made to operate the vessel's fixed fire-fighting system. The activation controls for the fixed fire-fighting system were located in the compartment adjacent to the engine room, but this area had become smoke-logged during the initial fire-fighting effort; consequently, the system could not be operated. With smoke still evident in the vicinity of the engine room, the crew were evacuated to a tug which had come to assist. The tug then towed the vessel into port, where the local area fire brigade attended and extinguished the residual fire.

Subsequent investigation revealed that the fire was initiated by an oil leak from the inboard turbo-charger lubricating oil pipe on the

starboard engine, spraying an oil mist onto the hot turbo-charger casing. The resultant fire caused extensive damage to both engines, their controls and engine room fittings (Figures 1 and 2).

It was found that the leak was the result of an oil pipe chafing on a heat shield, which led to a pin-hole in the pipe. The heat shield was a post-installation modification - originally the turbo-chargers had been fully clad with heat-resistant insulation. However, a spate of turbo-charger bearing failures had been linked to overheating. Removal of the cladding solved the bearing overheating issues. The modified heat shields were designed to protect personnel from contact with the hot surfaces which had been exposed by removal of the cladding. The new shields took the form of a shaped guard manufactured from stainless steel, and were only fitted to the inboard turbo-chargers, which were located adjacent to a centreline walkway (Figures 3 and 4).



Figure 1: Starboard inboard turbo-charger



Figure 2: Engine room damage



Figure 4: Lubricating oil pipe point of failure

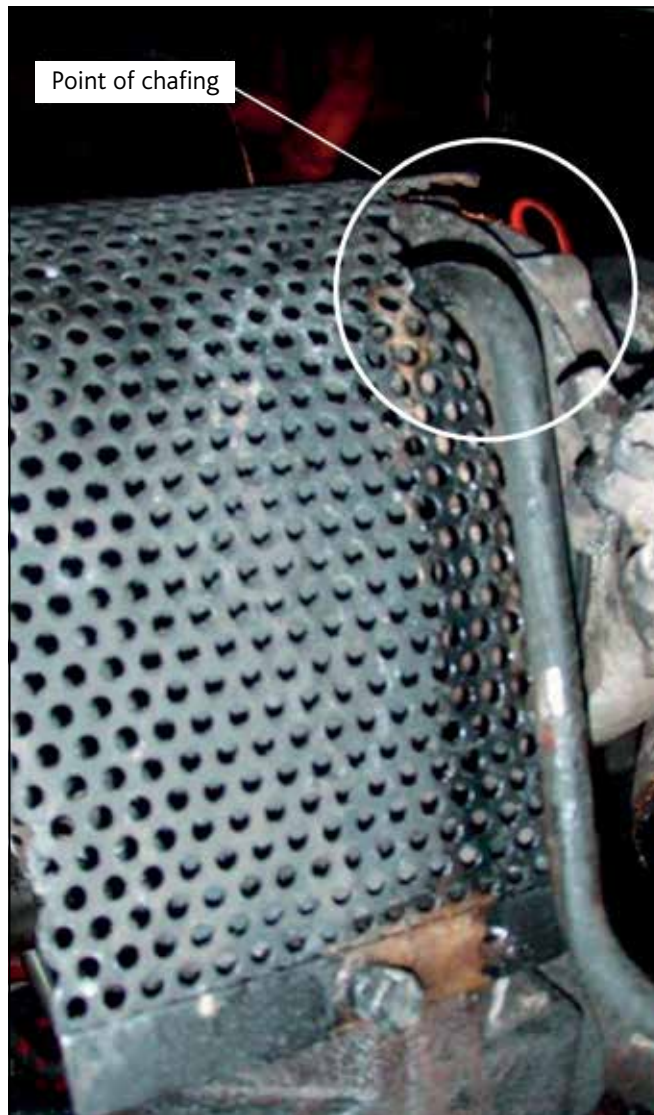


Figure 3: Point of chafing

The Lessons

SOLAS requires that all surfaces with a temperature above 220°C which may be impinged as a result of oil system failure shall be properly insulated, and that oil pipes shall not be located above or near equipment required to be insulated (i.e. operating temperature above 220°C).

It also requires oil lines to be screened or otherwise protected to prevent oil spray or leakage onto sources of ignition. In this case, the original cladding might have offered suitable protection, but the removal to prevent bearing failure introduced a fire risk. While SOLAS is not directly applicable to pilot boats, the same hazards in relation to fire risks exist.

1. When implementing changes and modifications to rectify a problem, take due cognisance of any new risks associated with the changes.
2. Review the operating position of fixed fire-fighting systems to ensure that activation of the system will not be compromised

by the very fire it is designed to extinguish (a remote position in fresh air could be considered).

3. Consider remote viewing for the engine room to allow an early decision on activation of the fixed fire-fighting system and a reduction in the risk of collateral smoke- logging - this could be CCTV or a fire-proof viewing port in the engine room door.
4. Chafing of fuel or oil pipes continues to occur. Regular inspection of pipe runs should be carried out and, where there is a risk of metal to metal contact which could result in fretting, consideration must be given to re-routing pipework. The old adage that prevention is better than cure continues to be as relevant as ever.

Article taken from: MAIB Safety Digest 2/2014

Surge in engine blackouts feared at ECA borders in 2015

There are fears among experienced mariners that there will be a surge in loss of propulsion (LOP) incidents in 2015 because of the number of ships that will be switching from heavy fuel oil (HFO) to distillates upon entry into emission control areas (ECAs).

As previously reported on Bunkerworld, the number of ships reporting LOP in Californian waters rose sharply from July 2009, when the **Air Resources Board** began requiring ships to switch to distillate fuels within 24 nautical miles (nm) of the California coastline.

According to **US Coast Guard (USCG)** statistics, reported LOP incidents in Californian waters jumped from 26 in 2008 to 67 in 2009. Even higher numbers have been seen later.

A USCG notice dated September 9, 2014, said there were 93 LOP incidents in District Eleven (California) during the past year, and that 15 of those (16%) were related to fuel switching.

If translating the Californian numbers to the ECA entrance at the southern end of the English Channel, a frightening scenario emerges.

Annual vessel movements in the Californian waters in 2013 numbered just over 8,000, of which 0.95% suffered LOP incidents and 0.17% were firmly linked to fuel switching, former mariner Captain Francois Abiven, who now works with an oil major in France, told Bunkerworld. Meanwhile there are around 60,000 annual vessel transits in and out of the southern entrance of the English Channel, the North Sea and English Channel ECA border.

If 0.17% of these vessels were to suffer a fuel switch related LOP, that could translate to 102 incidents per year, on average one such event every three days. If considering all LOPs, some 570 annual incidents may be expected.

Adding to the concern is that the new ECA sulphur limit takes effect from January next year, when operations in harsh weather conditions tend to both increase the risks of LOP incidents overall and heightens the risk of catastrophic consequences.

Captain Abiven told Bunkerworld he thought it was "complete madness" that the change in the ECA sulphur limit from 1.00% to 0.10% had been timed to the middle of winter. He expressed surprise and disappointment that this had not been considered by the **International Maritime Organization (IMO)** at the time of adoption of the revised MARPOL Annex VI, which determines the ECA and global sulphur limits.

If a ship were to face LOP in the English Channel area, there are only three tugs on standby to offer assistance, two in France and one in the UK, according to Captain Abiven.

Many of these ships carry dangerous goods, and according to Captain Abiven's calculations, 102 LOPs per year in the English Channel would equate to some 605,000 tonnes of dangerous goods set adrift on ships without engine power.

He stressed the importance of applying good technical solutions to fuel switching onboard ships, focus on crew training, and to disseminate information to prevent major ship disasters resulting from LOP incidents in the new year.

Alternatively, he recommended: "Sell your tourism assets in Brittany and invest in salvage towing companies."

There are suspicions in the market that a lot more LOP incidents are related to switching from HFO to distillate fuel than those specified as such. Iain White, Field Marketing Manager at **ExxonMobil Marine Fuels & Lubricants** also emphasised the fuel switch risks in an interview with Bunkerworld last week, mentioning the surge in LOP incidents in California as evidence the problem was significant.

Bunkerworld contacted Captain Jeff Cowan, Oil Spill Prevention Specialist, Office of Oil Spill Prevention and Response at **California Department of Fish and Wildlife** to see if he could explain LOP statistics reported by his department, based on USCG reports. Most LOP incidents do not have a reason mentioned, while some are reported to relate to fuel switching and others as "Suspect Fuel Related".

He explained that USCG LOP investigation reports came up with the "suspect" designation because items that failed were in the fuel system. He also explained a few of the technical causes for LOP, including mechanical failures that can be attributed to lack of maintenance, which can exacerbate fuel system leakage when switching from HFOs to distillates. Another type of LOP often reported in Californian was an "Increase in Failure to Start scenarios," typically the result of the difference in British Thermal Units (BTU) of the distillate fuel versus the HFO.

A number of issues associated with switching from HFO to distillates can cause LOP, due to a lack of operational procedures in ship manuals, Captain Cowan explained. On the basis of his summary of LOP causes, it did seem possible that some of the LOPs that were not directly associated with fuel switching in USCG data could nevertheless have been linked to it.

Despite evidence that there is a risk, the **US Environmental Protection Agency** and the USCG have not carried out any risk assessments with regard to mandatory fuel switching.

LOP incidents in Californian waters have so far fortunately not resulted in any groundings or collisions, but Captain Cowan has pointed to more alarming risks from the potential number of LOP incidents in the Gulf of Mexico, where a huge number of oil rigs are found in close proximity to shipping lanes.

He has also noted the risks related to ship arrivals into the North Sea, where there are around 570 oil rigs, and the English Channel. By his estimates, there could be 646 LOP annually in the crowded English Channel if they occur in the same proportion as in California.

Ships arriving into the US and Canada will be required to undertake the switchover 200 nautical miles from the shore in the open sea, which could be good news for California as fuel switches will take place at a safer distance from shore. By contrast, the English Channel

and North Sea bound ships will be in close proximity to France, the UK coast and oil rigs when undertaking the switchover, Captain Cowan mentioned.

All the problems associated with fuel switching can be easily prevented with pre-planning, awareness training and practice, and investing in replacement of worn fuel system components, **Lloyd's Register - FOBAS** Product Manager, Timothy Wilson, told Bunkerworld in July.

Francois Abiven and Captain Cowan were also advocating awareness of solutions and advice on how to manage the ECA fuel switchovers without incident.

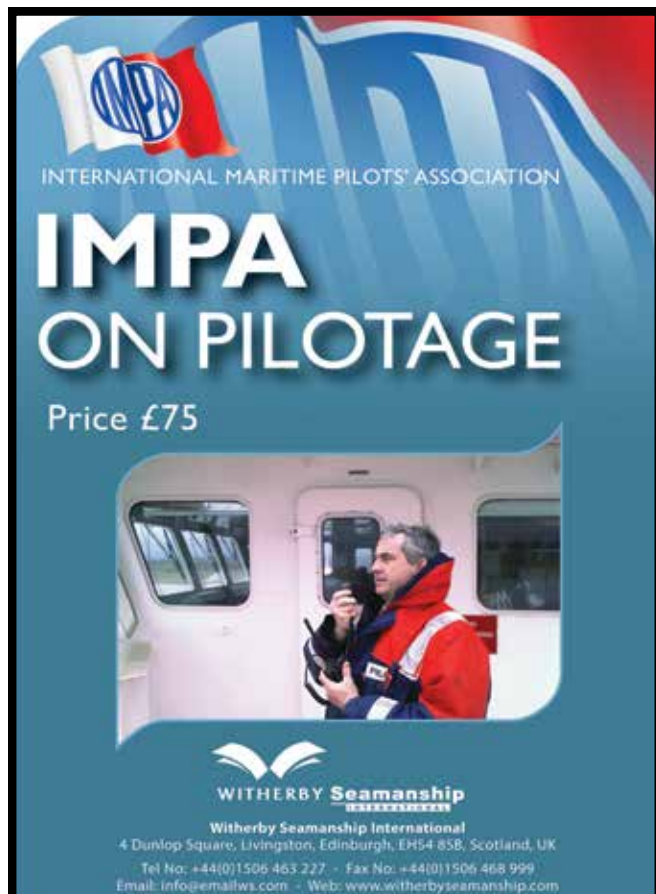
Likewise, the USCG said in its recent notice that "planning and preventative maintenance are critical to the proper operation of a vessel's main engine and prevention of losses of propulsion."

One oil major's shipping arm told Captain Cowan that "fuel cooler/chillers installed in the fuel system aboard their ships have alleviated all of the issues described previously."

But with the ECA sulphur limit change occurring in winter, when it is windier and waves are bigger in the North Atlantic and North Pacific, ships are already at greater risk of suffering LOP, according to Captain Cowan.

As the likelihood of suffering a LOP incident is increased "many times over" when using distillates, he and others are anxious about what 2015 might bring.

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The book cover for 'IMPA ON PILOTAGE' features a blue and red design with a stylized wave pattern. At the top is the IMPA logo, which consists of a red circle with a white 'I' and a blue circle with a white 'P'. Below the logo, the text 'INTERNATIONAL MARITIME PILOTS' ASSOCIATION' is written in white. The title 'IMPA ON PILOTAGE' is prominently displayed in large, bold, white letters. Below the title, the price 'Price £75' is indicated. A photograph of a man in a red jacket and white life vest, holding a radio, is shown in a circular frame. At the bottom, the publisher's name 'WITHERBY Seamanship' is written, along with their address: '4 Dunlop Square, Livingston, Edinburgh, EH14 8SB, Scotland, UK'. Contact information including telephone, fax, email, and website is also provided.

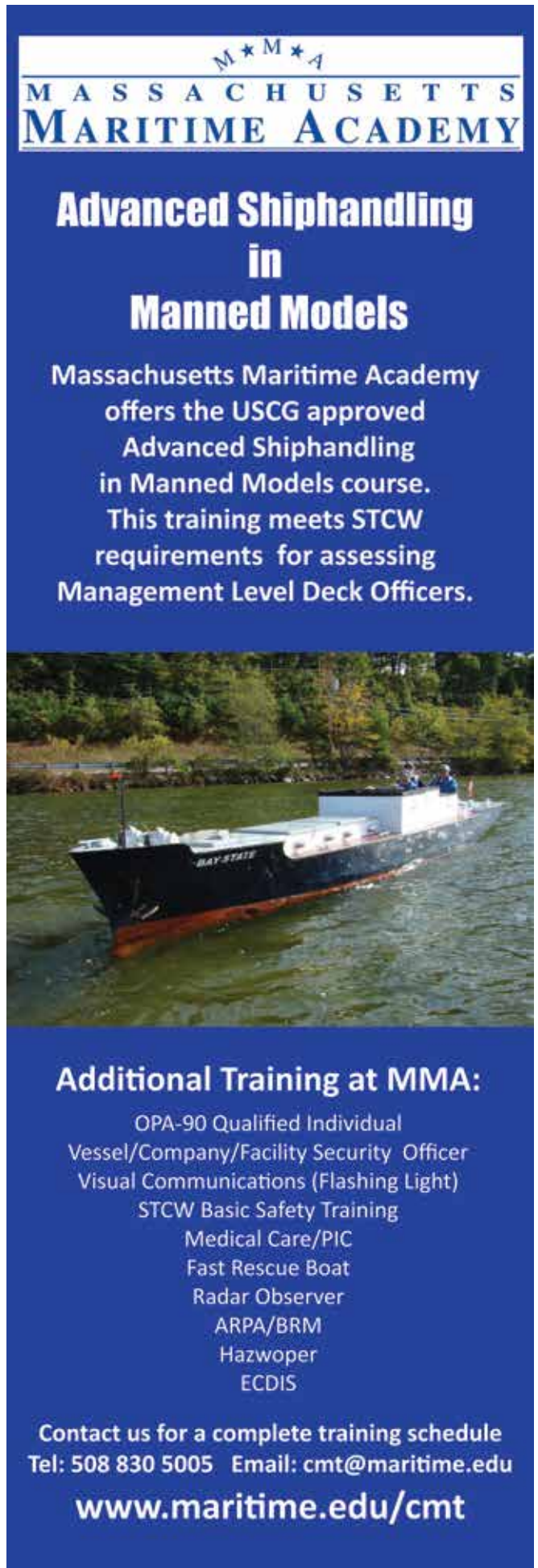
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The advertisement for the Massachusetts Maritime Academy features a blue background. At the top is the academy's logo, which includes the text 'MASSACHUSETTS MARITIME ACADEMY' and a stylized 'MMA' with three stars. Below the logo, the title 'Advanced Shiphandling in Manned Models' is written in large, bold, white letters. Underneath, a paragraph states: 'Massachusetts Maritime Academy offers the USCG approved Advanced Shiphandling in Manned Models course. This training meets STCW requirements for assessing Management Level Deck Officers.' A photograph of a black and white ship, the 'BAY STATE', is shown on the water. Below the photo, the text 'Additional Training at MMA:' is followed by a list of training topics: OPA-90 Qualified Individual, Vessel/Company/Facility Security Officer, Visual Communications (Flashing Light), STCW Basic Safety Training, Medical Care/PIC, Fast Rescue Boat, Radar Observer, ARPA/BRM, Hazwoper, and ECDIS. At the bottom, contact information is provided: 'Contact us for a complete training schedule Tel: 508 830 5005 Email: cmt@maritime.edu www.maritime.edu/cmt

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International Seminar for Pilots of Ports and Channels in Chile

Both Simon Pelletier, IMPA and CMPA President, and Alvaro Moreno, IMPA VP and board member of Panama Canal Pilots' Association, were invited as special guests to address the above event, which was organised by the Department of Maritime Territory and Merchant Marine of Chile (DIRECTEMAR) in Valparaiso, Chile, on 18 and 19 August 2014 to celebrate National Pilots Day.

Alvaro Moreno's presentation focused on the expansion project of the Panama Canal from the perspective of pilots, on the progress of the expansion project and the apprehensions that Canal pilots have on the future operation of the waterway once the expansion work is completed. Captain Moreno also spoke on the conclusions of the pilots' organization he represents about the importance of involving pilots in the initial stage of decision-making in matters of pilotage and how, in the particular case of the proposed Panama Canal expansion, the absence of such consultation could affect the viability of optimal operational expectations.

The opening ceremony was chaired by the Director General of the Maritime Territory and Merchant Marine, Vice Admiral Humberto Ramirez Navarro, who in his speech said that the seminar was extremely significant for the Maritime Authority, because it allows for everyone to take a step back in their multiple functions and realize the value and importance for the country of having the presence of professionals and experts in marine science, who play a highly skilled yet anonymous role, is vital and strategic for the development of Chile's maritime power, directly influencing its development and growth. "Chile must be increasingly aware that our maritime area is

more extensive than the territorial and is not only an area for the extraction of marine resources for human consumption. The sea, our sea, offers countless benefits, from potential sources of energy, to a platform for communication and interaction with the emerging markets of Asia Pacific" said Vice Admiral Ramirez.

After the words of the National Maritime Authority, there was an intense and exciting program that included presentations by the international guests and the Director of Safety and Marine Operations; a visit to the "Arturo Prat" Naval Academy, the facilities of Hydrographic and Oceanographic Service of the Navy, and concluded with an event at the Naval Club, where the magazine of the Chilean Pilots, "Pelorus" was launched.

This publication is aptly named to set the right course to guides the work of the Pilots. In its pages "Pelorus" features local experiences, lessons, suggestions and comments, opinions and a graphic record of snapshots of situations faced daily by those in this distinguished profession.

"The information for the above was taken from articles published by DIRECTEMAR and El Boletín who kindly gave permission to reproduce it."



The SeafarerHelp helpline service



SeafarerHelp is a unique service that is available free of charge to seafarers of any nationality or gender in any location around the world.



SeafarerHelp operates a 24 hour per day, 365 day per year multi-lingual helpline for seafarers, and their families, who find that they have a problem and need help.

As a pilot, when you board the ship, you may be the first person that the crew has seen for some time. It would be good if you are able to let the crew know about SeafarerHelp by giving them some of our cards. The crew can then contact us in case they have any issues or problems. We will then work with partner organisations to try and get these issues or problems resolved.

In order to support the welfare of seafarers IMPA has agreed that its members may be able to assist us in our work by giving out our SeafarerHelp cards to ships' crews when they go on board. We have provided a few cards in the envelope enclosed with this edition of The International Pilot together with instructions as to how to receive a large supply of cards free of charge. We would be very happy if you were to give some cards out to crew members if you felt a situation needed support from us. The cards are credit card size and the idea is that the seafarer puts it in their wallet and uses it when they need to, which could be in many months' time.

The SeafarerHelp helpline is run by ISWAN (International Seafarers' Welfare and Assistance Network) a maritime charity supported by the ITF Seafarers Trust, The TK Foundation and Seafarers UK. The SeafarerHelp helpline has been operational since 1999 and is staffed by a team of 10 mostly part time staff who speak a range of languages including Filipino, Hindi, Russian, Mandarin Chinese, Turkish and Urdu amongst others. To make communication as easy as possible seafarers can contact the helpline by telephone, email, Live Chat, SMS text, Skype and Facebook.

The SeafarerHelp team provides a confidential service and will try to assist with any type of problem that a seafarer, or their family, has. The main way we help is by working in partnership with organisations that are in the country the seafarer is contacting us from and putting the seafarer in contact with them. We therefore work closely with the International Transport Workers Federation (ITF), National Maritime Unions, Apostleship of the Sea, Mission to Seafarers, other seafarer welfare charities, a range of maritime organisations

as well as Governments and other agencies. The issues that the team dealt with in 2013 are detailed later in this article but they include a wide range of professional and personal problems, including wages not being paid and difficulties over repatriation as well as seafarers being taken ill, having accidents or dying overseas.

To give you some idea of the reach of the SeafarerHelp team the following are some 2013 statistics:

- We dealt with 1,247 separate cases involving 6,473 seafarers of 72 different nationalities.
- We were contacted from 98 different countries around the world.
- In the year the SeafarerHelp team received 16,810 emails, 3,688 telephone calls, 806 SMS text messages, 761 Live Chat contacts, 151 Facebook contacts and one letter.

The main issues that seafarers raise with us are:

Non-payment of wages, late repatriation at the end of a contract and problems with contractual arrangements. Other issues include abuse or bullying, family problems, health problems, compensation, death and bereavement and general requests for information.

The SeafarerHelp team provides a valuable and confidential service to seafarers from all over the world, free of charge.

If you would like to find out more about ISWAN and the SeafarerHelp service please visit our websites at:

www.seafarerswelfare.org and www.seafarerhelp.org

Ray Barker

Head of Operations

International Seafarers' Welfare and Assistance Network

To give you some idea of the wide range of work the SeafarerHelp team undertakes the following are two of the cases that we dealt with in 2013:

Case study 1.

A Filipino chief engineer was in Chile when he was told by a Doctor that he urgently needed an eye operation otherwise he could go blind. He was extremely worried so he called the SeafarerHelp helpline and explained that the hospital had told him that they would not operate until they had been paid. The hospital booked him into a hotel to wait for his P and I club to approve his company's claim. The shipping company and the P and I club were based in Japan. The seafarer was very stressed because he was not sure he could get the financial approval quickly enough to save his sight. The SeafarerHelp team referred the situation to the International Christian Maritime Association (ICMA) in Chile who provided welfare support to the seafarer. At the same time we contacted the ITF inspector in Chile who contacted the shipping company in Japan and told them of the situation.

It took 3 days for the P and I club and shipping company to give approval for the chief engineer's eye operation to go ahead.

While waiting for the operation the chief engineer felt very isolated so one of our Filipino speaking team members telephoned him each evening. The chief engineer found talking to someone in his own language very comforting and reassuring.

The chief engineer's eye operation was successful and he returned to the Philippines.

Case study 2.

The pregnant wife of a Ukrainian seafarer contacted the SeafarerHelp line and complained that her husband had not been paid for more than 3 months. She badly needed the money to prepare for the impending birth of their child. We established that her husband and the rest of the crew had been abandoned in South Korea by the ship owner. The caller's husband agreed for us to refer his case to the ITF.

The local ITF inspector boarded the ship and arranged for it to be arrested by the maritime authorities. The ITF also arranged for the seafarers to be repatriated to their respective countries.

The Ukrainian seafarer was very happy to go home and saw the birth of his baby. A few months later he and all his colleagues received their outstanding salaries when the vessel was sold.

How the Brain of the Maritime Pilot Works?(!)

Rene Descartes in 17th century described animals as machines who reacted predictably according to external stimuli in their immediate environment in order to attain equilibrium or more practically to survive.

Three centuries later Ivan Pavlov, the famous Russian physiologist, went further.

In his famous "Dog experiment" he tried different stimuli on a dog to provoke his saliva secretion such as metronome, buzzer, bells, bubbling etc. and after each of such sounds, the dog was given food.

Now the dog's brain was conditioned in such a fashion that as soon a salivate. His brain remembered the earlier experience and reacted accordingly so that the ingested food gets the required digestive juice. The dog knew that it was time that the bowl is served. Thus, his brain was conditioned to salivate without the sight of food, which was a natural process.

Now the dog's brain was conditioned in such a fashion that as soon as he heard the sounds, he would salivate. His brain remembered the earlier experience and reacted accordingly so that the ingested food gets the required digestive juice. The dog knew that it was time that the bowl is served. Thus, his brain was conditioned to salivate without the sight of food, which was a natural process.

Surprisingly, humans also respond to the same stimuli. Most of us can look up at the sky and decide whether it will rain on a particular day and to carry an umbrella along. Humans have conditioned themselves to decide this.

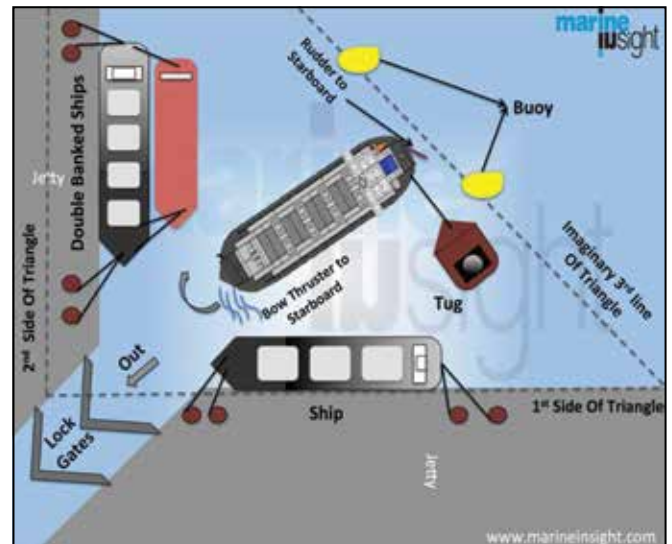


Image Credits: Captain Matt Glass – Houston Pilot

Similarly, a maritime pilot during his training and throughout his career, gathers information from different situations and the biological neural network inside his brain records it, triggering the neural pathways once an identical situation arises. The brain automatically responds to this somewhat identical external stimulus.

Counteractive measures pours out automatically and sometimes even unknowingly as there is hardly any time to think and respond.

Ship handling in an enclosed space like an impounded dock system entails a lot of nerve to overcome the fear of proximity or collision.



Suppose the third arm is an imaginary line where you have the floating buoys (Refer Figure). The situation is palpable.

Suppose a 150m ship is being turned in a somewhat triangular space of a basin where any two arms are not more than 400m in length. The basin is cramped by doubly banked ship berthed on the arms, leaving the maritime pilot with a tricky situation.

While the ship is being turned with the chief and second officers giving fore and aft clearance to the bridge, the pilot always uses this information along with those which he gathers following the shore transits.

The maritime pilot gives instantaneous orders determining the rudder-angle, the engine thrust and its direction, and the bow-thrusters or the stern-thrusters. He orders the assisting tugs as well from time to time and he does all of these without spending much time to think. Sometimes he is facing the stern, but he has clear idea of his port and starboard sides and he gives orders flawlessly. His brain is conditioned to such situations so that he can anticipate the impending danger well in advance and the neurons of his cortex churns out the right order at the right time to avoid a hit.

With time the maritime pilot learns how to counter the effects of wind on the ship's hull. With a high freeboard he will always be bodily adrift from the course. In enclosed harbor he may not always take the help of charts or other tools. Rather he follows shore objects as transit points and judges his position. A trained eye can even judge the SOG (Speed Over Ground) by seeing the reference points (be it a fixed crane, a light post, a tree, etc.).

Moreover, each vessel has her own peculiarity. The pilot either remembers them if the vessel is on a regular line and visits the port occasionally, or else he acquaints himself with her behavior as fast as he can. His brain adapts to her peculiarities and ingrains them in its consciousness. He applies them almost immediately till the vessel

is berthed. Though he has very little time, he has trained himself to adapt as quickly as possible to the varied situations he encounters day in and day out.



Image Credits : Photograph by Nasser Daefy

Thus, a pilot who is piloting in restricted space relies on his adaptability and with time his response becomes more accurate as he foresees a situation in advance. The synapses (a structure that allows a neuron to pass a chemical or electrical signal from one cell to the other) are more active in an adult brain than previously thought, and they rewire themselves in response to stimuli from the outside world.

Almost a decade ago a team of researchers from Cold Spring Harbor Laboratory led by neurobiologist Professor Karel Svoboda found out that "The brain operates with circuitry that is constantly changing in response to new demands." Prof. Svoboda recently said to the BBC that "However, we think that the plasticity in the adult is quite different, and much more limited, than that observed in the developing brain." Whereas in the developing brain the large-scale structure of neurons changes in response to experience, in the adult brain these structural changes are primarily local", reported BBC. The research came out in the famous Nature magazine sometime in 2002.

Thus, as long as the maritime pilot keeps himself mentally agile and physically fit, he can earn his bread without considerable stress.

Unknowingly, his brain stands guard throughout his voyage, preventing obstructions and ensuring a safe passage.

Amitava Chakrabarty
Dock Pilot of Kolkata Port Trust

Accident caused by modified hull magnet

An incident occurred in Port Angeles, Washington in September 2014 when a modified hull magnet disconnected from the ship's hull as the pilot began to climb the ladder and struck the pilot on the head, resulting in profuse bleeding and concussion requiring hospitalization.

The incident investigation by the US Coast Guard confirmed that environmental conditions were not a factor, and that the modifications to the hull magnets had reduced the holding capacity to less than 50% of that intended by the manufacturer.

The hull magnets had been modified so that one magnet could be used to secure the ladder rather than two: this is yet another deplorable example in the seemingly infinite pursuit of cost-cutting by shipowners. Disappointingly this was not an isolated incident as additional incidents resulting in injuries have been reported on other vessels at several different ports.



This was submitted by Simon Pelletier who took the photo when on the bridge of the "MSC ALYSSIA".

Simon was however pleased to see the new Ladder Poster displayed!

PPU Considerations - Some thoughts from Germany

When considering the acquisition of a Portable Pilot Unit (PPU) most pilots are thinking of a commercial off-the-shelf product to assist in navigation. But what exactly is a PPU and how can it support a Pilot and his organization in the best possible way?

The bare minimum of a PPU is a portable computer based chart display which shows the ship's position. But the chart information is also present in the pilot's mind, so what other information may a PPU provide? What is the best system and which other components should be considered?

In their study "THE USE OF PORTABLE PILOTING UNITS" (The International Pilot Issue 24 in June 2008) Dr. Lee Alexander and Michael J Casey showed that each pilot organization is facing different challenges and therefore requires different features and functions to meet the specific local requirements.

So let's focus on the various components which have an effect on the accuracy of the PPU, possibly adding value to the system.

- Navigation Software: Should be easy to use with some standard features and additional specific regional features (e.g. live tidal data, live current, wave height, and wind force).
- Computer hardware: Should be rugged, durable and portable, providing a clear picture under all light conditions.
- Charts: Should not only be up to date but should also be of the highest possible accuracy and provide more information than those charts available on board.
- Sensors: Should be as accurate as necessary for the job. Multiple sensors e.g. internal GPS and ship's data received via AIS-Pilot plug, as well as AIS via iP, can be compared against each other.
- Database / Safety Management System: Additional software helps to increase safety and efficiency in a pilotage organization by precisely providing all relevant information (e.g. comprehensive ship database, simplified invoicing).
- Overview of the pilotage area: Supplying the pilot with information concerning the whole pilotage system as nowadays we do not only consult a single vessel but have to take into account the whole pilotage area whilst piloting.

The Elbe River is one of the longest and most demanding pilotage areas in Europe. The pilotage area ranges more than 85nm from the German Bight to the port of Hamburg and includes all ports along the river. The brotherhood of Elbe pilots is responsible for about 50.000 ship movements every year.

Originally designed for the maximum size of Panamax ships the Elbe allows navigation of ships with a maximum draft of 12.8 meters at all normal tides. Utilizing narrow tidal windows incoming ships can be brought up the river with a maximum draft of 15.10 meters. Today the world's largest Postpanamax container vessels are using the Elbe River to reach the port of Hamburg. The safety margins do get smaller and smaller so pilots advice must be absolutely precise.

Size and draft are not the only aspects adding complexity to the pilotage areas on the North Sea. With a very high traffic density, narrow navigational channels inside the river bed, strong currents, frequently occurring strong winds and low visibility, fully ice covered in some winters, piloting requires proper planning. Many passages of the Elbe

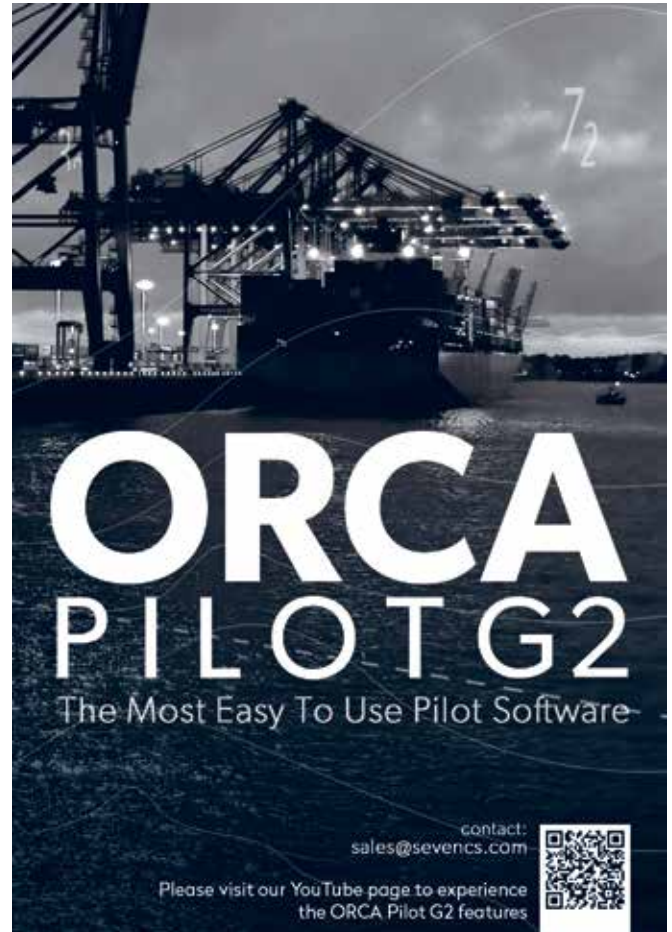
are too narrow to allow safe passing or overtaking of vessels of a certain size.

The fairway itself is subject to frequent changes in its bathymetry due to sediment intrusion and bottom mobility. Due to environmental constraints dredging a wider and deeper fairway is not an option and as a result each pilot has to be extremely familiar with the regularly updated bathymetric data.

"Our requirements for a PPU solution were not matched by any available product", says Capt. Lodemann who is chairman of the Elbe Pilots association. "Especially because we were, together with all other German Pilot organizations, looking for an integrated solution with database support".

Together the German pilot organizations decided to equip all their pilots with a customized solution that fulfils their requirements.

"With SevenCs we found a partner who has been taking up the challenge to transform Pilot expressed necessities into a customized navigation software called LiSY (in German: Lotseninformationssystem)." During the last two years all German Pilot organizations defined those needs and tasks and SevenCs transformed them into software making it



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the perfect fit for duty. It is easy to use and contains all important features required by nine river & harbour Pilot organizations. Ongoing development and interaction between pilots and SevenCs allows integrating regional requirements, new technology and standards. This ensures that the software will always remain state of the art.

One of the key features of LiSY is the facility to automatically download charts. For the Elbe pilots ChartWorld as a sister company of SevenCs has produced highly accurate Port ENC's for both river and ports. These charts are supplemented with weekly updated bathymetric ENC's, provided by the local waterway administration. Areas in the wider estuary of the Elbe are covered by official ENC's and adjacent areas are covered by ChartWorld Vector charts.

The chart update is carried out completely automatically whenever the PPU is online. This ensures that the pilot is always using the latest available data.

For the navigation on the Elbe River it was important to have an overview of all the traffic. Therefore the Bremen based company Trenz AG developed an online AIS feed based upon pilot owned AIS Antennas which was implemented in LiSY, allowing the pilots to look beyond the horizon and the AIS Range of the piloted vessel and monitor all traffic in the pilot area.

Another requirement was the live display of the tidal level and consideration in the chart display. This was achieved via an online connection to the official website of the waterway authorities. So the depth displayed on the PPU is an actual depth.

Combining the two previously mentioned features now allows to display and calculate the ERP (Estimated Rendezvous Points) which assists in the preplanning of meeting and overtaking situations.

The vendor continuously updates the software in cooperation with the participating pilot organizations.

In order to allow the pilot to access all relevant data during pilotage and to improve the efficiency of operation another partner was required. Trenz AG is acting as a system integrator and single point of contact for the pilots. Currently most of the computer hardware is ruggedized professional grade equipment from Panasonic. After installing LiSY, by configuring the chart account and pairing the bluetooth pilot plug Trenz AG adds the intelligence to the integrated system.

Using the Easylogic Database software Trenz AG has developed a Pilot Information Assistant (PIA). Besides document storage, live data and a ship database, PIA allows to do live voice recordings whenever necessary.

Using shared file technology LiSY and PIA can "talk" to each other. All data received via the AIS is automatically utilized in LiSY and PIA. This will allow the automated creation of an electronic pilotage receipt. Soon the Master will be able to sign on a prefilled form on the pilot's tablet. With no paper required the invoice will be automatically processed and sent out to the relevant organizations.

In using PPU the efficiency and safety of pilotage in German waters is increased and we are convinced that all contributing parties like pilots, administration and the shipping world do have a considerable benefit of the custom-built system – which keeps on developing to the upcoming needs of shipping.

An IMPA Foundation Stone **Gerald Alderson Coates 1926-2014**

The passing last November of Gerald Coates also sees the passing of another link with the earliest days of IMPA.

Born on 18th November 1926 in Sunderland, at the age of 16 in 1942 Gerald began his apprenticeship to become a Tees pilot, and thus began his career which was to last until his retirement at the age of 65.



Being elected as UKPA representative for Tees and Hartlepool District was the start of his long association with Pilot Organisations and during the time that IMPA was being formed, Gerald was already an active member of the United Kingdom Pilot's Association National Committee, working closely with Edgar Eden who became IMPA's first Secretary General.

In 1982 Gerald was elected a Vice President of IMPA and became deeply involved in drafting proposals to improve Pilot Ladder regulations, together with a host of other maritime legislation which affected his colleagues' safety and wellbeing across the world. Gerald was a diligent supporter of pilots' interests, always willing to listen to all sides of an argument but equally clear in his support of pilotage as a profession and the need for independent professional judgment.

In 1990 he was elected as an IMPA Honorary Member for his work and dedication to IMPA during his period of office as Vice-President, Chairman of the ITC and IMO Representation. Gerald was very proud that his son Richard followed in his footsteps as a pilot, working on the Humber.

The times of close acquaintance with the founding fathers of IMPA are passing now but we who succeed them owe a huge debt of gratitude to Gerald and his ilk who worked and fought so hard to ensure the pilots' voice was heard in the highest levels of maritime affairs. Those who carry on that task today build on the solid foundations that Gerald Coates strove so hard and so successfully to create.

Judges condemn seafarer fatigue

A US appeal court has overturned a milestone 2012 judgement ordering Maersk to pay damages to a chief officer who claimed that long hours and stress at sea had caused him to suffer a serious heart condition.

A US appeal court has overturned a milestone 2012 judgement ordering Maersk to pay damages to a chief officer who claimed that long hours and stress at sea had caused him to suffer a serious heart condition.

Former chief officer William Skye originally won a \$2.36m award after complaining that 'excessive hours and duty time' had left him 'overworked to the point of fatigue' while serving on the US-flagged containership Sealand Pride between 2000 and 2008.

The court heard that Mr Skye regularly worked between 90 and 105 hours a week, for between 70 and 84 days at a time.

In 2000, he was diagnosed with a benign arrhythmia and his cardiologist advised him to change his diet and rest more.

But his symptoms worsened in 2004 when Maersk began directly managing his ship, and his overtime hours increased by between 12% and 15%.

In 2008, he was diagnosed with left ventricular hypertrophy — a thickening of the heart wall of the left ventricle — and his cardiologist concluded that this was the consequence of 'continued physical stress related to his job, with long hours and lack of sleep'.

The cardiologist advised Mr Skye to stop working on the ship and in 2011 the officer filed a complaint against the company for negligence under the US Jones Act.

His original damages award, made by a jury in Florida, was cut to \$590,000 by another court before Maersk Line appealed against the decision.

Lawyers for the company argued that Mr Skye had discretion over his working hours and had failed to delegate duties properly.

Maersk also denied that its ships were undermanned, and insisted that it complied fully with work and rest time rules.

Now the US Court of Appeal has ruled that Mr Skye was not entitled to bring the claim against the company under US law — on the grounds that work-related stress and an arduous work schedule cannot be classed as 'physical perils'.

But the judges differed on the decision — voting two to one in favour of Maersk — and one called for the US Supreme Court to reconsider the issues. 'Being required to work 90 and 105 hours per week for 70 or 84 days at a time is hardly being given a safe place to work,' said circuit judge Peter Fay.

'I fail to see the difference between being given a defective piece of equipment and being required to work outrageous hours, in determining whether or not the workplace was safe,' he stated.

And circuit judge Adalberto Jordan pointed out that Mr Skye had persuaded a jury that his injuries were physical, not emotional.

'I would not read the Jones Act to preclude liability for an employer who makes a seaman work so hard and so continuously that he suffers physical injury in the form of heart disease, heart attack, organ failure, seizure, or stroke,' he wrote.

Nautilus senior national secretary Allan Graveson described the case as a further significant development in the campaign against seafarer fatigue.

'We have always argued that the issue of fatigue will be resolved in the courts and although it is disappointing that the original judgement was overturned, this ruling comes with significant qualifications and the appeal was only upheld on a technicality,' he said.

'Whilst the case may have been lost, the complaint that the condition was directly caused by Maersk's negligence was not disproved and the comments made by two of the judges are very significant,' he added.



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Hazardous occurrences related to incorrectly rigged pilot ladder

CHIRP - Maritime Feedback 03/2014

Confidential Hazardous Incident Reporting Programme (CHIRP) has received a report of hazardous occurrence related to incorrectly rigged pilot ladder.

Report text:

"Vessel was loaded, draft 8.5 metres, a short (approx. 5 to 6 rungs no spreader) Pilot ladder was rigged on the Starboard quarter. It was secured to the top rail with a side gate access for the deck. As I stepped on to the ladder it began to slip downwards and I quickly scrambled on board. I then checked the securing method, the AB had taken 3 turns around the top hand rail and secured this with a Half hitch. So as my weight came on the ladder the round turns just rolled out until the ladder came up on the half hitch. On arrival on the Bridge I explained what had occurred to the Captain and the OOW with a diagram. The Captain instigated a near miss report in the company's system and planned to have a tool box talk with the crew. I explained the correct securing is to the deck via Pad eyes and not to the rail. On arrival back at the Pilot Station, I completed a defect report which was sent to the MCA and the local harbour master."

In UK ports, before any pilot transfer is undertaken, Masters are required to make a declaration by radio that their pilot ladder meets the requirements set out in SOLAS. Pilots advise the MCA when they encounter sub-standard rigging of pilot ladders and this triggers a Port State inspection. In this case, the vessel was later inspected by Port State Control at Boulogne sur Mer and with no deficiencies found.

CHIRP contacted the ship managers and received a very prompt response. The managers had received a report from the ship, the vessel is equipped with a fully compliant pilot ladder with agreement made for the pilot to board on the port side but this requirement was changed and the ladder was then hastily rigged on the starboard side without appropriate oversight by an officer. The managers had advised the Master, he must make a full appraisal of each situation and take appropriate action prior to embarking a pilot and to always use a certified pilot ladder.

The procedure for the rigging of the ladder was reviewed by the company's MAROPS department, they then adjusted their SMS procedure and included detailed reference to the IMO/IMPA recommendations. Copies of all relevant documents were shared with CHIRP.

This report is a good example of a positive response to a hazardous occurrence. Whilst the Captain is on the bridge, the officers are responsible for the ladder to be rigged correctly. The amendment to SOLAS 1974 adopted in 2010 states 'The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.'

CHIRP suggests a similar approach should also be adopted on fishing vessels when making arrangements to allow personnel to board at sea.



No Caption Required



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IMPA members are entitled to receive a 15% discount on the cost of Registration and the Gala Dinner.

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Pilot Ladder Safety

A small victory for pilot safety was achieved in Tees Dock recently. At the beginning of November Capt Don Cockrill reported on the MV "Gerda", which has a system for securing the pilot ladder where the ladder side ropes are compressed on to the deck by a metal rod, with the belief that the ladder step is then unable to pass/slip past the bar.

This system does not appear to comply with current regulations primarily because the metal rod is simply that – a bit of home made steel with a handle welded on one end. There is nothing to stop the rod vibrating loose and consequently nothing to stop the ladder and pilot falling overboard if the rod fails.

Interestingly there were 2 perfectly placed pad eyes on the deck for securing the ladder using shackles, but the crew man, not an officer, who rigged the ladder looked extremely confused when asked where the shackles were.

The pilot took the Master to the pilot ladder after berthing and explained it all to him – he was in complete agreement and hopefully the shackles were in place for departure.

One week later, Andrew Knox, Tees Pilot, reported:

"I attended the Gerda in Tees Dock today to move the ship, and they were undergoing an MCA Port State inspection because of the report on the pilot ladder. I subsequently sailed the vessel later this afternoon and the Master and crew had been 'retrained' by the MCA – the ladder was made fast to the strong points, and the Master informed me they would not be using the steel bar in the future."



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Book Review

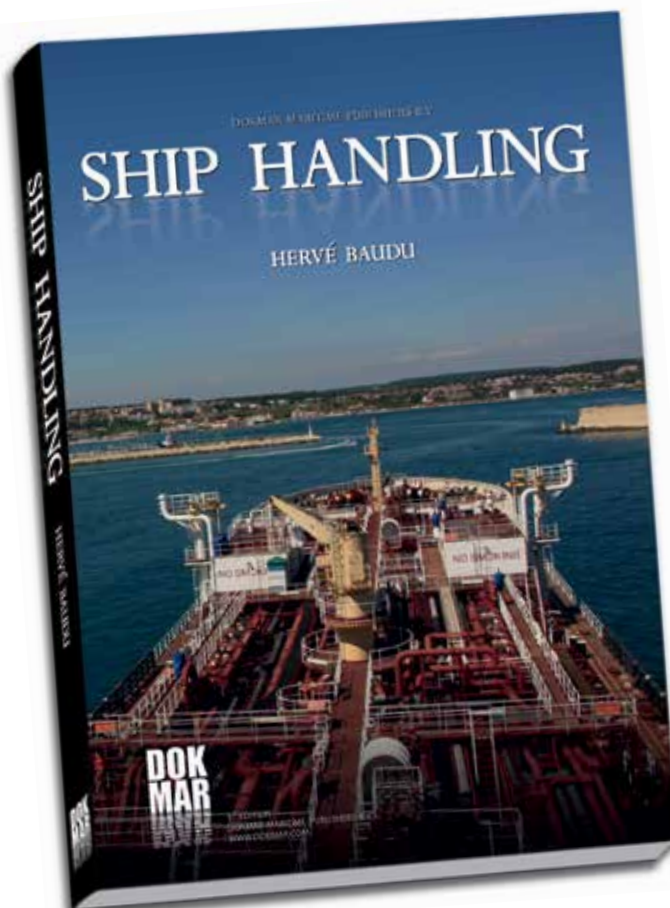
Arising from the STCW convention is a requirement of knowledge of manoeuvring required by deck officers and this book on Ship handling analyses all aspects of a vessel's manoeuvrability, whether passing through open water or confined waters.

The book consists of three parts. The first sets out the ship's capabilities and its manoeuvring gear; the second considers the forces which set the ship moving, and the last one describes the ship as it manoeuvres (mooring, sailing in shallow waters, port manoeuvres, etc.). Particular attention is paid to the behaviour of a vessel subject to external forces, with a basic approach to these concepts suited to novice pilots, together with a more thorough study into ship dynamics, of interest to seamen more familiar with the subject.

The book is aimed at students at maritime training schools beginning to train in ship manoeuvring, as well as experienced ship handlers who wish to further their own skills in this extensive area.

The book was awarded the "Grand Prize" of the French Maritime Society in 2012.

Nick Cutmore
Secretary General
International Maritime Pilots' Association





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Credit photos: Arnelia, Schenck, Michel Vaug, DPA, L'Entreprise

New Operations Centre for Santos Pilots

With the establishment of the Center for Coordination, Communication and Traffic Operations (C3OT), Santos Pilotage Services has solidified its position as one of the most modern and advanced pilotage service providers in the world.

Video cameras strategically positioned along the Port, cutting-edge meteorological and oceanographic equipment designed to measure wave height, wave period, direction and speed of local currents and winds, tidal range and visibility, will allow a real-time and thorough monitoring of the Port of Santos channel throughout its 20 kilometers and 67 terminals and berths. The aim: to ensure greater agility and safety in the maneuvers of the ever growing-size ships that call at this port, and which require extra caution when navigating the narrow and winding stretches of the Santos channel.

Although such systems are already present in other modern ports around the world, the port authority is responsible for their implementation and maintenance. Pilotage companies are in charge of the service in some cases, but Santos Pilotage Services will be the first to own the equipment, which is considered the most advanced in the world.

Until now monitoring has only been done by AIS (Automatic Identification System), a transceiver that broadcasts information about the ship and her position (size, position, heading, speed, final destination and type of cargo). The new Operations Center will continue to make use of the AIS, but now integrated to the video camera system and meteorological data.

In order to improve the safety in a channel where ferries, yachts, fishing boats, passenger boats and an increasing number of large-size ships share the traffic, twelve video cameras have been positioned to cover the entire channel and terminals. With all this equipment, it will now be possible to monitor the ship throughout her passage, relying on resources such as image zoom for detailed analysis of each maneuver.

The C3OT receives real-time broadcast images and displays them on a video wall with ten 46-inch LCD screens. In the case of an emergency, the pilot will be warned via radio right away. A stronger wave or a storm surge, for instance, could affect the sea conditions, and this new equipment will show the exact situation in real time. Tidal heights will also be monitored in real time from five stations positioned along the channel. The new equipment also features a visual range monitor which will help prevent low-visibility situations due to sudden fog formation that could affect navigation safety.

All pilot boats are equipped with AIS, and one boat will be in charge of the constant monitoring of the area, informing the C3OT via radio of any abnormal events such as ships moored with slack mooring lines, evidence of oil spills or the presence of obstacles in the berthing area.

NEW STATION

The Operations Room on the third floor of the Santos Pilot Station building enjoys a wide view of the channel and has at its disposal: a video wall, three consoles totally equipped with communication and data input systems, a system that is able to integrate all the other systems and a Situation or Crisis Room. The operations are carried out in a highly functional and hermetic environment, with a wide view of the channel and an access control system. The crisis room is where

pilot briefing takes place and where the managers and directors, who are in charge of following-up a possible crisis, meet. It is in line of sight of the C3OT consoles so that everyone benefits from all the visual aid coming from the video wall and receives all the information needed for decision-making.

Crisis Management is carried out when a navigation event or accident exceeds the scope of competence of the regular operational regimen of the Operations room, or when the issue to be dealt with should have grater implications for the community. When this happens, a board of managers and directors will meet up to help the Operations Room team make decisions, as well as to support the deployment of special resources usually needed during extraordinary events. Local Maritime and Port Authorities shall be invited to follow the activities 'in loco' in the crisis room.

PRECISE GUIDELINES

While an operator is in contact with CODESP (State of São Paulo Dock Co.) to receive all data concerning the maneuvers to take place during the day, another operator is collecting data and images of the sea conditions previously obtained by the pilot boat patrolling the channel. With all this information they can plan maneuvers, observing the ships' restrictions, authorizations for docking/undocking and all draft and tide conditions. Once the maneuver is authorized, the pilot comes to the C3OT and visualizes all necessary data on the iPad or on the Service Schedule screens and checks the operational conditions. At the top of the video wall, they can check information about the maneuvering conditions established by the local representative of the Maritime Authority, as well as information about the ship traffic along the channel.

The patrolling boat records a number of different events or situations that could affect the safety or punctuality of the maneuvers or cause seawater pollution. All data are then sent to the Operational Manager, who takes the necessary measures, alerting the local authorities in good time.

SIMULATED SITUATION

A given ship is leaving port and the pilot on board observes high, long-period waves, raising concerns about the ship touching the channel bottom. Immediately, the operator who is following the maneuver uses a wave meter to measure the wave period. Next, he sends this information to the Operational Manager and to the pilot. After analysis, the Manager sends the information to the local representative of the Maritime Authority so that the maximum safe draft can be established for as long as the situation remains.

PILOTAGE BEYOND MANEUVERINGS

Responsible for maneuvering ships in the ports of Santos and São Sebastião, the contribution of State of São Paulo Pilotage Services has been paramount for the record exportation figures in both ports. Officially, pilots must keep only one operations center (pilot station) and boats for their transport from the station to the ships. In practice,



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however, pilots have invested high amounts to ensure greater agility in the job of traffic coordination.

Currently, 51 pilots work in the Port of Santos. Ten apprentices are going through their qualification stage, during which 600 maneuvers are required before they are awarded with their permanent licenses. All of them had been selected through a selection process undertaken by the Maritime Authority, who is also responsible for fixing the number of pilots in each Brazilian Port.

State of São Paulo Pilotage Services performs over 12 thousand maneuvers per year, and its infrastructure depends on the modern C3OT, equipped with the most advanced technology currently available.. One hundred employees, a shipyard and 18 boats support all the activities. The service is available 24 hours a day, 365 days a year. The organization keeps this entire infrastructure in order to meet a hypothetical peak situation of 120 maneuvers per day, which would guarantee that no ship, under any circumstance, would ever be left unassisted due to a shortage of pilots. The annual average number of maneuvers is 32 per day.

VERY HIGH LEVEL OF SATISFACTION

State of São Paulo Pilotage Services surveyed ship captains and onshore organizations and confirmed the express approval of the services provided by its pilots: 97.04%. An equally high rate was also recorded regarding agility and efficiency: 95.20% understand that their needs are well matched. The annual survey has two aims: to get to know how our clients evaluate our services so that occasional faults can be fixed, and to evidence the assessment, which is a requirement to keep the ISO 9001:2008 accreditation. In 1998, Santos Pilots was the first pilotage service provider in the American continent to be certified by the quality of its services.

MORE CARGO, FEWER AND BIGGER SHIPS

Up to year 2000, most ships that had been operating in the Port of Santos had a tonnage between 10 and 20 thousand. Their size, 160 meters in length and 25 meters in beam, was considered large then. Thirteen years later, this picture changed dramatically; in 2013, the number of maneuvers with ships of more than 50 thousand tons skyrocketed, reaching 2,900.

The size of the ships practically doubled, reaching lengths of up to 336 meters. It was as if one FIFA standard football pitch had been added to the old vessels. The navigation channel did not follow such growth, remaining practically the same and even narrower in some stretches. Larger ships in the same narrow channel force the pilot to work under a high-risk situation, which requires the highest level of expertise in order to ensure that the traffic flows with safety and agility.

Results: in 13 years, a 331% increase in the number of containers and 165% in the general cargo handling was recorded, in spite of the number of ship calls having gone up by only 62% during such period. The variation observed in the past five years is even more significant. From 2009 to 2013, there was an increase of 50% in the number of containers, an increase of 37% in tonnage and a decrease of 10% in the number of ships.

The inauguration of the new Center for Coordination, Communication and Traffic Operation of State of São Paulo Pilotage Services reinforces the historical effort that the organization has made to overcome the hurdles that could come to jeopardize the traffic flow in the nation's largest and most important port.



Drawing a line - why pilotage must be exempt from competition

By Michael Grey

Pilots' standards, training, qualifications and experience are critical to safety at ports.

What would you think if your ship, upon arrival in port, approached the berth and was faced with a row of bollards, each painted in a different, distinctive colour, the pilot informing you that these were competing units and each priced slightly differently?

He then explained that because of complaints about the high price of tying a ship up in this port, the local authority had decided to open their quayside to competition, in the expectation that this would encourage the costs to move in a downward direction. Several companies had risen to the challenge, taken up the franchise on a length of quay and were offering cut price bollards for arriving ships.

I'm always slightly nervous about suggesting some truly crazy notion in these columns, lest, in this imaginative industry, some entrepreneur among the Lloyd's List readership will seize the idea as his own and within weeks "Bollards R Us" will be launched on a mystified port sector. The very idea is so nonsensical that I am probably on safe grounds.

Adequate arrangements to hold a ship alongside the quay might be considered part of the apparatus which constitutes a safe port and nobody is going to argue with this proposition. Mind you, there are some concerns being expressed about the strength of quayside bollards after some ships in notably exposed berths have been blown across the harbour, despite having deployed every available rope and wire along with the captain's shoe laces. This seems a matter of civil engineers and naval architects failing to speak the same language, or perhaps talking to each other at all, as ship sizes (and windage) increase and berths built where shelter is limited.

There also some new mooring equipment that is being developed that will hold a ship alongside with suction pads and even clever devices that will keep just the right amount of tension on a mooring. But none of this is anything to do with competition. I just get easily diverted.

But if bollards are indisputably safety apparatus, how do you feel about pilots? They are aboard ship to employ their specialist local knowledge and ship-handling abilities to keep the vessel safe. They constitute human additions to safety, probably more so than ever, ships' manpower being cut to the bone in our cheeseparating era when nobody earns enough from a ship to man them adequately.

Those with a penchant for history may hark back 150 years or so, when there was competition in pilotage and an arriving ship would be met by a number of cutters and the shipmaster would haggle until he found a pilot would do the job at the price he was prepared to pay. But reasonably enough, in time, the sheer inefficiency of a pilotage service in which safety was a secondary consideration saw its demise and a properly regulated system would emerge in pretty well every part of the world. Standards, training, qualifications and experience, proper supervision and a sensible career structure for pilots would henceforth be the pilot's lot, and the industry has been the beneficiary of this over the years.

I suppose it is just a characteristic of the market economy; everything having its price, that encourages us to believe that the case for competition in everything is unarguable. For some years there have been efforts in some quarters to impose competition on pilots and in some places this has already taken place.

There is a common pattern to this process, addressing the demands of ship operators who will always complain about the costs of pilotage and the injustice of having it imposed upon them compulsorily. They tend to believe that a pilot ought to be an optional extra and despite a long training and superior qualification, should be paid no more than the chaps who haul in the lines and drop their eyes over the aforesaid bollards. I would never suggest that shipowners are not safety-focussed; just that when the subject of pilotage arises, their vision becomes blurred.

Parts of Australia and Argentina have gone down the road of competitive pilotage and the Danish service seems sadly to be following them. If there was a compelling case, that in these places the handling of ships was being undertaken more expeditiously and cost effectively, there might be some reason for looking more closely at competition, but this is not so. The customer does not seem to be paying any less for the pilots, even though their earnings have steeply declined, while the attractiveness of pilotage as a career in these places has slumped, with fewer candidates coming forward. My money is on the Danish pilot services going the same way.

There are compelling arguments about the probable effects on safety and these are hard to ignore. Will the competing pilotage companies put pressure on their employees that might result in them doing something that is rather less safe? If I was facing a hip replacement, would I rather be operated upon by a surgeon happy with his working conditions, or one who was worried about a 30% salary cut? I think that is a perfectly reasonable analogy. We have seen what an over exposure to "targets" led to in so many of our professions – why should pilotage – a profession in which judgement, spatial awareness, experience and knowledge are paramount – be any different? I have a lot of friends who are pilots and hope that they will not be too angered by me comparing them to bollards, but the safety case is not dissimilar.

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IMO Secretary General to Stand Down

The leader of the International Maritime Organization, Mr Koji Sekimizu, has announced that he will stand down at the end of his term next year. He will not seek a second four-year term due to the serious illness of his wife.



IMPA Secretary General Nick Cutmore and IMO Secretary General Mr Koji Sekimizu at the Reception to celebrate World Maritime Day 2014 on 25 September.

Winner of the 'Worst Ladder Competition'. Just because it says tested doesn't mean it is safe! Note spreader length as well as condition.



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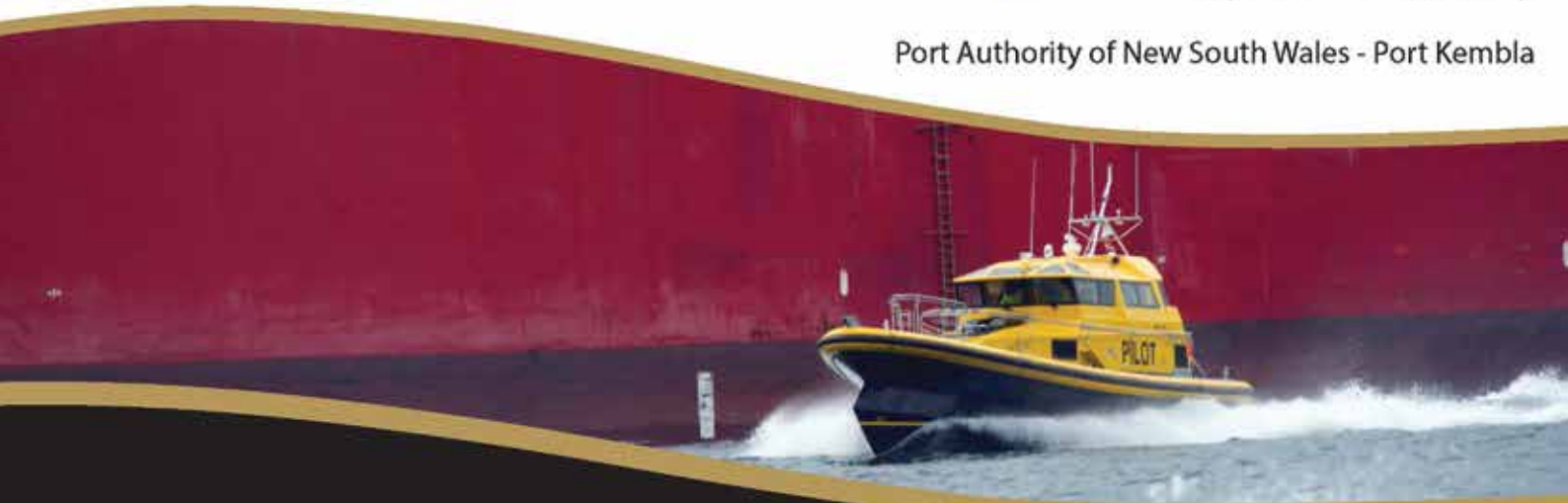
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