

Opening Brief

Hello I am Captain Dennis Robinson, Master Mariner and former Deep Sea Pilot

Etc

| ADSPA Licenced Pilots at January 31st 2015 2015 2014 Trinity House, London 28 (30) 29 Trinity House, Hull 9 8 |
|--|
| Trinity House, London 28 (30) 29 |
| |
| Trinity House, Hull 9 8 |
| |
| Trinity House, Newcastle 7 7 |
| Total UK Licensed DSPs 44 44 |

Statistics for this year

(London have subsequently licenced 2 new pilots)



All pilots licenced by our Authorities are required to attend a revalidation interview every year

In general this is in January and the subsequent licence runs to 31st Jan the following year.

We check:

- Certification
- Ensure on-going competency;
- Knowledge of recent Changes;
- Any other specific pilotage issues and
- Most importantly feedback from the pilots with regard to – "the world out there"



Here we have an example of feed-back we are receiving from pilots regarding bridge systems and use of technology.

The pilot, looking out at the front of the bridge, had noticed a lot of activity, concerned faces searching with binoculars etc

On looking at the ships ECDIS display he saw this situation.

The clip of the ECDIS (left) shows a vessel close on the Starboard bow (CLICK) and another crossing from Port (CLICK).

In fact when you look at the radar display (CLICK) there were no ships in these locations

It turned out that the display had locked with both current and some historical data.

Rebooting the system resolved the issue. Fortunately is was a nice clear day, there was nothing there – imagine the confusion and possible actions in reduced visibility.



We are concerned with lots of issues surrounding technology and also other increasing dangers offshore.

Here we have a cadet taking a bearing with a windfarm in the distance, off the Thames Estuary.

We have quite a lot of renewables off our coast increasing the dangers to be encountered.



The Navtex, an important tool, delivering Maritime Safety Information. The Pilots advise us that rarely is new information charted on the electronic chart. You will all remember putting pencil to paper chart when new information is received. It is a fact that in general with the electronic chart it goes into the "too difficult box"

It is very easy to make use of "user objects" and during revalidation we are encouraging pilots to spread the word.

(Click)



The Southern North Sea, off the Thames

(CLICK) The gap between a wind farm extension and a proposed site is only 1.9 miles, not enough!

(CLICK) To allow for the Windfarm extension the TSS was also extended



Traffic 2 months before the extension, (CLICK) from here (CLICK)



and traffic 2 months after. Most vessels behaving, but not all. The red track show a vessel that altered course at the old termination of the TSS

(CLICK) WHY, his passage plan was indeed done but I suggest he used the one from last voyage, easy input with a memory stick

(CLICK) Officers are carrying plans from ship to ship, and not all fit the bill! (CLICK)



Mariners are increasingly taking themselves closer to danger

DS Pilots area advising us of some very questionable planning (CLICK)



Slide 11 Trinity House buoys off the UK east coast (CLICK)



Here we have the track of a vessel proceeding South towards the Dover strait.

Close to the East Goodwin Light Vessel (CLICK)



Slide 13 Too Close (CLICK)



Slide 14 Much too close (CLICK)



Follow the "red" line is now taken to be normal, any deviation is considered a problem! (CLICK) (CLICK)

| UK Association Of Deep Sea Pilo | tage Authoritie | es 📲 | 6 | - | Interr | nal | Incident Recording Form: |
|---|-------------------------------|---|--|---|--|--|--|
| JK Deep Sea Pil | lot Incident R | ecord | | | | | |
| 1. Deep Sea Pilot's C | ontact Details | | | · · · · · · · · · · · · · · · · · · · | | | |
| leep Sea Pilot's full name | 1000 | | | 5. Incident Details | i . | | |
| leep Sea Pilot's Licence Numb | | | _ | Date and Time of Incident | Date UTC | Tree I | Digit Time Jone Select |
| Deep Sea Pilot's contact telephone No. | | | General Area where the incident occurred | | | A second s | |
| Deep Sea Pilor's Agency Select Agency | | | Position where the incident occurred | Latitude III* | N Longitude | In the second se | |
| 2. Vessel Details | | | | Nature of the incident | Select one | | |
| interio Name | 1 | MO Number | Б | Heading/Speed/Depth at time of Incident | Heading (*T) | g Speed (ater) Kts. | 6. Instructions |
| | Vennel Type | Name of Master | H. | Name of the Other Vessel (If appropriate) | Type | Sections | C. Instructions |
| leepest draft (m) | | Vessel's condition | 3 | Principle chart type in use by piloted Vess Chart Type in use by DeepSea Pilot (if any | | | Purpose of the UK Deep Sea Pilot Incident Record |
| elect checkbox if there was th | ere any condition restriction | ig the vessels manoeverability an | 1 | | | | The purpose of this form is: |
| | iou characters) | | | Describe the damage or loss incurred, if kn | own (Max 200 characters) | | To assist UK licensed Deep Sea Plots in collecting information, which may be required in the event of an enquiry into an incident occurring during the time a Deep Sea Plot is on board a vessel. |
| | | | | | rading up to the incident, the incident itself and subse | | As an aid to compliance with Regulation 5.8.1 of the Rules and Regulations made by the Association of Deep Sea Pilotage Authorities of the United Kingdom (January 2011) ("the Rules"). |
| | | | | characters) | and the rest of sectors of sectors | | Instructions |
| 3. Details of the Voy | age | | | - | | | This record should be compiled and submitted when a Deep Sea Pilot considers that an incident has occurred which |
| Part of Origin | 1000 | Destination Port | | | | | would require him to do so under the Rules. |
| Place or Port Deep Sea Pilot Imbarked 1. Weather and Tida | Conditions at th | he Time of the Incide | ent | | | | For the purposes of determining when to submit a report, an isolation is an occurrence during the course of deep-see photoge of an action or condition which was unphaned or unintended and which restucted by, a could have restured is, playy or death, damage to the vessel under photoge or another vessel or water pollution as a result of a hul breach and/or submode of the maximum state of the submode |
| | | | | | | | This record should be compiled as soon as practicable after the incident has occurred. |
| Vind Direction (*T) well Direction (*T) | | Wind Speed (average) Knots Wind Speed (Gusts maximum) Kr | nots | | | | This form is protected and only the shaded fields are available for data entry. To move between fields use the TAB key. The form should be saved each time data is entered. |
| Istimated Swell Height (m) | | Estimated Total Sea Height (m) | | | | | Any narrative should be as brief as possible with only the facts as known, personal opinions must not be included. |
| idal Flow Direction (*T) lelection check box if visibility : Seneral weather conditions | | Tidal FlowRate (Knots) Visibility | | | | | Once the record has been completed is should be printed out, signed and malked to the licensing authority to which the Deep Sea Rick is registered. The address of each usk licensing Authority is as follows: Director of Rickage, This divergences of the hull Thing recourt, Thing Hosse Leen, Hull, Hull 200 Director of Rickage, Thing Involut, Towar Hill, school CDN Addres Marrino Director, The Thing Yook and Hull Thing record Coles, Newcastle-upon-Tyre, NEI 3DQ. |
| | | | | | | | A copy of this record is to be retained by the Deep Sea Pilot. |
| | | | | | | | If recessing, the completed record may be enabled to the approximate licensing authority: <u>Control enables in the completed record in the second s</u> |
| | | | | Signature | | | When the original signed copy is not forwarded, then the Deep Sea Pilot must retain this record in the event it is required by the Licensing Authority. |
| | | | | | | | Note: Pilots should retain the following supporting documentation, if appropriate: |
| | | | | | | | (a) travisi in Deep Sea Pilot's bridge book (b) Dightal phrotographs (c) Audio recording the statistical of the statistical of the statistical of the statistical of the statistical (c) the relevance contemport analous records available to the Deep Sea Pilot |
| | | | | | | | Note: In the event of a serious incident the appropriate licensing Authority should be notified as soon as possible after the incident. In such circumstances, the completes form should follow when the information has been collected. |

We have developed an internal Incident Record form (CLICK) (CLICK)

This form does not and must not replace the ships formal responsibility to report but ensures that we have a common format for our pilots to use. (CLICK)



We now have a mature Deep Sea Pilot Examination process, for new Pilots

| Candidates Name: | | | Date: | | - | |
|---------------------|-------------------------------|----|--|------------------|---------------------|--|
| Section ed Y / N | | ed | Examination note | Score 1 to 10 | Exam Checkist: | |
| 1a | Documentation | | Documentation <u>must</u> be sighted and valid | | | |
| 1b | Bridge Book | | | | Based on the | |
| 2a | Limits | | | | | |
| 2b | Baltic Regulations | | | | requirements of | |
| 3 | Polluting Cargo - Regulations | | | | | |
| 4a | Preparation | | | | our syllabus | |
| | Boarding | | | | | |
| 40 | Master/Pilot exchange | | | | | |
| 5 | Voyage – 1 | | Always Brixham to Rotterdam | | | |
| | Voyage – 2 Voyage – 3 | | Additional voyages, asked as required: | | | |
| | | | combined assessment | | | |
| | Voyage – 4 | | | | | |
| 6 | Ports | | | | 그는 것 같은 물질을 가지 않는 것 | |
| 7 | General Routing Questions | | General discussion item with no score | | | |
| | | | Total Candidate Score | /100 | | |
| Ge | neral Examination Comments: | | | | | |
| | | | | | | |

At each exam we have a common exam checklist to ensure all pilots are measured against the same criteria, based on our syllabus. Pilots are required to achieve an overall passmark 0f 75%. Pilots must also achieve at least 70% on questions 3 & 5. (CLICK)



We have produced a dedicated Exam Power Point which takes the examinee through all sections. (CLICK)



For each of the designated sections we have accompanying Examiner notes to cross check against the answers given, again to ensure full coverage and uniformity for the exam. (CLICK) <section-header><text><text><text><text><text><text>







The process allows us to go as far as we wish with voyage questioning but we will always ask Voyage 1 plus at least 2 others. The flexibility of the approach leaves us able to take the exam as far as necessary whilst still retaining a common structure.



Detailed chartlets are used within the powerpoint, clicking on regional hyperlinks as necessary.

The pilot is encouraged to approach the screen and explain his description of the voyage plan.



Specific Pilot Boarding requirements are again covered in detail, once again covering as many as required to ensure competence.



Finally we have a round-up of any general areas to ensure we are totally content with the Pilot's competence. (CLICK)

| DEEP SEA AND COA | STAL PILOTS | | | | | |
|---|---|---|---|--|--|--|
| NOTES: (1) Licensed Deep Sea Pilot (2) Also available for vessel: (3) Pilots can board or land : | s transiting the English Ch | nannel and North Sea to Bal | tic Sea (Skagen). | | | |
| CONTACT DETAILS: Call: VHF Channel: | Brixham Pilots | HAMMOND DEEP SE | A PILOTS | | | |
| Telephone: Fax: E-mail: | +44(0)1474 8144 | (1) Licensed Deep Sea Pilots available for all N European and UK port calls. (2) Also available for vessels transiting the English Channel and North Sea to Baltic Sea (Skagen). (3) Pilots can board or fund at any nort within this area. | | | | |
| Website: HOURS: H24 | www.dscp.net | CONTACT DETAILS: Call: VHF Channel: Telephone: | Brixham Pilots Ch 09 16; 09 +44(0)1304 248324 | | | |
| PROCEDURE: (1) Notice of ETA: Vesse (2) Vessels should contact f (3) Deep Sea Pilots boar (a) Vessels with a drau | Brixham Pilots on VHF C rd as follows: ght more than 18m: 4 n r | Fax: E-mail: Website: | +44(0)1304 240374 pilotage@georgehammond.pic.uk www.georgehammond.pic.uk | | | |
| (b) Other vessels: In p | | (2) Vessels should contact f (3) Deep Sea Pilots boar (a) Vessels with a draw | Is should send ETA 48h in advance to the Pilot Station advising and updating ETA Brixham and port(s) of destination. Srixham Pilots on VHF Ch 09, 2h before arrival. rd as follows: ght more than 18m: 4 n miles due E of Berry Head soliton 50/25/001 3/25-70W | | | |

On a separate issue.

The UK Admiralty List of Radio Signals contains details of the entries for Brixham, etc.

We note that there are differences in the format of entries in general and we would welcome discussion across all of our sectors to achieve a common approach for the Mariner to access the required information. (CLICK)



Conclusions:

1 - We would like to share our findings and also request that you raise some of the issues raised with your pilots. For example the plotting of Navtex data on electronic charts and passage planning

2 – The exam process is working well for us and we would welcome comment.

3 – We hope that we can easily resolve the ALRS issues

4 – We attend the UK Safety of Navigation Committee, a forum that allows us to raise general Maritime Safety Concerns and are happy to share feedback from you as appropriate.