Newcastle   London   Hull

UK Association of Deep Sea Pilotage Authorities

Captain Dennis Robinson,
Trinity House, Hull

ADSPA Licenced Pilots at January 31st 2019

	2018	2019
Trinity House, London	28	31
Trinity House, Hull	9	9
Trinity House, Newcastle	7	7
Total UK Licensed DSPs	44	47

We continue to work with our enhanced examination and revalidation processes, as described to you last year

Once again reliance on technology continues to be a focus of our Deep Sea Pilot Revalidation interviews

<u>Issues encountered by our Pilots:</u>

- Reliance on AIS

- Micro Management from ashore
  - ❖ A reluctance to deviate from the "red line"
  - ❖ A reluctance to anchor without calling the office
  - ❖ Pre determined passage plan – by the office

- Use of engines "prohibited"

- Pilot ladder rigging errors

Use of AIS for collision avoidance

The Ronez appeared, from the AIS symbol, to be heading North
It was actually proceeding in the SW bound lane of the TSS!

E N G L A N D
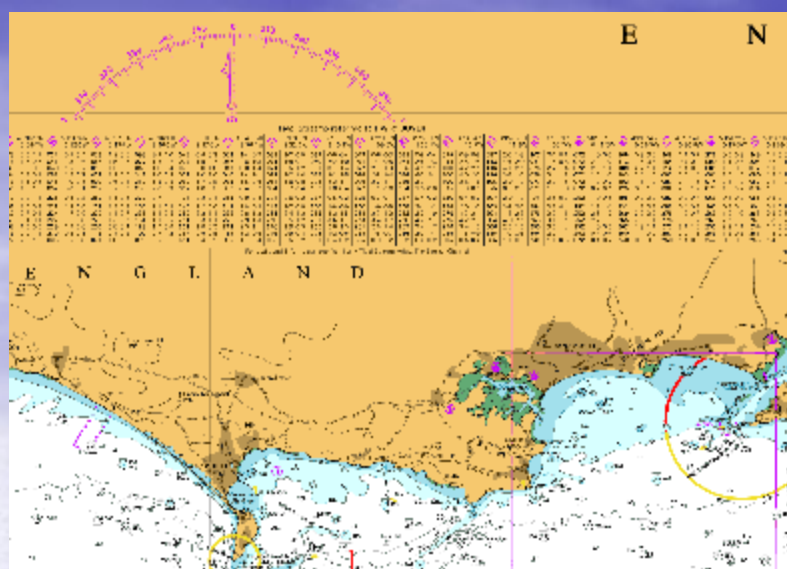
BETWEEN THE OFF CASQUETS SCHEME
AND THE GREENWICH MERIDIAN

Ships crossing the easterly or westerly
recommended directions of traffic flow should do
so on a heading as nearly as practicable at right
angles to the general direction of traffic flow.
Ships joining or leaving the main flow should do
so at as small an angle as practicable to the
recommended directions.
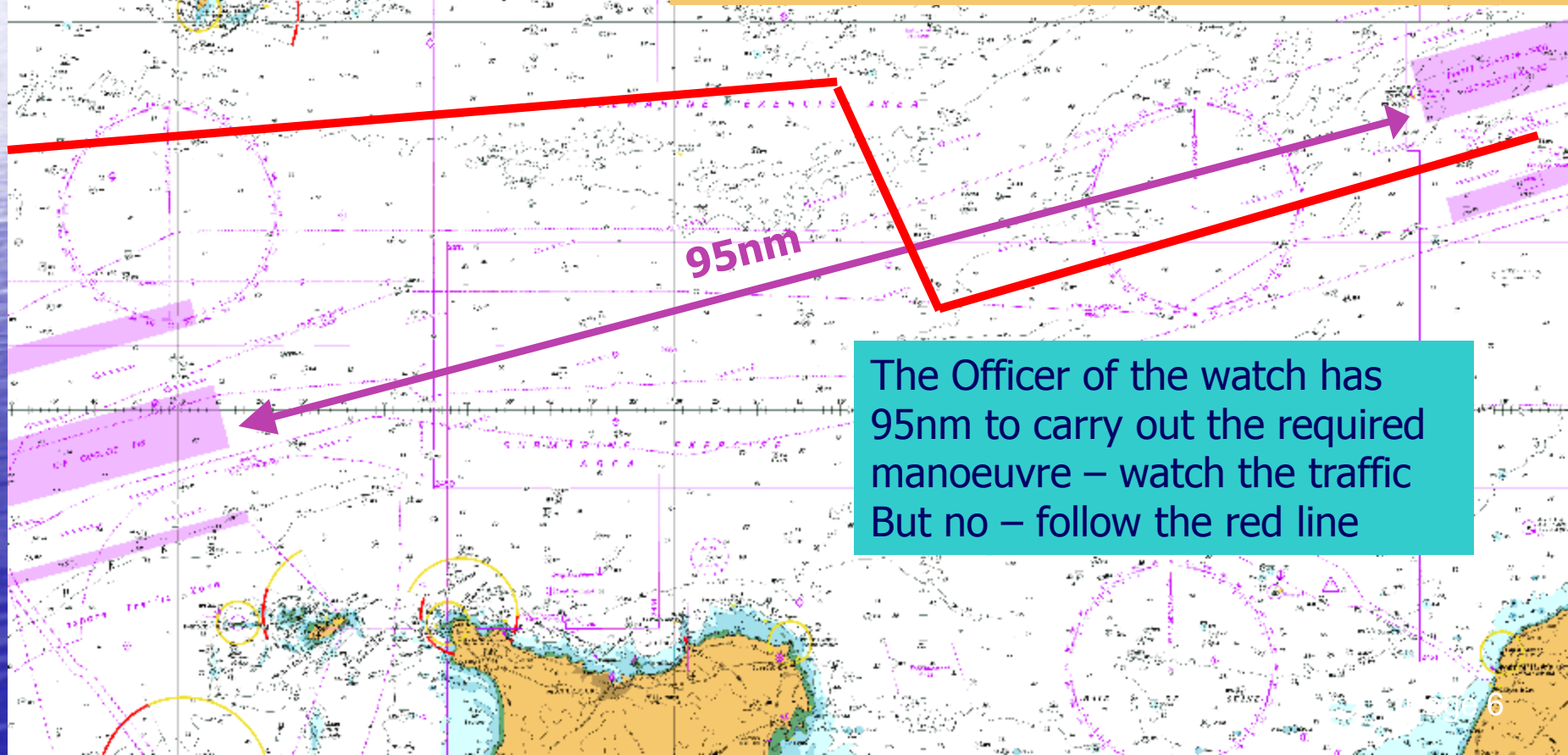
95nm

The Officer of the watch has
95nm to carry out the required
manoeuvre – watch the traffic
But no – follow the red line

What risk mitigation control measure does a precautionary area deliver?
We suggest that if vessels were required to have their engines ready for immediate manoeuvre it would at least make sure the engines can be used when required
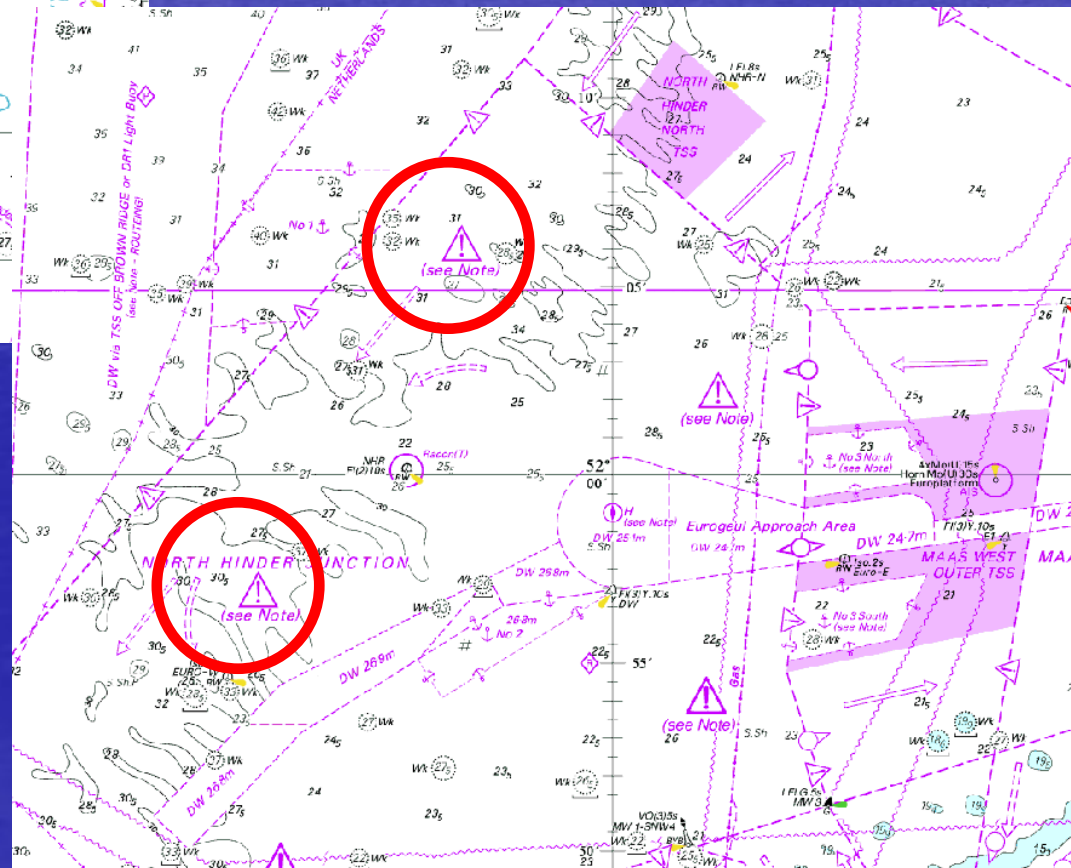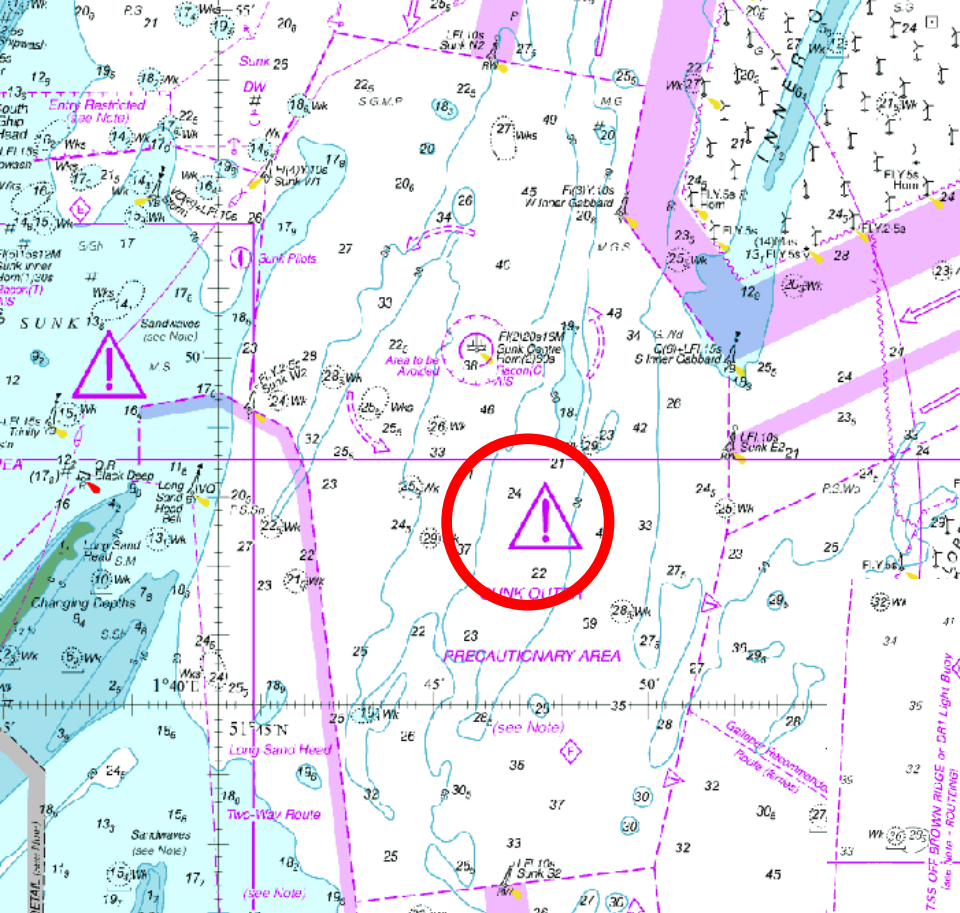
Our Pilots tell us that very often use of engines is not an option!!

Figure 10 – Pilot Boarding Poster (Courtesy IMPA)

We all know the requirements but how many more accidents will there be??

MGN 506 (M)

Maritime & Coastguard Agency

2. Using Services of a Deep-Sea Pilot

2.1 It is acknowledged that the Master of a ship is the best judge of the ship's bridge team's experience with regard to challenging navigation situations. However, to enhance the effectiveness of the bridge team for the safety of navigation and the protection of the marine environment, as well as to mitigate the effects of fatigue among bridge team members that might reasonably be expected due to increased workload in a busy and complex navigational environment, the following factors should be taken into account when considering the use of a deep-sea pilot:

- the familiarity of the ship's bridge team with the congested waters of the North Sea, English Channel and the Skagerrak;
- the existence and proliferation of navigational hazards, such as oil/gas installations and offshore renewable energy installations;
- the available depth of water in relation to draft, under keel clearance, vessel's intended route and speed over various legs of the route;
- the possibility of adverse weather conditions and/or poor visibility;
- the port rotation schedule requirements;
- the availability and reporting requirements of Vessel Traffic Service coverage in the areas to be transited; and
- any other exceptional circumstances.

"Recommendations on the Use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak", A.486(XII).

1.3 In December 2013, recognising the need of revision to reflect changes and developments that have taken place since the adoption of the deep-sea pilotage resolution over 30 years ago, IMO revised the above and adopted resolution A.1080(28) retaining the same title.

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Conclusions:

- **We believe that the help and advice Pilots , both Harbour and Deep Sea, give is a significant Risk Control Measure which we must try to promote and exploit.**

- **Technology can provide for excellent improvements to overall operations – it can also stand in the way of sound seamanlike decisions.**

- **Pilot Ladders – we must continue to chase the issues,**

- **MGN 506 – a very good document**

- **We are keen to share our example of current issues, both positive and negative**

Thank you

Any questions?