

NAVIGATIONAL ADVISORY PANEL
16th December 2014

Present

Dale Clark

Jeremy Phillips

John Nicholls

Alan Hartwell (second half only)

The Navigational Advisory Panel met to discuss the following agenda items in the harbour office on St. Mary's Quay at 10am 16th December 2014

MAIB

The MAIB Safety Digest was discussed and DC highlighted one entry which involved a pilot boat colliding with the cargo vessel it was approaching in order to collect the pilot. The incident was discussed within the group and JP highlighted the need for "closed loop" communications. DC agreed and mentioned that this is something that is being introduced more and more on the pilot launch Pegasus, particularly when crewmen are going on deck and need to report to the coxswain. JP suggested that the procedures may have to be altered to introduce this formally.

Actions – Review of procedures, MAIB Safety Digest to be discussed at each meeting

Pilot Risk Assessment

DC explained that pilots should have their own risk assessments for boarding/disembarking from vessels and that they could be of a generic form i.e. used for each pilot given the operation was the same for each. JP mentioned that a raft of risk assessments were conducted by Marico Marine many years ago which he felt covered all areas. DC mentioned that he had not seen these. DC offered to draft the risk assessments and distribute amongst the other pilots for discussion before finally submitting them to the harbour office as a record.

Pilots Hours of Work

DC explained the unusual situation the harbour found itself in earlier this year when the cable vessel and standby tug both required pilotage for over 24 hrs. DC was conscious that each pilot had a day job and that a situation could arise where a pilot could be in breach of the working hours directive which would be a major concern. Both JP and JN mentioned that this was an exceptional year in terms of marine projects to the Islands and it was extremely unlikely that such a situation would arise regularly. JP mentioned that pilots will discuss hours of work when deciding on which pilot should attend a vessel to ensure that hours of work are not exceeded – with particular care being taken to ensure daytime job hours are accounted for.

Generic Passage Plans

DC described that this item had been discussed previously but that nothing had yet been achieved in producing the chartlets that were to be used as part of the Master/Pilot exchange. JP had brought some examples of chartlets that he felt could be used as part of a small pack that could be given to the ship on each arrival. JP discussed with the group the current procedures which he felt were difficult for visiting ships to understand and also unnecessarily overcomplicated. DC mentioned that he supported the idea of the chartlets and also that the procedures could be "thinned down" somewhat to make them easier for visiting ships to readily understand. JP, JN & DC discussed the chartlets provided and agreed that in total 6 would be required – 1 overall plan of the Islands showing the 3 main channels, 3 more with each route in detail and the final 2 for each of the anchorage areas. DC agreed that he would contact UKHO to determine if permissions were required to use chartlets (labelled Not For Navigation). Each chartlet (A4 size) would be supplemented with

notes explaining the routes – notes to be discussed agreed by pilots and harbour office – and could be added to by each pilot on the day (showing tidal stream, prevailing wind etc.).

Pilotage Training

DC mentioned that he had hoped this winter would have been an ideal opportunity for each pilot to go on a training course for ship manoeuvring, berthing/anchoring and ECDIS familiarisation. DC stated that due to the proposed winter works by Kier that time away was very hard to plan especially given that no concrete plan had been received from Kiers as to how many movements were likely during the quay works. AH asked about the possibility of PECs for the vessels involved in the works but DC pointed out that Steve Hicks (pilot) could well be working on one of the support vessels and that again, working hours would come into when Steve could be classed as a pilot. JP also pointed out that, although a PEC could be sought by a shipping company, it was by no means a certainty that one would be issued, citing the recent events with the landing craft Arromanches within the harbour. JN mentioned that he was pleased to see progress being made with training for pilots. JP suggested that a period of training could be undertaken prior to the main cruise ship season starting (early April) and DC agreed. DC informed the meeting that he would look into finding a suitable training provider for a 2 or 3 day course concentrating on the above named topics.

Pilotage Procedures Review

DC informed the meeting that there was not enough time to go through the pilotage procedures document but that the latest copy would be emailed to NAP members with a 2 week timeline to return any suggested changes/additions. These would then be considered by the harbour office before a final reviewed copy issued sometime in January.

Kiers Winter Works

DC gave a quick run through of the proposed works to be carried out by Kiers – namely the dredging work at the end of the quay and then the positioning of a jack-up barge at the end of the quay. A discussion was had by all at the meeting as to the final positioning of the jack-up as Kiers had stated that they wished for it to be placed inside the quay wall. DC informed JN the he, JP and AH would be attending a meeting in the afternoon to discuss this issue further with the harbours proposal that it be positioned on the outside of the quay. DC explained that he did not have an exact programme of when and how many movements that would require pilotage but that, as far as he was aware, the works included 50m dumb barges with concrete blocks loaded onto them at Plymouth, towed to Scilly and positioned under the jack up barge by a support vessel permanently on station here. There is a proposal to install storm moorings at Nut Rock and Watermill for the barges should they have to seek shelter.

AOB

- DC informed the meeting that a more formal defect reporting form should be used by pilots and suggested that using the form supplied on the UKMPA website. All agreed and it would be noted in the procedures.
- DC and JP briefly discussed the tripping requirements for DC to be advanced to the next level in the pilot scale. DC mentioned that whilst he had completed almost 70 pilotage movements, the requirement for 10 movements over 2000t and 10 accompanying trips had not yet been reached. JP mentioned that he would check his records to determine how many more accompanying trips were required before DC could advance to 5-10,000t vessels. DC to remain at current level until required number of tripping trips has been completed.
- DC mentioned that the recent trip on-board the CEFAS Endeavour had highlighted the designated pilotage district was not uniform in its approach to vessels that require pilotage. Vessels of pilotage length could get very close to areas off the Bishop and also to the Eastern Isles (within 1) but could not navigate 3 miles off Old Town which was perfectly safe

navigable water. BA chart 883 was consulted to show the current 5' compulsory pilotage district. AH highlighted the fact that the procedures already contradict themselves by saying pilots are usually expected to board by the 50m contour (which is well within the district to the SE of St. Mary's). JP suggested that a 1' from the 50m contour pilotage district would seem more appropriate for compulsory pilotage. DC, AH and JN agreed. DC stated that he would look into the process for amending the area and would report back to the NAP at the next meeting.

- JP mentioned that he had been approached by John Jenkins asking about the possibility of training to become a St. Mary's pilot. JP said that whilst he would be suitably qualified, he did still leave the Islands for 6 months of the year and could not guarantee to be available. JP mentioned that at this moment the pilotage function is not in any immediate danger and that there was still some 5 years to train another pilot. It was agreed by all that there was no immediate need to enlist a trainee pilot and that the situation would be monitored.