

## Navigational Advisory Panel Meeting

15<sup>th</sup> January 2016

Attendees:

Dale Clark	DC	Chair, Harbour Master and Pilot
Alan Hartwell	AH	Senior Assistant Harbour Master
Steven Hicks	SH	Pilot
Jeremy Phillips	JP	Senior Pilot
John Nicholls	JN	Ex Pilot, Pilot examiner

### 1 Review of Minutes

DC talks about the requirements in the last minutes for pilots to create a more evidential technique for assigning pilots to vessels. He points out that this has been done in the last year by each acting as a duty pilot for a week at a time and due to the hugely increased workload it worked very well. JP mentions that with the exception of holidays, all the pilots are on call all the time and that this has worked well for many years up to now. DC acknowledges this but says that our audits show a need for this to be traceable.

DC says that the new 'generic' passage plans are now in operation and are presented to new Ships/Skippers when arriving in the Islands, in his experience they have been very well received. JP says that they are bound the wrong way and that the latest copy has not been used. AH says he will alter the binding on the next batch and delete anything but the most up to date version (now done). DC mentions the subject of altering the pilotage district limits which had been mentioned previously. He apologises for not progressing this since the last meeting due to current work workload but has considered the task and potential costs.

### 2 MAIB review

DC shows NAP members the latest MAIB (quarterly) report and points out one story of note where, as visibility rapidly deteriorated, several members of the ship's crew became unsure of what was required of them. This lead DC to consider ships arriving within St Mary's in deteriorating conditions or with defective RADAR etc. JN recounts his experiences and said he sometimes felt that he was arriving within the narrow channel (St Mary's Sound) too soon after arriving on the bridge of a ship. After reading one other story DC told NAP members of a plan for the ISSCo to replace the Gry Maritha in the coming months and that the ship in mind has variable pitch propellers and it was agreed by all that this would present a period of re training for the Captains of the ship. JP suggested that some restrictions be placed on PEC holders (i.e weather) until an amount of time/trips have passed. All agreed that they (Steamship Company) may well be glad of such restrictions.

### 3 PMSC

DC reminds NAP members that all harbour operations have to meet the requirements of the PMSC and that we have recently produced a Marine Safety Plan which includes our Pilotage and Navigation Policies. DC is considering including ISSCo Skippers in the NAP and asks if current members have any immediate concerns with this. There are no issues with this proposal.

### 4 QUAY SECTOR LIGHT/WOOLPACK BEACON

DC mentions that as part of the quay extension project, the sector light was due to be repositioned on the (new) end of the quay however, the lamp itself is unreliable due to its age and the sectors are untraditional in their nature. After talking with staff and Trinity House it is proposed that a N Cardinal mark/light is put on the end of the quay and a starboard hand mark placed directly S of the Bacon Ledge buoy close to Rat Island. After some discussion all members agreed that this was the best way forward. DC said the next step is to approach our HUG for comment.

## 5 PILOTAGE PROCEDURES REVIEW

DC explains that the Pilotage Procedures document has been slimmed down and is now in three parts and will be reviewed within the office over the coming months. JN asks if there is a specific section for noting deficiencies. DC says yes. JP mentions that there have been two occasions where masters have not informed him of deficiencies until the ship is within the channels. JP suggests that if this is the case in future, the ship should be redirected to NW channel or Crow Sound where there is more room.

## 6 PILOTS RISK ASSESSMENT

JN asks what specific pilotage qualifications the pilot boat crew hold and DC responds saying there is no specific pilotage qualifications needed however all skippers hold a minimum of RYA Advanced Powerboat (commercially endorsed). JN then asks if skippers and crew hold local area licence qualifications. AH says most skippers and crew hold some level of local area licence however it is not a legal requirement for the operation of the vessel as the vessel carries less than 13 passengers and is coded under the workboat code. JP pointed out that pilot boat crew are either accompanied by a pilot or are able to follow a piloted vessel in all scenarios. DC advised that all pilots should have their own risk assessments covering their areas of work and that he would happily share his with JP and SH.

## 7 PEC REVIEW

DC explained that an issue had arisen where the Gry Maritha approached the harbour through the NW passage under a PEC held by John Castle and that we, in the office, were unsure in the first instance whether this was now covered in the PEC. John Castle recalled that he was examined on the NW Passage for his PEC and it became apparent that the wording on the PEC needed updating. JP points out that the NW Passage is included in the PEC section of the Pilotage Procedures. DC says we will alter the wording of the PEC and adds that not all PEC holder will share the privilege depending on their examination.

## 8 PILOTAGE TRAINING

JP and DC explain that John Jenkins had shown quite an interest in training to become a pilot at the earliest opportunity. JP shows concern that whilst he is fully qualified for the position, he considers that his time on the Island (6 months per year) is not sufficient to attend required training opportunities nor to provide the service to the required level once qualified. AH mentioned that this issue has come up each time the NAP talks about new pilots and could we agree on a policy that trainee pilots should be full time residents of St Mary's, Isles of Scilly. All members agreed this should be the case and it will be added to Sect.7 of our Pilotage Procedures.

DC briefly mentions (existing) pilots on-going training and apologises for the lack of progress from previous discussions. JP says he would like to go on an ECDIS course and DC responds saying he will look into it but is aware costs could be quite high and we would have to consider who would pay for what. DC also commented that Tim Charlesworth (Cattedown HM) and Mike Sutherland (SMHA DP) considered the amount of movements that have recently been undertaken should constitute sufficient 'on the job' training. JP mentions that as general retirement ages are increasing, could we consider the effect this may have on Pilots retirement ages. DC says we will look into this.

JP says that our documents refer to national occupational standards for marine pilots and asks if they have been released yet. DC says he will check.

## 9 AOB

None