

EMPA NEWSLETTER



Antonio Alcaraz Arjudo

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Editorial

Dear Colleagues, Dear readers,

You may be wondering why no Newsletter was issued in the spring. As EMPA, we would like to apologise for this not happening. It was partly due to the fact that all Covid rules relaxed and we needed all the time to properly organise the General Meeting in Antwerp.

As a result, there was a shortage of time to publish a qualitative Newsletter. For this edition, we have combined all submitted articles to share a wide range of information with you.

I hereby wish everyone a pleasant summer without restrictions but with a lot of fun and joy.

Of course, new articles can still be forwarded so that we can share this in the autumn edition.

Stay safe

The Editor

Olivier Allaert

Registered Pilot Region Scheldt

www.empa-pilots.eu



Statement of the President

Dear Colleagues,

When I wanted to start this foreword, Corona seemed to be the mega topic.

The theme that would eclipse all other themes and would change time and our lives forever.

I was wrong:

We have a war in Europe now and today, something that my generation and generations after could never have imagined.

I don't need to tell anyone about the cruelty and immeasurable suffering of the unimaginable events for those affected in Ukraine.

The frightening images and sound documents reach us all on all media.

But these pictures are not far away, they are close to us and we have direct contact with those affected.

This shows that, on the one hand, people can be incredibly cruel, but on the other hand, they show an unprecedented willingness to provide support and assistance.

We at EMPA are also in contact with those affected on site and their calls for help make us fellow victims.

As can be read in the circular, we have asked all pilot colleagues in the EMPA to show us their options for providing assistance and support for refugees so that we can bundle them and offer them to our colleagues in Ukraine. We offered our colleagues there to take care of support for their families, relatives and acquaintances.

This shows the benefit of an institution like EMPA, in which people not only connect professionally but above all on a personal level.

Thank you to all colleagues across Europe who have offered to help. I would also like to thank all the members of the Board, our Secretary General and the EMPA Office staff.

Dear colleagues, I would actually like to address other topics, but you will understand that this is particularly difficult given the current background.

So I will confine myself to referring to this year's General Meeting, which was held from April 27th to 29th in Antwerp.

We had all hoped that by this time at the latest the fighting would be over and the unnecessary bloodshed would have come to an end.

.

Capt. Erik Dalege



EMPA General Meeting 2022

After two years of no physical General Meeting, it was that time again. The EMPA board was so pleased that it was again possible to organise a physical General Meeting that they went out of their way to welcome everyone as pleasantly as possible. This event was held in the beautiful setting of the Hilton Hotel in the centre of Antwerp.

For example, for the first time, two full days were organised in Antwerp, so that everyone had the opportunity to speak to colleagues and share experiences. This also made it possible to offer a wide range of speeches in the topics about Climate emergency, actions by pilots on the Green Deal and digitalisation & cybersecurity. This extensive offer gave those present a good insight into what is going on at the associations and countries in Europe.

On the evening prior to the General Meeting, after registration there was a Council of Presidents meeting. During this meeting a lot of topics and questions on European regulations were discussed. Also the situation of our Ukrainian colleagues was discussed. Afterwards there was a walking dinner organised for all the participants of the General Meeting to welcome each other.



Council of Presidents meeting

Day 1

On the first day, after the opening of the General meeting, the President Erik Dalege gave the floor to Prof. Kurt Bodewig, European Coordinator Motorways of the Sea and to Maja Markovčić Kostelac, Executive Director EMSA. The topics of the day were EMPA Pilots Addressing the Climate Emergency and Actions Pilots can take in reaching the goals set by the European Green Deal.



Cpt. Erik Dalege



Prof. Kurt Bodewig



Maja Markovčić Kostelac

Before the meeting continued, a heartfelt minute of silence was held for the Colleagues of Ukraine, where little or no information comes through as to what the situation was and still is. The floor was then given to an employee of the Odessa Pilots who is staying in Belgium as a refugee. He gave a speech on behalf of colleagues from Ukraine.



EMPA Pilots Addressing the Climate Emergency

The following speakers gave their presentation to the attendees.

- Prof. Dr. Stefan Rahmstorf, Professor of Physics of the Oceans, University of Potsdam on climate change
- Damien Meadows, Head of Unit, DG CLIMA, European Commission, on the transformation towards zero-emission



Prof. Dr. Stefan Rahmstorf



Damien Meadows

Actions Pilots can take in reaching the goals set by the European Green Deal

- Dr. Simon Berrow, Marine Biologist, Atlantic Technological University, Galway and the Irish Whale and Dolphin Group, on what Pilots can do to protect Environment
- Capt. Hywel Pugh, Chairman UKMPA, on hybrid pilot cutter Thames
- Capt. Henry Caubrière, Chairman FFPM, on the world's first 100% electric pilot boat



Dr. Simon Berrow

Industry Measures:

- Carsten Wibel, Managing Director, Abeking & Rasmussen, on alternative fuels



Carsten Wibel

Stakeholder Actions:

- Katalin Dobranszky, Acting Secretary General, European Community Shipowners' Associations
- Anna Maria Darmanin, Secretary General, European Tugowners' Association
- Miguel Vieira de Castro, Chairman Technical & Training Committee, EM-PA Overview on measures taken by Member Associations to reduce emissions and conserve energy



Anna Maria Darmanin

In the evening we were welcomed at Fiera who presented us with a delicious menu in an absolutely wonderful decor in the beautifully restored trade fair of Antwerp. The atmosphere was exuberant and after dinner we went into the night through the streets and city centre of Antwerp.



Day 2

Despite the late hour of the evening before and the early hour (08:00), the planned meeting of Training and technical Committee was very large. Many issues were raised and a constructive way was found to continue working on the recommendations and other items that still need to be done in this committee.

The following presentations were held on safety during the piloting profession;

- Capt. Arie Palmers on Pilot Transfer Arrangements
- Capt. André Gaillard on Accidentology 2001-2021 20 years of French Maritime Pilotage

Afterward was everyone was present again at the meeting that was opened by the President of EMPA.



Cpt. Arie Palmers



Cpt. Andre Gaillard

Here the topic was Digitalisation and Cyber Threats in Pilotage and the Maritime Sector

The following speakers gave their presentation to the attendees.

- Erwin Verstraelen, Chief Digital Information & Innovation Officer, Port of Antwerp, on APICA & Port of Antwerp Digital Twin
- Edward Banks, Policy Officer, DG MOVE, on Cyber threats
- Luca Gargano, Project Officer for Maritime Security, EMSA
- Dr. Kimberly Tam, Lecturer in Cyber Security, University of Plymouth, on Cyber Security in Maritime Transport
- Pierre-Antoine Rochas, Marine Advisor (Safety, Security & Ports), Armateurs de France, on Cyber threats to the shipping industry
- Joost Mathôt, Director Products, Damen Shipyards group, on Damen's journey to Cyber Security



Erwin Verstraelen



Toine Cleophas



Luca Gargano



Joost Mathôt



Edward Banks

In the afternoon the closed session was held and the delegates were informed about the current state of affairs within EMPA. IMPA SG Nick Cutmore gave an update on IMPA's current status and we had an interesting update on several countries' evolutions on changes in regulations



Nick Cutmore



President Danish Pilot association

During this session, 5 new recommendations were voted on, which can be found on the website.

- 2022 GM EMPA NtM for recommendation 5
- 2022 GM EMPA Recommendation No 30 on pilot boat operation and manning
- 2022 GM EMPA Recommendation No 31 on pilots' training
- 2022 GM EMPA Recommendation No 32 on environmental sustainability
- 2022 GM EMPA Recommendation No 5 on Pilot Transfer Arrangements

At the end of the day, the General Meeting was concluded by the EMPA President which was followed by a good glass of beer at the bar, the evening continued with dinner at the Hilton Hotel.



EMPA Board team

Closing dinner EMPA GM

During the evening dinner, staff and retired Board members were honoured for their commitment and enthusiasm at the benefit of EMPA



Cpt. Stein Inge Dhan
former EMPA President



Cpt Christophe Reux
Former Senior vice-president, treasurer



Secretary General Aileen Van Raemdonck
Secretary Claire Van Lokeren

EMPA STAFF



Cpt. Fiorenzo Milani
Former vice president



THE EVENING CONTINUED.....



57th
EMPA
GENERAL MEETING
1960 — 2023
ROME 2023
FEDEPILOTI

SUBSCRIBE



APRILE 2023

Rome

SUBSCRIBE

57th EMPA general meeting

SPANISH PILOTS' ASSOCIATION ANNUAL CONGRESS

Between 31st of May and 3rd of June, the Annual Congress of *Colegio* and *Federación* of Spanish Pilots was held in Vigo, organised by the Vigo Pilots.

The congress was held at the *Pazo de los Escudos* hotel, with a welcome in the attached port area for members and guests on the 31st of May, where we met for the first time again since the last congress held in June 2019 in Cadiz and which has been suspended for two years due to the pandemic. There was a great desire to see each other again after all this time, and it was evident in the good atmosphere. The event was presented by the presidents of the *Colegio*, Capt. Amador Gutiérrez, of the *Federación*, Capt. José Luis Saura, and of the Vigo Pilots, Capt. Fidel Teira, and was attended by numerous political personalities of the city and representatives of Maritime Administration and Port Authority of Vigo.



The Annual Assembly was held on the 1st of June, with the attendance of numerous pilots representing corporations from all over the country.

During the act, the relevant issues affecting the collective were discussed, and were addressed by the various area managers, such as statement of accounts, code of ethics, analysis of incidents/accidents occurred, activity report on training of members (highlighting the development project of a new course of BRM-P), technological innovations of interest in our segment (mention for Autonomous ships) and the explanation for the contracting of the insurance policy that guarantees the civil liability of the pilot in the exercise of his activity, by the brokerage Willis Towers Watson, mentioning the report about civil liability of the pilots in Europe, as a comparative study.



It is worth mentioning the importance of the international participation in our Annual Assembly, supported by the presence and presentations of the IMPA President, Capt. Simon Pelletier; IMPA Secretary General Capt. Nick Cutmore; and EMPA Vice-President, Capt. Miguel Castro, who during their speeches highlighted the work they do at the IMO and EU regulatory bodies that look after the interests of our profession, as well as congratulating the involvement of the Spanish collective in the reports and projects promoted by these associations. The presentations ended with a summary of the international activities in which our association has participated, presentations which were also attended by IMPA vice-president Capt. Jean Philippe Casanova.



On the 2nd of June, we dedicated the journey to a fun day with pilots and family where we travelled by boat to visit the beautiful Cíes Islands, a natural reserve worth visiting and where one of the most beautiful beaches in the world is located. Then we moved to Baiona, where the traditional group meal took place in an excellent atmosphere of companionship and bypassing the forecasted rains that did not get to tarnish a magnificent day in the social, cultural and gastronomic spheres.



Finally, on the 3rd, the technical sessions were held with the inauguration by the Director General of the Merchant Navy, Mr. Benito Núñez, with the participation of leading speakers in the maritime and port sector.



The conference began with an excellent presentation by Mr. Victor Jiménez, just elected President of the Council of the International Maritime Organization, in which he explained the structure and organisation of the IMO, and who received the personal congratulations of the President of IMPA, Mr. Simon Pelletier, as both share a common working place within the IMO.



Next, Mr. Carlos Botana, head of the Sustainability Department of the Port Authority of Vigo, presented the paper "Sustainable development objectives for pilot services", an approach to the environmental sustainability objectives that can be applied in our service and that are part of the challenges that we must, from the resources within our reach, introduce into our daily activity.

Following, two papers were presented on "Course and command approaching to ports and inner port waters", an aspect of great importance in those commercial ports where docks and basins are shared with pleasure crafts. In the first place, Mr. Hernán del Frade, technical advisor for Safety and the Environment of the General Directorate of the Merchant Marine, presented the regulations in force and the future changes that would affect this matter. And, secondly, Mr. Carlos Fernández, head of the VTS Jovellanos Maritime Safety Center, presented practical application cases, which were extensively debated together with Mr. Fernando Martín, head of the Sanctioning Department of the Vigo Port Maritime Administration.

The technical sessions were closed by the president of the Port Authority, Mr. Jesús Vázquez



Late in the evening, the traditional Gala Dinner was held, with the delivery of badges and metopes to the recently retired members and those who have been in the profession for more than 25 years, an act that came to the closing of this Annual Congress, where it was clear the union of the group in these times of difficulties of diverse kinds, but with the contribution of all of us, we will move forward and adapt to new challenges, which will be analysed and discussed at the next Annual Congress to be held in the port of Malaga in June 2023.

From the Board of the *Colegio* and *Federación* we would like to congratulate the organisers of the event, the Association of Vigo Pilots, for their dedication and excellent preparation of this Annual Congress.



CONGRESO ANUAL PRÁCTICOS DE PUERTO 2022



VIGO
DEL 31 MAYO AL 3 DE JUNIO



Colaboradores



Organizadores



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Corporación de Prácticos del Puerto y Ría de Vigo S.L.P.
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TUMPA Maritime Pilots' Week



Maritime Pilot's Week is being organised regularly by TUMPA at the end of May every year. After the tragic loss of his life, our memorable colleague Istanbul Strait Pilot Capt. Lütfü Berk which was caused by pilot ladder failure when he was trying to disembark from the vessel at the northern entrance of Istanbul Strait on 20 December 2006; TUMPA's board of directors decided to organise Maritime Pilot's Panel in memory of him on 20 December 2007. A year after TUMPA organised another panel regarding pilot transfer safety and they called "The Day of Commemoration of the Vocational Martyrs of Pilots".

Since 2009 "The Day of Commemoration of the Vocational Martyrs of Pilots" is a part of Maritime Pilot's Week which consists of different activities related to Maritime Pilotage. During the week retired pilots are getting together with TUMPA Board and pilots to receive retirement awards, Maritime Colleges are being visited by pilots at Pilotage Forums and a maritime pilotage oriented panel is being organised.

This year 13th Maritime Pilot's Week was held between 23 and 27 May. A Commemoration Ceremony of the Vocational Martyrs was held around the Turkish ports and Turkish Straits on 23 May.

The main ceremony was held at the Beylerbeyi Campus of the General Directorate of Coastal Safety in Istanbul. Capt. Mutlu Dünder, President of Turkish Maritime Pilots Association-TUMPA, made the opening speech of ceremony. Capt. Dünder said *"We, as pilots, are aware of the difficulties and dangers of our profession. Each of us is well aware of how important the service we provide is to ensure the safety of life, property and the environment. However our safety is also our concern, I would like to state that we will continue to work to take the necessary awareness one step further to achieve this."*



Cpt. Mutlu Dünder

Capt. Miguel Vieira de Castro, Vice President of European Maritime Pilots Association-EMPA made speech at the beginning of ceremony. Capt. Castro said *“The quality of the pilotage is not a vague entity, it comes from people highly skilled and trained persons that guarantee the quality and efficiency of pilotage making our ports and coasts safe from loss of lives, accidents or pollution and also guaranteeing the traffic to flow fluently and efficiently.*



These people, like me, my Turkish colleagues and all other in Europe and in the World, need to be looked after. We also need to look after us. Every time we transfer to and from a pilot ladder, we are taking serious risks and it's always us, that make the final decision based on our risk assessment, and this needs to be done based on our training, knowledge and skills, without any kind of commercial pressure.”

Mr. Recep Duzgit, Vice President of the Chamber of Shipping and Durmuş Ünüvar, General Manager of the General Directorate of Coastal Safety also made a speeches and drew attention to the importance of piloting in order to ensure safe ship traffic as well as pilot transfer safety. The ceremony was concluded with the laying of wreaths in the in Istanbul Strait in memory of the vocational martyrs of pilots.



TUMPA members gathered with retired pilots at the retirement award ceremony on 24 May

Turkish pilots, who could not receive their awards due to the pandemic and have retired for the last three years, received their awards for their contributions to our community and for successfully completing their profession.





Maritime Pilotage and Pilot Transfer Safety Panel was held on 25 May

TUMPA organised a panel aiming to increase awareness of pilot transfer safety and to discuss the place of pilotage services in maritime, which has come to the fore with the pandemic. Capt. Mutlu Dündar, President of TUMPA made the opening speech of panel.



Capt. Dundar said *“Considering the variables in maritime transport such as ship type, ship’s crew, geographical and environmental conditions, the pilotage where carried out at the most critical stages is a complete safety element. It’s solely for safety, independent of all parties and aimed to protecting human life, the marine environment, the port and the ship. I would like to state once again that; from the first days of the pandemic, which has lost its effect in the days we are in, Turkish pilots have fulfilled their duties at the forefront despite all the difficulties and contributed to the continuation of the supply of products that are important for our modern life. In the morning session we will discuss maritime pilotage in wide perspective. The afternoon session was devoted entirely to the pilot transfer safety. Despite very clearness of SOLAS’s Chapter 5, rule 23 and IMO’s A.1045 (27) which regulates pilot transfer arrangements unfortunately, Pilots encountering many non-standard or inappropriate transfer arrangements every day.”*

At the morning session of the panel topic was “Maritime Pilotage Overview”. Mr. Nickholas John Cutmore, Secretary- General of International Maritime Pilots Association-IMPA and Capt. Cahit Istikbal, Former Vice President of IMPA were the speakers and Mr. Tamer Kiran, President of Turkish Chamber of Shipping moderated the session. In his presentation Mr. Cutmore described the general framework of IMPA and mentioned current developments in pilotage services and Capt. Istikbal made a presentation about reflections of current developments in pilotage services in Türkiye. Session was completed with Q&A.

Afternoon session pilot transfer safety discussed deeper. Capt. Miguel Vieira de Castro, Vice President of EMPA and Capt. Ali Cömert, Chief Pilot of Istanbul Harbour were the speakers and Capt. Mutlu Dündar, President of TUMPA moderated the session. Capt. Castro’s presentation headline was *“Pilot Transfer Safety Proactivity vs Reactivity”*. Capt. Castro tried to give a perspective for pilot transfer safety through the details of the pilot transfer accident that resulted in the death of our Portuguese colleague, Capt. Miguel Conceição in 2018.

While drawing attention to the difficulties of the rescue operation of a pilot who fell overboard, he drew attention to the importance of being proactive. He highlighted that increasing the safety culture, applying best practices and appropriate training programs throughout the organisation and setting the operational limits and knowledge sharing are indispensable to preventing accidents. Capt. Cömert in his presentation while drawing attention to faulty arrangements with striking examples, he explained the pilot transfer arrangements standard clearly. Session completed with Q&A.



The entire panel was broadcasted live on Youtube and is available on the channel of TUMPA named "Türk Kılavuz Kaptanlar Derneği"



May 26, Istanbul Technical University Maritime College and May 27, Dokuz Eylül University Maritime College were visited by pilots.

TUMPA aimed to draw attention of the next officers to the importance of pilot transfer safety. Regulations reviewed with undergraduates interactively during the pilotage forum and TUMPA introduced.

As Turkish Pilots, we would like to thank everyone who contributed to Maritime Pilots Week. We believe our community is stronger when together!



Pilot's Column

Usually, a column means the reader will find a piece of text that can be critical, ironical or even satirical. You probably know I did some of those in the past (been there, seen it, done it, didn't even get a t-shirt....and it got me nowhere). In this article, I would like to share some thoughts about the phrase 'non-compliant by design' without being sarcastic. It's not about a blame game or pointing fingers (when you point the finger at someone else, 3 fingers are pointing back at you).

In March, the UKMPA drew my attention to a new build where the pilot transfer arrangement, unfortunately, was non-compliant by design. However, the design and execution of this new build had been (of course) approved by a legitimate classification society. We all know "that class-approved" does not necessarily mean "compliant". The pilot had reported the vessel via the UKMPA-app. All involved parties joined together to rectify and change this arrangement into a compliant set-up.

The vessel has no blame: you must work with what you get (please keep in mind that you will be working with materials provided by the lowest bidder in some cases). Outcome: a refit has been completed in cooperation with all involved parties. The non-compliant set-up has been rectified into a compliant one. All's well that ends well.



Photo courtesy of UKMPA

By now (I hope), we all know that some types of trapdoors are also non-compliant by design, while most of them have been converted into safe ones, approved by class. Unfortunately, something goes wrong every once in a while with possibly fatal consequences. A contact in Brazil has sent me some photos where a refit has failed. In this case, a converted trapdoor system failed, causing a head injury to the servicing pilot. Luckily he made a full recovery. The old arrangement where the ladder was secured to a beam under the platform was altered into one where a frame was welded on top of the platform. When a pilot used it, the entire kit and caboodle (American English according to Collins'dictionary, kitchen caboodle is wrong) broke loose.



Photo's courtesy of Marcio Fausto



In most cases, we see the frame being bolted onto the platform. In this case, it had been welded (welding is an art, especially aluminium). The outcome could have been much worse.

Basically, we went from "non-compliant" by design to "non-compliant" by execution. Could it be possible this accident was preventable (is that a word?) when the IMO A.1045 (2012) resolution or even resolution A.426 (1979-2012) had been followed?. Rule 1 states that Ship designers are encouraged to consider all aspects of pilot transfer arrangements early in design. Equipment designers and manufacturers are similarly encouraged. This is also mentioned in the MCA guidance embedded in SOLAS ch.V reg 23. The IMPA Guidance for Naval Architects and Shipyards also notes likewise. To be complete, the last example I would like to use in this piece of text is about an accident that happened at the Wandelaar pilot station on a cold and windy December night a few years ago. Pilotage had been suspended due to weather conditions and had just been resumed. The launch went to a fully loaded vessel to put the pilot plus a passenger pilot on board. The servicing pilot made it onto the ladder, then the launch got stuck under a steel structure welded onto the hull (probably class approved). It capsized, and the two crew members and passenger pilot ended up in the North Sea. After rescuing them, they all fully recovered. The outcome could have been very different.



From that moment on, this vessel will only be serviced by helicopter. You might say we all learned an important lesson from this one. However, my attention was drawn last week to a refitted vessel with a similar construction welded onto the hull (class approved again, of course). Could it be possible that the same kind of misery will occur on yet another stormy night?

In the start of this column, we saw how UKMPA together with all involved parties came to a very good solution. Communication, cooperation and collaboration between all parties involved have changed a possible dangerous pilot transfer arrangement into a safe one. We should all keep talking and contacting each other on situations like this to work out a solution together, after all shipping is a joint effort and safety is a mindset rather than a goal far away in the distance.



Please stay safe, everyone!!

Arie Palmers

Apprentice falling into the water

Please read the dramatic story below from a trainee pilot. Fortunately, it is a story with a happy end, but it could have ended so much worse. We thank the apprentice pilot, who has since been appointed a certified pilot, for sharing his experience. Please note that this happened in his first week of training, he started his training in the port of Sines on 12.02.2020 and the accident happened on 27.02.2020

It was nighttime, somewhere between 2100 and 2230. I was in training as a pilot that had completed some manoeuvres that day (I can't remember precisely how many). I was under the guidance of a trained Port of Sines Pilot. At the time of the accident, the weather experienced was the usual predominant NW gusts in Sines, with a 2metre swell.

The M/T Kxxxxxxx was our next job, inbound.

We were approaching the side of the Kxxxxxx, and the Captain decided to take all the vessel's way off, which meant it would be difficult for the pilot boat to stay alongside. Although my colleague contacted the vessel to increase her speed, it had little effect.

Since the weather wasn't that bad, and the ladder appeared to be rigged correctly, we decided to board anyway. My colleague went first and took what seemed (to me) an unusual amount of time to get a footing on the ladder. I should have better judged my time to step onto the ladder in hindsight. Considering my inexperience, fatigue, the weather, and the vessel not making enough way.

When I first grabbed the side ropes of the ladder, I felt the pilot boat disappearing from under me. Being unprepared to support my whole weight with one arm, I fell abruptly those 2 to 3 meters into the water. As I was falling, I remember doing my best to push the hull of the Kxxxxxx away, trying to distance myself from her.

Thankfully, the pilot boat had moved away due to the swell. The experienced pilot boat's skipper pulled out from under the ladder when he realised I would fall. He ensured I would not hit the pilot boat on the way down.

As soon as I entered the water, the life jacket inflated. It kept me afloat throughout the rescue. As I surfaced, I looked to the right to make sure I was far enough from the vessel's hull. I then looked the other way and found the pilot boat at a safe distance. I could hear the crew asking the Pilot boat skipper to get the boat closer to me. I felt relatively safe at that moment as I didn't injure myself.

I was far enough from the ship and pilot boat to avoid immediate injury, so I just stretched my arms and shouted, "I'm fine! I'm fine! Don't run into me!". The pilot boat started to approach safely.

After the accident, I was told that Kxxxxxx sent her MOB buoy as soon as possible, although I didn't notice it. My sole focus was on the pilot boat, its crew and how to board it without being injured. A crewmember extended the boat hook from the port bow, which I held onto as I placed my feet against the boat's hull. I then made my way slowly to the stern of the boat, where a rescue platform was installed. Sure enough, the platform was already lowered and ready for my rescue.

I boarded the pilot boat via the platform and informed the vessel and port control about my condition. I was taken ashore, having been rescued from the sea.

Key points:

I believe it to be fundamental that as soon as a Pilot is on the ladder, the pilot boat moves from under it. In my situation, I would have seriously injured myself if it didn't.

Since the inbound vessel was making little to no way when I fell, it provided some shelter. The whole rescue happened on the lee side, without being close to Kxxxxx's stern propeller. What made it worse for boarding was actually helpful during the recovery.

Thank you so much for reading my story.

Author : João Pais – Junior Pilot – Porf of Sines

Pilot at the Port of Bar

Dear colleagues and readers,

MY name is Vasko Rabrenovic, and I have been working as a pilot in the port of Bar, Montenegro for 14 years. I started my job on merchant vessels as a deck cadet with our national company "Prekookeanska", where I was promoted to 3rd mate. At that time, those were container and bulk vessels. After our national company went bankrupt, I was forced to seek employment with foreign companies. I joined MOL container vessel and worked a few years there. I then joined MSC, where I worked till the end of my sea career.



After completion of contracts with MSC I decided to take the Pilot course and successfully completed exams and got a pilot licence.

I spent all my pilot career in port of Bar. When I joined them, the port was government company and afterwards, it was sold to an Italian owner.

A few years later two more companies with concession for pilotage joined us, so presently there are three companies which work in the port of Bar, which is not an ideal situation because I believe that this is not the right way to keep the quality of service high and safety in port might also be compromised. A similar situation is also in Boka Kotorska bay, where many companies/pilots operate. In the port of Bar, we have draft restriction depending on the position from 5m osr RO-RO berth to max 12.9m on the bulk berth. Therefore mainly we do not have large size vessels visiting the Port of Bar, but from time to time there are exceptions, when a large-size bulk carriers arrive. The main issue for manoeuvring is Northwind which is utterly unpredictable with big variety and unpredictability in speed varying from 10 to 50 kts. Other winds also can be strong but they are mainly steady in speed.

Montenegro is a beautiful country with nature that allows us to enjoy all kinds of summer and winter sports and activities, from diving, swimming, sailing, through to canyoning in beautiful rivers to skiing and snowboarding which is my favourite activity. 3 years ago I climbed the highest peak in Europe-Elbrus and I descended from the top on a snowboard.

I hope that we will have a chance to meet here in Montenegro and if the winds bring you to my beautiful country, I will be delighted to be your host and show you around!

EMPA Football Tournament 2022 Warnemünde



WARNEMÜNDE

MAY 13.-14. 2022

56th

EMPA FOOTBALL TOURNAMENT



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THE HISPANOS PARTICIPATES FOR THE FIRST TIME IN THE EMPA FOOTBALL TOURNAMENT

The *Colegio de Prácticos de España*, the Spanish Pilots Association, participates for the first time in the 56th edition of the football tournament of EMPA.



Known as *Los Hispanos*, the team was made up of Pilots from Barcelona, Sagunto, Cartagena, Arrecife, Las Palmas, Puerto del Rosario, Vigo, Gijón, Santander and Palma de Mallorca, and many of them didn't meet before this tournament. So that, we trained the day before the tournament to know at least the names of each one!

In addition, and getting the chance to discover a new place, we got time to visit the beautiful city of Rostock and its maritime museum on board the historic vessel Dresden.



The matches were held on natural and artificial grass pitches, in a magnificent atmosphere of sporting competitiveness and camaraderie. For our *tiki-taka* game, the artificial grass was much appreciated. The first game against UK Pilots on natural grass is the demonstration! After that, we started to play better and got much better scores.

The sports result was not the important thing; however, we remained in fourth position, which to be the first time in which we participated is not bad at all!

But the main reason for this new experience was not sports, but to get a few days of union between colleagues from the same country and other countries in the European region in a sports environment and far from the frenetic activity of the ports. And the result was very satisfactory for all parties. On the one hand, for the union that was maintained during the days of coexistence in Warnemünde, the laughter, the confidences and, from time to time, the experiences of each port we represented. And, on the other hand, to support from the College of Pilots to actively participate in activities supported by associations of international pilots such as EMPA, in which social relations with other organisations contribute to the collective positively, exchanging experiences and knowledge.

We would like to congratulate the organisers of the event again, for their magnificent staging of the matches and their football atmosphere.

In addition, we want to congratulate the participating teams, especially the champions, UK Pilots, and encourage the rest of the countries that have not participated yet to do so, because the experience for us has been excellent.



Given the pleasant moment lived, we expect to be able to participate in the next tournament to be held at Vlissingen on May 2023, and organise the 2024 tournament in Las Palmas de Gran Canaria.



¡¡¡VAMOS EQUIPO!!!!

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