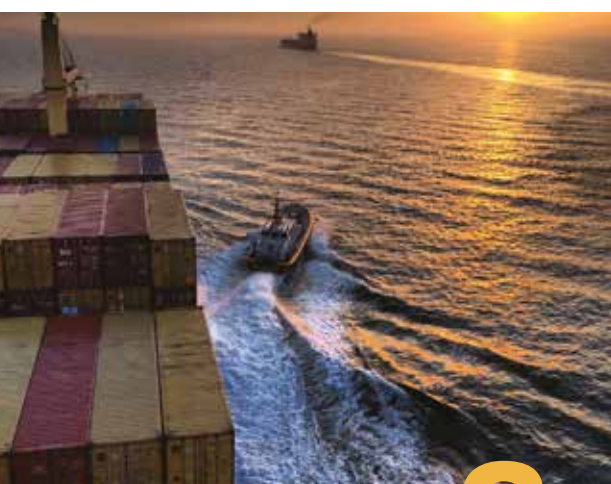


Bad weather

THROUGH THE EYE OF THE PILOT

THE INNOVATION TENDER

BECOME A PILOT



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COLOPHON

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Dear reader,

Please allow me to introduce myself: my name is Joost Mulder (43) and I am the new chairman of the Dutch Pilots' Corporation, the professional association which represents over 450 registered pilots in the Netherlands. Having first worked for more than six years in merchant shipping and dredging, my career as a maritime pilot started in the port of Rotterdam in 2004. After two years as a board member in the pilotage region Rotterdam-Rijnmond, I was elected national chairman of all the maritime pilots in the Netherlands in the fall of 2015.

I would like to seize this opportunity to extend a special thankyou to my predecessor Eric van Dijk. Like no other, he has managed to combine his commitment to our organisation with a customeroriented attitude towards the users of our services. Regarding pilotage he has contributed to maintaining a balance between public and private interests. We thank him for this, and for his tireless commitment to all the pilots and staff of the Dutch Maritime Pilots' Organisation.

Change always brings with it a certain degree of continuity. Therefore, we once again present you this year's edition of 'Navigator'. As always, we hope that the magazine will offer you more insight into who we are, what we stand for and how we give meaning to our profession and our pilotage service. The world surrounding our pilotage activities and the therefore needed support provided by the employees of the Dutch Maritime Pilots' Organisation keeps changing all the time. We are aware of this and anticipate new developments in a timely manner. By doing so we aim to contribute safe and smooth shipping traffic, now and in the future.

By all means, see for yourself what this Navigator has to offer. The layout might have changed somewhat and there might be some different focal points, but our aim remains to familiarise you, the reader, with the world of Loodswezen. I hope that reading the magazine contributes to strengthening our relationship. To everyone involved in the realisation of Navigator: thank you for your contribution. In conclusion, I would like to wish you and those you hold dear happy holidays and all the best for the new year!

Joost Mulder



THROUGH THE EYE OF THE

PILOT

PHOTOGRAPHY: ANKIE BUIJK

SHIPS, SUNSET OR BAD WEATHER, THAT'S WHEN I GRAB MY CAMERA.
THROUGH THE EYES OF ANKIE BUIJK, VICTOR REIJNHOUT AND MARIJN VAN HOORN

THROUGH THE EYE OF THE PILOT

SHIPS, SUNSETS AND BAD WEATHER

I photograph 'my job' using my iPhone; I never take a camera on board. People on the shore often ask me questions about life on board. What a bridge looks like, how many crew members there are and what it is like to be out at sea in bad weather. Our profession and maritime shipping in general appeal to the imagination of lots of people.

More or less jokingly, I therefore decided to open accounts on Twitter and Instagram to offer people a look behind the scenes. I have now had my Instagram page for about five years. I try to keep my photos anonymous. I feel it's impolite to take pictures of people and share them online without asking.

Gradually, I discovered that besides posting things myself it is also fun to follow the work of other pilots. Occasionally, I try to post non-work related photos of my home life or of something else I find interesting, but generally these are not very popular. Ships, sunsets and bad weather at sea; that is what people enjoy seeing.



ANKIE BUIJK

**How long have you been working
as a registered pilot?**

Since 2009

Region:

Scheldemonden

IF I HAVE THE TIME,
I GRAB MY
CAMERA OR PHONE

If I have the time, I grab my camera or phone whenever I see something that I think will make a good photo, preferably without requiring too much processing. For some captures, I do like to use photo editing apps because I know they will improve the results.

I photograph both my work and my private life, but I prefer using my phone at work so that I can also easily share nice photos on Instagram.

In my private life, I prefer my digital camera because it is still far more capable.

VICTOR REIJNHOUT

How long have you been working
as a registered pilot?
Since 2015
Region:
Scheldemonden



MARIJN VAN HOORN

How long have you been working
as a registered pilot?
Since 2004
Region:
Rotterdam-Rijnmond



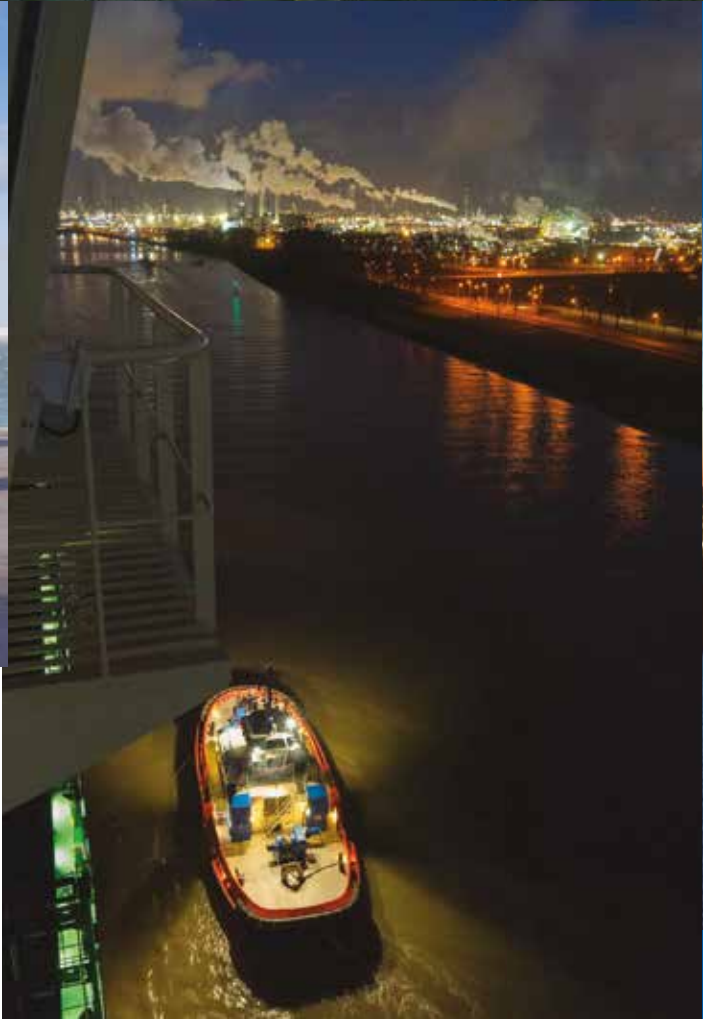
I grab my camera (phone) because ... the port of Rotterdam is very dynamic and most people do not see this. Over the years, the port has increasingly been expanding towards the sea, further and further away from people.

I also regularly tweet photos to show what we as pilots do in the port, particular the diversity of ships and floating objects (for example pontoons and oil rigs) which we pilot, and that our work continues round the clock.

I really enjoy night photography as well; the slow shutter speeds create photos with nice dynamics.



I REALLY ENJOY NIGHT PHOTOGRAPHY AS WELL; THE
SLOW SHUTTER SPEEDS CREATE PHOTOS WITH
NICE DYNAMICS



WORLD'S LARGEST SEA LOCK

IMPROVES ACCESSIBILITY AMSTERDAM

AMSTERDAM, THE FOURTH LARGEST PORT IN EUROPE, WILL HAVE A NEW SEA LOCK IN 2019. THE LARGE NOORDERSLUIJSLUIC LOCK AT IJMUUDEN WILL BE REPLACED BY A LOCK THAT IS LONGER, WIDER AND DEEPER, MAKING AMSTERDAM'S PORT BASINS SUBSTANTIALLY EASIER AND FASTER TO REACH. ITS CONSTRUCTION REQUIRES CAREFUL FITTING AND MEASURING ON A RESTRICTED NUMBER OF SQUARE METRES. THE REGIONAL MARITIME PILOTS' ASSOCIATION AMSTERDAM-IJMOND OFFERS INPUT IN THE FORM OF PRACTICAL NAUTICAL EXPERTISE. AND OF COURSE, THE SIMULATORS ARE ALREADY WORKING OVERTIME.



All set for the next one hundred years: that was the thought when the Noordersluis lock at IJmuiden was commissioned in 1929; measuring 400 by 50 metres, it was the largest sea lock in the world at the time. The Noordersluis, which accommodates ninety percent of all cargo bound for the port of Amsterdam, has however already come to the end of its useful technical life. In 2019, a new sea lock – once again the largest in the world – will therefore be commissioned right between the Noordersluis and the smaller Middensluis. The new Noordersluis will measure an impressive 500 by 70 metres and have a depth of 18 metres. All set for the next one hundred years?

“That is for the generations after us to find out,” says Rob Gerrits, operations manager at the Regional Maritime Pilots’ Association Amsterdam-IJmond. “The old lock has clearly reached the end of its economic lifespan though. Bear in mind that substantial changes have occurred in terms of the number of ship movements, vessel types and draughts in the last century; furthermore, the planning at terminals is also becoming increasingly more meticulous. Three crucial questions consequently needed to be answered by an advisory board of experts prior to the lock’s construction: which requirements must the lock meet? How much space is available and how can you build a lock without disrupting shipping traffic?”

THE MAIN ADVANTAGE OF THE NEW LOCK IS THAT SHIPS ARE ABLE TO NAVIGATE IT WITH MUCH GREATER SPEED AND FLEXIBILITY

At the request of Port of Amsterdam, René van Essen, maritime pilot and instructor at the Regional Maritime Pilots’ Association Amsterdam-IJ, specifically participated in that advisory board to provide practical nautical expertise. “We are not just talking dimensions here, but for example also the type of lock gates. The decision was made to use identical sliding lock gates which can be replaced within a day should a collision occur. Inside the new lock itself, we have to consider important details such as the need for symmetrical lighting so that the pilot can properly determine his position in relation to the lock-axis, the placement of bollards, the fendering and the design of the sluice walls so that ships can also safely be moored in slippery conditions by the boatmen. Prior to the tendering of the project, the specifications of the new lock had already been defined pretty accurately. The nautical accessibility during construction of both the new lock and the middle lock was extensively tested beforehand using the simulator at the Maritime Research Institute Netherlands (MARIN).”

ADVANTAGES

The main advantage of the new lock is that ships are able to navigate it with much greater speed and flexibility. The lock can simultaneously accommodate two large vessels and the depth of 18 metres – tide-independent – guarantees round-the-clock accessibility for even the largest ships. The width of 70 metres means the maximum beam of a ship can be increased to at least 57 metres (ad hoc exceptions are always possible); with this, the lock is anticipating the increase in scale that is occurring in the shipping sector, for example in the wake of the



restructuring of the Panama Canal. Gerrits: “In addition, the increased width makes it possible for tugs to exercise lateral force in the lock, which promotes safety, speed and accuracy. The captains of wind-sensitive cruise ships will also feel more confident due to the extra space afforded by the wider lock. The largest cruise ship in the world, The Oasis of the Seas, fits inside the lock and can enter with ease. We have practiced this on the simulator.”

The first ships are set to navigate the lock in 2019. Right now, the 63 pilots of the Regional Pilots’ Association Amsterdam-IJmond are already busily practicing all possible scenarios on simulators to anticipate any forces caused by ship movements. “Ultimately, the proof of the pudding is in the eating though,” concludes Van Essen. “Initially, we will carefully and patiently observe how the ships behave when approaching and leaving the lock and whilst navigating it.”

Reinier Duijneveld is Maritime Coordinator at OpenIJ, the contractor consortium of BAM-PGGM, VolkerWessels and DIF that has been awarded the contract by Rijkswaterstaat (Directorate-general for Public Works and Water Management) to design, build and finance the new lock as well carry out maintenance for a 26-year period. Within the contractor consortium, the dredging and dry excavation works will be performed by the combination Van Oord-Boskalis, which will also take care of the maintenance for 26 years. Duijneveld maintains the contacts with all the parties involved, such as Rijkswaterstaat Beheer, Port of Amsterdam and Loodswezen (Dutch Maritime Pilots’ Organisation). “We are continuously consulting with one another to minimise the disruption to shipping traffic caused by the project. In that respect, we are glad to use the expertise of Loodswezen. Of course, safe operations are crucial. Due to the construction, limits on length and draught have for example been imposed on vessels for the Middensluis; after all, the ships will be sailing right next to our working area. When people are so close to the fairway, you want to minimise the risk of collisions. At the suggestion of the pilots, we have adjusted the restrictions regarding depth though. As it turns out, extra depth actually reduces wind sensitivity and increases stability.”

RIGHT NOW, THE 63 PILOTS OF THE REGIONAL PILOTS’ ASSOCIATION AMSTERDAM-IJMOND ARE ALREADY BUSILY PRACTICING ON SIMULATORS

FASTER, CLEANER AND SMARTER

Harbour Master Marleen van de Kerkhof of Port of Amsterdam is responsible for organising the safe, smooth and sustainable handling of shipping traffic in the North Sea Canal. “The new sea lock, which is tide-independent, will give a boost to our region and will contribute to the port’s adage of faster, cleaner and smarter. Dynamic Lock Planning (DLP) has been implemented in the port information system HaMis, to which all nautical service providers, agents and terminals are connected. This means that incoming sea-going vessels are pre-notified 48 hours in advance and departing sea-going vessels 24 hours. DLP will allow us to make optimum use of the Noordersluis lock and to use it to its fullest capacity at high tide. After 2019, DLP in combination with the new tide-independent lock will lead to even higher efficiency levels. Completely transparent.”

ACCELERATION

The terminals in Amsterdam’s port basins are also eagerly anticipating the coming-on-stream of the new lock. Vopak Terminal Amsterdam Westpoort is a major player in Amsterdam’s extensive gasoline cluster. Managing director Ramon Ernst: “We focus on the safe and efficient handling of ships; Loodswezen of course plays a pivotal role in that. At our terminal, we aim to achieve time savings for our customers by ensuring our operations are as efficient as possible. Ultimately, our performance is determined by the performance of the entire chain though and this in turn determines the competitiveness of the port of Amsterdam. The new sea lock will allow for an increased and faster traffic flow, but in order to really capitalise on this all parties will have to adjust their capacity accordingly. Amsterdam has already started with dynamic lock planning; a step in the right direction that should ultimately lead to greater transparency in the lock, on the waterways and at the terminals.”



WORKSHOPS SHARPEN MINDS: NAUTICAL SAFETY OF WADDEN AREA A SHARED CONCERN

THE REGISTERED PILOTS OF NEDERLANDS LOODSWEZEN REGION NOORD (NORTH) OPERATE IN A VARIETY OF MARITIME AREAS. IN THESE AREAS, THE FOCUS WILL ALWAYS BE ON NAUTICAL SAFETY. NAUTICAL SAFETY MUST BE GUARANTEED IN THE BEST POSSIBLE WAY. "OUR WISH IS THAT COMPETENT AUTHORITIES WORK HARD TO ENSURE THAT STEPS ARE TAKEN IN THE FIELD OF POLICY AND ITS ENFORCEMENT," SAYS REGISTERED PILOT BAS DEEN. TOGETHER WITH HIS COLLEAGUE, JACOB KIEWIED, HE IS CLOSELY INVOLVED IN THE SO-CALLED NAUTICAL SAFETY WORKSHOPS IN REGION NOORD. TWO WORKSHOPS HAVE BEEN HELD SO FAR, THE FIRST ONE IN APRIL AND THE SECOND ONE IN JUNE 2016.

The Wadden Sea is part of UNESCO World Heritage, which in itself indicates its great ecological value. From this perspective, people who recognise this value should be alert and avert oil spills and near misses, and prevent ships – either with or without dangerous cargo – from running aground. The maritime area between Harlingen and the sea is characterised by a high concentration of traffic, consisting of interweaving traffic flows of seagoing ships, fishing boats and pleasure craft. That's precisely why continued efforts are needed to minimise the risks to people and the environment. Thanks to Ellen Kuipers of the Wadden Association it has been possible to bring together a number of major players in the region to identify real threats to people and the environment and to determine the difference between real or perceived unsafe situations.

The first two meetings have shown that it would be a good thing to continue the workshop sessions. These sessions give participants the opportunity to identify and list risks and risk-management measures. Loodswezen and various other parties have proposed to schedule a consultation with various maritime entities to determine the safety status. Rijkswaterstaat (the Directorate-General for Public Works and Water Management) intends to continue these sessions.

Why is it so unique that various parties in the western Wadden Area have come together to discuss the actual nautical safety situation? Registered pilot Deen answers, "It is because such a thing has never happened before; that's why it's so unique." Deen continues, "It's not so strange, actually, because there is really a lot to discuss. Thanks to the workshop sessions, periodic consultations between local authorities and Nederlands Loodswezen have been re-established. The main issue is risk-management measures, which are mainly focused on the admission policy and related conditions, such as tug use, boatmen, wind and visibility, pilots, and permit requirements. An important point, in our opinion, is enforcement. What strikes us is that, in practice, the competent authority does not always enforce the conditions it has laid down itself."

SAFETY

That is something the participants of the last two workshops have already been discussing. Representatives of the Wadden Association, Harlingen Seaports, Rijkswaterstaat Noord-Nederland, VTS operators, the Harbour Master's Division of Groningen Seaports, shipping company Rederij Doeksen, and the pilots of Nederlands Loodswezen Region Noord have held discussions, chaired by a process supervisor, to monitor the western Wadden Area on the actual nautical safety. The question, 'how to proceed from here?' can only be answered if conclusions can be drawn from what has been discussed in the workshops. According to Deen, all parties have now realised that they need each other when it comes to ensuring nautical safety. "Where the authorities lack the specific nautical knowledge and experience, we, as pilots, will be happy to assist because we believe that, at a later stage, it will provide clarity for traffic participants."

**IT IS BECAUSE SUCH A
THING HAS NEVER
HAPPENED BEFORE;
THAT'S WHY IT'S SO
UNIQUE**

He adds that it is the responsibility of the fairway manager to set up an admission policy. "We, as pilots, have been involved because our advice has been taken into account in the policy. On the fairway to Harlingen, the competent authority is not actively involved in creating and communicating tidal windows. It is partly for this reason that we are pleased that consultations with the authorities have been set up. What we would like to see is a clear policy as well as enforcement of

that policy, particularly in view of the fact that oversized ships (i.e. ships constrained by draft and/or length) are currently exempt from compulsory pilotage. On some parts of the fairway, oversized ships can only overtake or pass other ships when prior arrangements with respect to time and location have been made. All traffic participants, including the captains of these ships, must rely on the competent authority for preparing a clear policy, its enforcement, and its communication. The same, of course, holds true for the large number of recreational craft using this maritime area, because it concerns their personal safety. This much is certain, all the parties involved have to make a joint effort in order to reduce the risks.

PHOTOGRAPHY: RIJKSWATERSTAAT

PHOTOGRAPHY: JOACHIM DE RUIJTER



PILOT JOOST LEENHOUTS

SO MUCH IS CERTAIN: SUCCESSFUL DEVELOPMENTS HAVE MANY FATHERS. JOOST LEENHOUTS, GERRIT PEEKSTOK AND DENNIS LENTING OF NEDERLANDS LOODSWEZEN CAN RIGHTLY SAY THAT THEY ARE 'THE FATHERS' OF GIDS, THE JOINT INTERACTIVE SYSTEM OF THE NAUTICAL SERVICE PROVIDERS, AND OF COS, THE 'OVERSIZED' SHIPS COORDINATION TOOL (OVERSIZED SHIPS ARE SHIPS CONSTRAINED BY DRAFT AND/OR LENGTH). THE THREE 'PIONEERS' AND THEIR COLLEAGUE JAN KRAMER HAVE SHOWN THAT THEIR DATA EXCHANGE SYSTEMS GIVE NAUTICAL SERVICE PROVIDERS IN THE PORT OF ROTTERDAM THE OPPORTUNITY TO SYNCHRONISE THEIR PLANNING SCHEDULES AS PRECISELY AS POSSIBLE. AT THE SAME TIME, THESE SYSTEMS PROVIDE SHIPPING AGENTS AND TERMINALS WITH INSIGHT INTO THE DETAILS OF THE VOYAGE. THIS INFORMATION IS RELEVANT IN TERMS OF MOORING, DEPARTURE AND SHIFTING. "GIDS (LITERALLY: GUIDE) WORKS WELL," ACCORDING TO THE TRIUMVIRATE, "BUT THE CRUX OF THE SYSTEM LIES IN THE HUMAN FACTOR. NAUTICAL SERVICE PROVIDERS ARE RELUCTANT TO GIVE 'NO' FOR AN ANSWER."

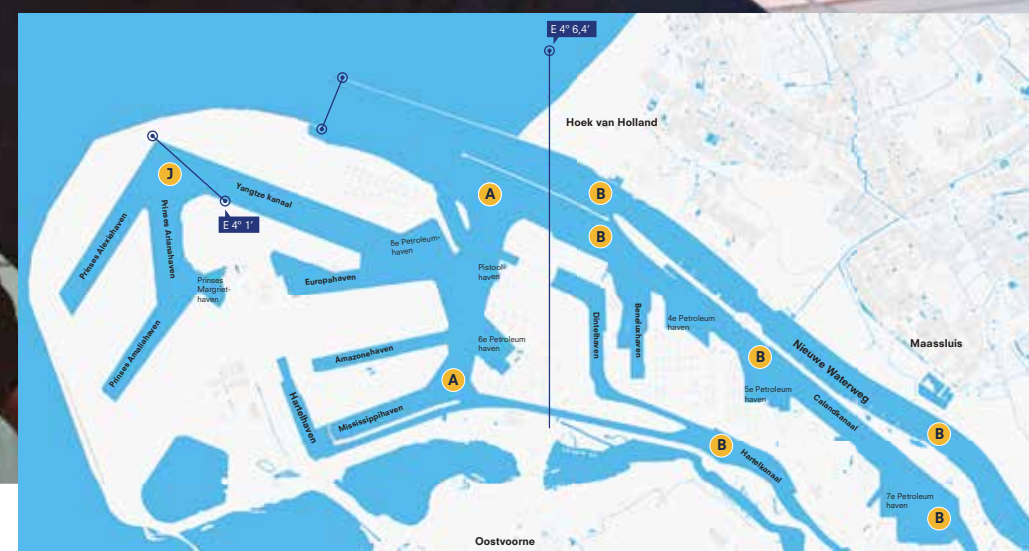
It would be jumping to conclusions to state that the nautical service providers prefer to keep their cards close to their chest when disclosing information about their planning schedules in order to prevent fellow actors in the port from concluding that 'they' cannot deliver the requested services on time. Rather, the planning coordination system GIDS encourages the parties to compare their different planning schedules with the aim to synchronise the joint package of services of pilots, tugs and boatmen as precisely as possible.

Gerrit Peekstok and Joost Leenhouts explain how GIDS works in practice. GIDS has been operational since January 2016 when phase two of the system was introduced. "The first step in the system is taken by the shipping agent who orders the ship's departure or shifting two hours

before the requested departure or shifting time. The agent's order is automatically entered into GIDS so that all nautical service providers are informed about the required services. They need to respond within thirty minutes, indicating whether or not they will be available at the ship's estimated time of departure or shifting. If not, they are given the opportunity to offer alternative times."

MINIMISING UNDERUTILISATION
As a result of the above, ships' waiting times due to underutilisation of the capacity of the nautical service providers involved can be minimised as much as possible. The Rotterdam-Rijnmond region of Nederlands Loodswezen has commissioned a study to see if this indeed leads to a more balanced allocation of resources, and to determine the effectiveness of GIDS. The study was carried out by a student of Rotterdam University of Applied Sciences in the first six months of 2016 and has shown that the amount of time service providers spent waiting for each other has significantly decreased. According to Leenhouts and Peekstok, there have been double-digit decreases of waiting times. "This is a real advantage for our operations because, thanks to these considerable time savings, we can now do more with the same number of people."

To examine the efficiency of GIDS for outbound maritime traffic from the terminals, a new study has been started - this time by another student of Rotterdam University of Applied Sciences. The new study aims to determine the estimated and actual departure times from the terminals. This information can then be used by all service providers to further optimise their planning operations. Shipping agents and terminal operators are given access to GIDS on request. This allows them to consult information important to them such as the expected time of 'gangway down', information about the berth and, more recently, whether mooring operations have been fully completed.



COS – FAIRWAY AVAILABILITY SYSTEM
The Coordination tool Oversized Shipping (COS) is intended to explore the availability of the fairway to and from the port of Rotterdam. The Harbour Master's priority, like that of all players in the port, is maritime traffic safety. In addition to that particular safety principle, pilots have added the principle that ship movements should also be physically possible. "Two channel-bound ships meeting or passing each other near the Lower Light is something that should be avoided", they say. COS is a system that anticipates the expected traffic situation on the fairway. The system has already been incorporated into the Harbour Master Management Information System (HaMIS) and has been integrated seamlessly with GIDS.

Nautical service providers less often say 'no'

Deputy (State) Harbour Master of the Port of Rotterdam Authority, Rob Gutteling, is pleased with the design and operation of GIDS and COS. "Both systems are useful for increasing the efficiency of the nautical service delivery process in the port of Rotterdam," he says. "Together with the nautical service providers, we act as a sparing partner for Nederlands Loodswezen with respect to GIDS. Consequently, the functionality of GIDS is further optimised in consultation with the working group."

Gutteling and some of his operational colleagues have been involved in the further development of both systems from the start-up phase. In this way, they contribute to the optimisation of GIDS, the planning coordination system of the nautical service providers, and of COS, the oversized ships coordination system. "COS is a system that identifies unwanted traffic situations involving large ships and, where necessary, offers adjustments to fairway planning schedules to avoid these undesirable situations." Gutteling emphasises the usefulness and necessity of COS. "This system will be further developed as a shared tool for the Harbour Master and Nederlands Loodswezen. Together with the pilots, my colleagues with the Harbour Master's Division (DHMR) have been involved from the very first moment in the formation of the idea, its development and implementation."

President of the Rotterdam boatmen association KRVE, Erik de Neef, remembers that his colleague Stefan de Graaf was the one who coined the term 'GIDS' for the interactive planning coordination system. "With GIDS, we aim to achieve a better coordination between nautical service providers to ensure that our customers have more certainty about reliable nautical services at the requested ETAs and ETDs. In addition, it must also lead to efficiency benefits for nautical service providers. With GIDS our ambition is to make 'certainty of availability' our trademark."

The innovation tender

DAY IN, DAY OUT, THE VESSELS OF NEDERLANDS LOODSWEZEN B.V. (THE DUTCH MARITIME PILOTS' ORGANISATION) ARE OUT ON THE WATER. A SEA-GOING SHIP NEVER NEEDS TO WAIT FOR A PILOT. AT THE SAME TIME, THIS ROUND-THE-CLOCK SERVICE PROVISION HOWEVER MAKES IT DIFFICULT TO TEST OUT NEW INNOVATIONS IN THE OPERATIONAL FLEET. DISRUPTIONS TO SERVICE MUST BE AVOIDED AT ALL COSTS. THE 'INNOVATION TENDER' OFFERS A SMART SOLUTION THAT STILL ALLOWS FOR CONTINUOUS INNOVATION.

The innovation tender is a pilot tender – the Enterprise – that was initially scheduled to be decommissioned in 2016. Instead of selling the Enterprise, as per the original plan, it was however decided to retain the ship for testing out various innovations together with partners outside of the daily operations. If demonstrably successful, these innovations can next be implemented aboard newly built tenders

in the future and possibly partially aboard the current tenders as well. In a first test cycle from June to November 2016, trials were conducted aboard the Enterprise with a new bow, alternative underwater coating systems and the addition of interceptors.

PRACTICE-BASED PROOF

"The final test results will show which innovations do or do not benefit our ships," says Tjeerd de Vos, Fleet Manager of the Dutch Maritime Pilots' Organisation. "Next, the Enterprise will operationally trial the innovations in question in 2017. After all, the new nautical handling must fit in with daily practice and will take some getting used to. No matter how outstanding the test results may be, new innovations must for example not compromise the ability to approach ships in bad weather." After that, the Enterprise will remain available for testing other new innovations in 2017. The Dutch Maritime Pilots' Organisation is currently discussing this with several parties.

NEW, SLENDER BOW CAMARC

On the Enterprise, a new, slender bow was tested designed by Camarc Design, the company which was also responsible for designing the pilot tenders from the Discovery class, the Aquila class and the L class. The alternative bow was placed over the existing one. The new bow is expected to yield speed improvements and fuel savings. Furthermore, the comfort aboard will increase when the ship navigates waves. The extent to which the new bow will actually live up to expectations in practice will become apparent from the results of the tests, which will be conducted in both good and bad weather.

Test results!

The Dutch Maritime Pilots' Organisation expects to present all the results of the tests with the different bow type, the alternative coating systems and the interceptors at the end of 2016. Visit www.loodswezen.nl for the latest developments!

SEARCHLIGHT

A new searchlight from ColorLight has been installed. This searchlight has two LED units and an infrared camera. The infrared camera can also be used for man overboard operations.

ADDITION INTERCEPTORS HUMPHREE

The Dutch Maritime Pilots' Organisation also trialled the use of interceptors supplied by manufacturer Humphree from Sweden. The adjustable blades of the interceptor go down vertically in the water at the stern of the ship and can be moved either automatically or manually. This creates hydrodynamic pressure which lifts the stern out of the water. The aim is to save fuel and improve stability. The latter benefits the comfort aboard and decreases the risks when a pilot changes from a tender to another ship.

ALTERNATIVE UNDERWATER COATING SYSTEMS PPG COATINGS

Underwater, two alternative coating systems by PPG Coatings for traditional antifouling were tested on the Enterprise: a fouling-release film and a copper-free, premium antifouling. It is expected that both varieties, aimed at preventing growth on the hull, will offer tangible advantages in terms of speed and fuel consumption. The measurements taken during the practice-based tests will make clear exactly by how much and will also offer insight into how the two systems compare to one another.

SHEER PERSEVERANCE NEEDED FOR TOUGH TRAINING COURSE:
LOVE FOR SEAFARER'S LIFE MOTIVE TO

BECOME A PILOT



PILOT WIGGELE WARNAR

I for one am glad that I went to sea because I liked the seafarer's life

YOU MUST BE PREPARED TO GIVE AN ARM AND A LEG TO BECOME A REGISTERED PILOT. "FROM ONE DAY TO THE NEXT, YOU FIND YOURSELF BACK IN SCHOOL," SAYS APPRENTICE PILOT FEICO JONGENEEL ABOUT THE START OF HIS CAREER AS A MARITIME PILOT. IN HIS PERCEPTION, IT WAS A MAJOR TRANSITION, PARTICULARLY AFTER HAVING BEEN AT SEA FOR TEN YEARS. JONGENEEL HAS SAILED WITH P&O NEDLLOYD AND WITH ITS LEGAL SUCCESSOR MAERSK BEFORE SWITCHING TO THE BELGIAN COMPANY JAN DE NUL. BUT HE BELIEVES THE YEAR OF TRAINING THAT IS REQUIRED TO BECOME A PILOT IS AN INVESTMENT IN HIMSELF, WHICH IS SOMETHING REGISTERED PILOT WIGGELE WARNAR FULLY AGREES WITH. THEY BOTH SHARE A PASSION FOR THE SEAFARER'S LIFE AND ARE AWARE OF THE RICH HISTORY OF THE SEAFARING PROFESSION. AS PILOTS, THEY ARE ABLE TO COMBINE THE LOVE OF THE NAUTICAL LIFE WITH THE LOVE OF HOME.

"Some of the registered pilots have gone to sea with the intention of becoming a pilot later," says Warnar, adding, "but I went to the Nautical College in Flushing in 1981 with the idea of becoming a deck officer, sailing on a ship around the world. In the early years of my career, I had no idea what the job of a pilot involved. I saw that the pilot and the captain were both on the bridge when the ship had to be manoeuvred in and out of port, while I - as a second mate - had to go forward or aft to oversee the mooring or unmooring activities. Only when I had become a first mate was I allowed - from time to time - to watch the manoeuvring operations from the bridge."

That did not give Warnar a good impression of the job of pilot, particularly after he had sailed on coasters on which the captain did the manoeuvring all by himself and the pilot had to confine himself to his formal advisory role. Despite the fact that he knew very little about pilotage, Nederlands Loodswezen came into the picture as a way of being at sea without the side effect of being away from home for months on end. Warnar remembers, "I suddenly got into a steady relationship with my girlfriend and she hated it when the time came for me to go away again for several months. So I decided not only to contact Loodswezen, but also to apply for jobs with other companies ashore. I had a lot of interviews, but each time the people conducting the interviews concluded that I was not motivated enough. My heart was at sea. Each time I returned from leave I was happy to be back on a ship again. When Loodswezen invited me to the selection for the pilot-training programme I seized the opportunity with both hands. I've never regretted it."

MISS OUT IMPORTANT MOMENTS

Jongeneel had similar reasons for wanting to become a pilot. "To be a seafarer with a fiancée, family and friends at home basically means that you lead two lives: one on land and the other on the ship. When you are at sea you sometimes miss out on important moments at home, such as, in my case, my sister's promotion. When our daughter was born, I was lucky to be at home. She was born on 31 August 2015 and I started the pilot-training programme on 1 February 2016. It was quite an impressive experience because, on the one hand, as an apprentice pilot you feel you are taking a step backwards in your career. On the other hand, you know you will be at home every night - which is worth a lot."

Warnar knows how difficult it is to give up your job and apply for the training programme with Nederlands Loodswezen. "I don't think it is wise to go to sea with the sole idea of becoming a pilot later. The fact is that the selection procedure can take quite some time, so you really need to have patience. You also have to be physically fit to be a pilot, and there will be candidates who fail during the selection process, either because of a negative result for the navigation test, or the assessment, or both. If that should happen to you, you may feel as if all those years of hard work at sea have been in vain, because you cannot become a pilot. I for one am glad that I went to sea because I liked the seafarer's life."

Both Warnar and Jongeneel appreciate the relatively new pilot-training programme which was accredited in 2014. This means that, in addition



to the phased programme with final examinations, students (apprentice pilots) will need to do research before they can complete their studies for their Master in Maritime Piloting. They must gain sufficient marks in all examinations and final examinations.

Warnar is convinced of the practice-based nature of the overall training programme. "During the central phase, students learn the basics of manoeuvring. In my region (Amsterdam-IJmond), they have to make 200 instruction trips. In phase 1, the student is given the role of traffic participant. Accompanied by a registered pilot, he monitors the way

I'VE NEVER REGRETTED IT.

in which the pilotage and the communication are conducted. This is how he becomes acquainted with the pilotage area and the various partners in the logistics chain. In Phase 2, the student takes on more of an advisory role to the captain and all that it entails. In phase 3, the student takes over the role of the registered pilot, even when strong winds make the job more difficult. In this phase, the registered pilot has a coaching role."

Jongeneel illustrates how in this phase Warnar taught him a valuable lesson: "He said, 'Feico, you have to pilot the ship yourself; not in the way you think I would do it, but in the way you think it has to be done'. Generally, I found that everyone wants the best for you. People want to help you achieve good results, but you have to work at it yourself. In the end, everyone benefits once you get the diploma."



PILOT FEICO JONGENEEL

'THE COOPERATION ON THE WATER HAS ALWAYS
REMAINED GOOD'

Perpetually living apart together

IN 2016, IT IS EXACTLY FIFTY YEARS AGO THAT THE NETHERLANDS AND BELGIUM OFFICIALLY SIGNED AN AGREEMENT TO FORMALISE THE DIVISION OF PILOTAGE ACTIVITIES IN THE SCHELDT AREA AND ON THE GHENT-TERNEUZEN CANAL. THE FLEMISH PILOTS PERFORM 72.5% OF ALL PILOTAGE TRIPS FROM AND TO THE PORTS OF ANTWERP AND GHENT, THE DUTCH PILOTS 27.5%. THE REGIONAL MARITIME PILOTS' ASSOCIATION SCHELDEMONDEN AND THE FLEMISH REGION RECENTLY SIGNED NEW COOPERATION AGREEMENTS WHICH ARE OBVIOUSLY ALSO BASED ON THIS SETTLEMENT.

How different was the situation in 1839 when Belgium officially seceded from the Netherlands. With the Western Scheldt serving as the new border, two fiercely competing pilotage services were now operating in the area. "Dutch and Flemish pilotage vessels would even venture out as far as Land's End to be the first to put a pilot aboard a vessel," knows Fred Kuipers, chairman of the Regional Maritime Pilots' Association Scheldemonden. Clearly an unsustainable way of working, which is why first agreements were 'already' signed in 1876. By means of a signal ('B' for Belgium or 'N' for the Netherlands), ships could indicate which pilotage service they wanted on board. Over time, these working agreements became increasingly more concrete. From the start of the twentieth century, based on censuses, a division was already established which actually very closely approached the later percentages used in the 72.5-27.5 arrangement. Bram Jobse, senior staff member Policy and Legal Affairs at Region Scheldemonden: "In 1939, the first draft legislation in which the Netherlands and Belgium officially committed to these percentages was prepared. The Second World War however prevented the speedy implementation of the agreement."

WORLD WAR II PREVENTED THE SPEEDY INTRODUCTION OF THE 72.5 - 27.5 SCHEME

In 1950, the agreement was implemented after all, although only for the Scheldt River. In 1966, the final agreement, also covering the Ghent-Terneuzen Canal and still relevant in 2016, was signed. "The agreement from 1966 itself has been superseded though," explains Kuipers. "In 2008, the distribution of pilotage trips for navigation on the Scheldt was incorporated in the revised Scheldt Treaties that came into force that year." These treaties are still rooted in the original agreements between the Netherlands and Belgium from 1839.

A NEW BEGINNING

Pilotage on a border river will thus always have its own unique dynamics. In the same revised Scheldt Treaties of 2008, it was also established that from then on the Flemish minister would determine the pilotage tariffs for navigation on the Scheldt. Prior that that, this had always

In the 19th century, Dutch and Flemish pilots were in fierce competi- tion with one another

been a shared Dutch-Flemish responsibility. A separate agreement in 2008 therefore specified that should the tariffs not be cost-effective for the Netherlands for any reason, then the Flemish Region would financially compensate the Dutch Maritime Pilots' Organisation (Loodswezen). An agreement that unfortunately already led to friction immediately after the first year that it came into effect (2009). The Flemish government attributed deficits at Loodswezen to the global economic crisis and refused to pay the agreed-upon compensation. This marked the start of a conflict that would drag on until 2014 and would ultimately involve a conciliation committee, an arbitration tribunal and court. A difficult process with many bumps. Although the arbitration tribunal already ruled two-thirds in favour of Loodswezen in 2013, acceptance of this verdict and the subsequent payment (amounts had been accumulating over several years at this point) took a very long time. "All this is now behind us," explain Kuipers and Jobse. On the 24th of December 2015, following long and intensive negotiations, new agreements were signed with the Flemish Region aimed at preventing similar conflicts in the future. Kuipers: "An important difference is that, unlike in the past, compensation for any losses incurred is now based on preliminary estimates. The number of pilotage trips to and from the ports of Antwerp and Ghent is estimated beforehand and any compensation is subsequently based on this. Adjusting the compensation afterwards due to the completion of fewer or more pilotage trips is not possible."

"Ultimately, this is all an administrative issue," concludes Kuipers. "Fortunately, the cooperation on the water with the Flemish colleagues has always remained good. We assist each other when needed, have been maintaining a joint transport service to and from passing ships from Flushing for years, make mutual use of our pilot posts at sea and are both part of a broader chain of cooperation. And of course, we both use LIS, the Pilot Deployment and Billing System, which we jointly own together with a third party (the developer) for all pilotage trips."

PILOTS PARTICIPATE IN TRAINING OF OFFICERS ON MODERN
BRIDGE SIMULATOR OF CSMART ALMERE

Understanding each other on the bridge of a cruise ship

CARNIVAL OPERATIONS, THE WORLD'S LARGEST CRUISE SHIP COMPANY, OPENED THE CENTER FOR SIMULATOR MARITIME TRAINING (CSMART) THIS SUMMER. CSMART IS PART OF THE ARISON MARITIME CENTER LOCATED IN THE DUTCH TOWN OF ALMERE. DURING THE TRAINING SESSIONS, CARNIVAL OFFICERS WORK CLOSELY TOGETHER WITH EXPERIENCED AMSTERDAM-IJMOND PILOTS.

Carnival Operations, the world's largest cruise line, has had its own training centre in Almere since 2009. The new Arison Maritime Center, which opened this summer, is more than twice as large: over 10,000 square metres. Cream of the crop is the Center for Simulator Maritime Training, CSMART, which includes four full-mission bridge simulators with the most advanced equipment. In this environment, officers employed by Carnival train for every conceivable maritime scenario to ensure safety at sea and in port.

The training centre in Almere, where approximately 6,500 officers from all over the world are trained each year, works closely with Nederlands Loodswezen. According to both parties, the cooperation, although still limited, is very valuable. During BRM1, the five-day Bridge Resource Management 1 training course, Amsterdam-IJmond pilots participate for one day in the training of officers on the bridge simulator. According to former Amsterdam-IJmond pilot Ed Verbeek who, following his retirement, works as a Research & Development advisor, both officers and pilots learn a lot from the joint BRM training course. "It is mainly about understanding each other," he says.

COMPLEX

Gabriele Petruzzelli, Director of Assessment and until recently Senior Instructor at CSMART, endorses that point of view. Carnival Operations works with its own operational system, which gives the pilots taking part in the training the opportunity to gain experience with this system as well. But above all, working as a pilot on a cruise ship requires different skills from those needed on a cargo ship. On the bridge of a cruise ship, the pilot not only has the Captain to consider, but also a bridge team of up to six crew members. And, as on every ship in pilotage waters, many decisions have to be taken in a very short time, and unexpected situations have to be dealt with. "That makes this work so complex."

According to Petruzzelli, who is of Italian origin, personal skills play an important role during the BRM training courses. "The work on the bridge of a cruise ship does not revolve around our egos but around the safety of our passengers and crew", he says. "I think it is important to forge a link between the pilot and the bridge crew. Irrespective of the procedures, the human factor plays a major role. Although we do not all have the same views, we still need to reach a consensus. What the officers and pilots learn during these training courses they can often apply to situations within their own family circle. That's why I find this work so fascinating."

STICKING ONE'S NECK OUT

Pilots have been cooperating in the training courses of Carnival Operations since 2009. Initially, active pilots participated in the training courses, but now it's mostly the retired Amsterdam-IJmond pilots who take part in CSMART. If Petruzzelli has his way, the training centre in Almere will also seek to work with pilots from other European countries. He very much appreciates that Nederlands Loodswezen is the first organisation to stick out its neck. "Safety is paramount in our business. That is why it is so important that our officers are well-trained for all possible situations. And, equally important, that the pilot and the bridge crew know what to expect from each other."

PHOTOGRAPHY: CSMART



PHOTOGRAPHY: CSMART

CSMART ALMERE

In CSMART in Almere, ship officers may work together with a pilot during simulator exercises. These exercises may include a simulator trip with the "Royal Princess", one of the most modern ships of the Carnival fleet. The bridge is a full-size replica and with the help of film projectors, you can see the 'actual' situation and follow the ship as it makes trips to destinations ranging from the port of Hong Kong to the port of Amsterdam. All training courses are recorded to facilitate discussions in the debriefing room after each session. For more information, please visit the website: www.csmartalmere.com

THE KVNRR SHIPPING AWARD

During the Maritime Awards Gala, the KVNRR Shipping Award 2016 was awarded to the combined submission of the Holland America Line (HAL) and the **Center for Simulator Maritime Training (CSMART)**. HAL has invested in the latest state-of-the art developments regarding sustainability and energy efficiency. The MS Koningsdam, sailing under the Dutch flag, is a prime example of this. **The 'New CSMART Arison Maritime Center'** in Almere was built based on the bridge of the Koningsdam. The centre, which involved an investment of more than seventy-five million euros, is aimed at providing training to (technical) officers responsible for the navigation and operation of cruise ships. With this, HAL is in the vanguard in the training of attitude and behaviour of staff, thus offering a positive contribution to improving environmental performance and the culture of safety on the bridge.

An eye for manoeuvrability

"EACH TIME PERIOD HAS ITS OWN ISSUES," SAYS PRESIDENT HANS KOMBRINK. TOGETHER WITH LORIKE HAGDORN AND RUDI DE MEYER, HE FORMS THE SUPERVISORY BOARD WHICH FORMALLY OVERSEES THE ACTIONS OF THE BOARD OF DIRECTORS OF NEDERLANDS LOODSWEZEN BV. THE SUPERVISORY BOARD HAS AN ADVISORY ROLE WITHIN THE ORGANISATION. A TOPICAL ISSUE FOR THE THREE SUPERVISORY BOARD MEMBERS, WHO FEEL PARTICULARLY INVOLVED WITH THE ORGANISATION, IS HOW NEDERLANDS LOODSWEZEN CAN RESPOND TO EXTERNAL INFLUENCES RAPIDLY AND FLEXIBLY.

"Each time period has its own issues," says Hans Kombrink. "This also applies to Nederlands Loodswezen. The form of supervision, the discussion in Europe about market forces, the fleet renewal, and the pension scheme are all topics that have been dealt with in recent years. In the coming years, we will be faced with a new and challenging dossier on Compulsory Pilotage New Style, which introduces new legislation in the Netherlands stipulating what kinds of ships will be subject to compulsory pilotage. This could have serious consequences that are currently impossible to assess with any accuracy. We - as Supervisory Board members of Nederlands Loodswezen BV - must have a keen eye for identifying the various influences of the rapidly changing outside world and for the flexibility of the organisation to respond to these influences."

COMPETENCES

The composition of the Supervisory Board is - as always - tailored to competences on current issues. This is illustrated by the fact that Lorike Hagdorn, who took office last year, is a Professor of Logistics Networks at VU University Amsterdam and former Director of TNO, the Netherlands Organisation for Applied Scientific Research. Hagdorn specialises in long-term strategy and on how to implement changes and innovations in organisations. The newest member of the 'troika', appointed in June 2016, is Rudi De Meyer from Flanders. He also brings expertise in the fields of ICT and nautical innovations and has a long political and administrative background in the Flemish port community. This is im-

portant, because the international cooperation on the Western Scheldt between the Netherlands and Belgium continues to be a high priority. The term of office of President Hans Kombrink, a former politician and administrator, expires after twelve years, in 2017. The profile of his successor is currently under consideration. The question is which competences, in addition to general financial skills and insight into the political and administrative environment in which Nederlands Loodswezen operates, are most needed?

IN THE COMING YEARS, WE WILL BE FACED WITH A NEW AND CHALLENGING DOSSIER ON COMPULSORY PILOTAGE NEW STYLE

EXCITING

The Supervisory Board members feel particularly involved with Nederlands Loodswezen BV. The new members have made an extensive and enthusiastic tour of the organisation in all its regions. Hagdorn says, "I am an avid sailor and that is one of the reasons why I am passion-

The Supervisory Board is formally responsible for the supervision of the actions of the Board of Directors of Nederlands Loodswezen BV. Nederlands Loodswezen BV is the support organisation responsible for all the resources that the 450 Dutch pilots in the four regions require in order to fulfil their profession. The organisation's responsibility includes management of the pilot vessels, maintenance of equipment, collection of pilotage dues, etc.

ate about Nederlands Loodswezen. When I approach busy harbour entrances, I am always glad to know that there are pilots on board all those big ships. The incredible importance of safety at sea is often underestimated. On another level, I find the organisational form of Nederlands Loodswezen very exciting. On the one hand, pilots carry out a public task under supervision of an independent regulatory authority; on the other hand, they are the owners of Nederlands Loodswezen BV. This specific organisational form offers many advantages such as they will often think twice before agreeing to investments because these will be at their own expense and risk. The pilots' ownership also promotes working efficiently, effectively and innovatively." De Meyer adds, "Indeed, that high degree of personal responsibility is a unique element."

CHALLENGES

Kombrink points out, "Now that it has also been recognised at the European level that competition is undesirable in areas that are very sensitive to safety and quality, the uncertainty around market forces seems to be over. Compulsory Pilotage New Style, however, is a new source of uncertainty."

"There are many things going on in the world on which we have no influence," says De Meyer. "That is the hard reality. Consider, for instance, the formation of container shipping line alliances and the economies of scale, which can lead to fewer port calls." Hagdorn adds,

"On the subject of hard reality, the question in the past was how to facilitate growth? But that growth is no longer taken for granted. Fossil fuels could very well be phased out faster than everyone thinks they can. As always, ports and pilots should also anticipate new trends and ideas."

Kombrink concludes, "Nederlands Loodswezen is a nice, rather head-strong company. The pilots are the owners and, as such, are in charge. Pilots are assertive professionals and we should never underestimate the huge responsibility they carry. In this context, we must not underestimate how crucial it is that they receive first-class equipment and support from Nederlands Loodswezen BV."

THE COMPOSITION OF THE SUPERVISORY BOARD IS TAILORED TO COMPETENCES ON CURRENT ISSUES

*Day in, day out,
the vessels are
out on the
water.*



Loodswezen

loodswezen.nl