

# NAVIGATIONAL ADVISORY PANEL REPORT

<b>NAP Date:</b>	05/01/2011	<b>Owner:</b>	Peter Steen	<b>NAP Ref:</b>	35	<b>NAP Title:</b>	Sail Greenwich PEC Requirements
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**Panel Members:**

Name	Organisation	Name	Organisation	Name	Organisation
Peter Steen	PLA	David Phillips	PLA		
Richard Flynn	PLA	Steve Rushbrook	PLA		
Richard Irwin	PLA	Paulus Mooyman	Sail Greenwich		
Peter Vaughan	PLA	Matt Hazel	Sail Greenwich		

Detail / Terms of Reference	Observation/Recommendation
<p>Identify the most cost efficient and effective way of the masters and mates of the vessels involved in Sail Greenwich gaining a PEC for the area required while maintaining safety standards</p>	<p>Hazard identified in Area 5 as follows:-                      Navigation/Mooring Buoy                      Thames Barrier Gates                      Contact with Jetties, Berths, Piers during Transit                      Contact – Tower Bridge                      Grounding- Thames Barrier to London Bridge                      Collisions – London Bridge to the Thames Barrier                      Moored Vessel Structures                      Swinging vessel below Tower Bridge</p> <p>Existing Area 5 identified for PEC holders – Woolwich Arsenal to Tower Bridge (Area 5 Actually Margaretness to Tower Bridge). It had been previously agreed that Sail Greenwich PEC holders would not transit the bridge, and therefore if going through bridge a pilot is required.</p> <p>Current requirements for PEC holders in this area are – 8 Trips (minimum of 3 in darkness), and 50% of trips must be with a pilot. An oral examination and an Assessment plus simulator time. Candidates must already hold a valid STCW certificate of Competency appropriate to the vessel in which the PEC will be used.</p>

Following discussion it was agreed that for sail Greenwich masters on six identified vessels the following would apply:

- The PEC Area to be considered would extend from Margaretness to Tower Bridge.
- There would be two PEC applicants (Master and Mate) for each vessel.
- One of the identified vessels could be used for tripping purposes (Thalassa)
- Due to the intense tripping and study routine it would be possible to reduce the number of trips required from 8 to 6 but retain a minimum of 3 in darkness.
- Candidates would attend for a PEC induction and River Trip.
- Candidates could trip in pairs (Master and Mate)
- On completion of the trips candidates would sit an oral examination.
- On successfully passing that examination candidates would be practically assessed on a vessel with each trip to include a berthing at Woolwich and a swing at Tower Bridge
- 12 monthly PEC renewals should involve a 1 day refresher course towards the end of the 12 month period.
- Harbour Service Launch to escort ship during first port entry post-PEC

**Finding**

Panel agreed that the above conditions maintained the required standards and met the terms of reference.

**Additional Information**

Practically it should be possible to complete 3 round trips per day.

All 12 candidates on board at all times for the 6 days, 2 on the bridge with the pilot, and 10 in a classroom situation with Harbour Master - studying local environment, rules, regulations etc.

3 round trips per day = 6 PEC trips. It was agreed to double up the Master and Mate on the bridge per trip with the pilot. A one day refresher course may be required prior to renewal of certificate if PEC holder does not make frequent trips to the port.

**Expected schedule:**

PLA Pilotage will provide applicants with 12 tripping packs approximately 4 weeks before the commencement of week 1.

Week 1 – PEC Intro with River Trip over a 2 day period ie. 6 on intro & 6 on launch per day.

Week 2 – Study week

Week 3 – Tripping as above

Week 4 - Exams and Assessments

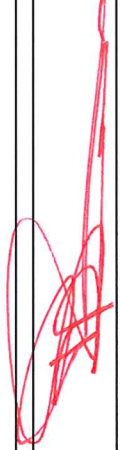
Exact timetable of week 1 to 4 to be advised. Provisionally early February 2012.

**NMT are requested to endorse the above.**

Panel  
Chairman:

Peter Steen

Signature:



Date:

06/01/2011