



The Nautical Institute Command Seminar 2011

The Ship/Port Interface – can it be made more efficient?

4th and 5th November at the Novotel Hotel, Bristol

Organised by the London and Bristol Channel Branches

This seminar is organised by the London and Bristol Branches of the Nautical Institute and forms the European contribution to The Nautical Institute Command Seminar Series 2011. The 2011 Command Seminar Series began in the USA in April, followed by Canada in June, South Africa in September and China in October. The seminar will examine the roles of some of these stakeholders in the ship/port interface and asks if it can be made more efficient. Time is money and no more so than in the maritime industry. Vessels are getting larger and spend less time in port so any small problem can have a knock-on effect resulting in delays and extra costs.

Bringing a ship successfully into port and carrying out cargo operations involves a complex series of procedures, with the involvement of multiple stakeholders. These include: the ship and its crew; ship managers, charterers and agents; harbour authorities and pilots; terminal operators; ship suppliers, port officials, surveyors, etc. The shipmaster has to deal with all of these either directly or indirectly and the flow of data from ship to shore and vice versa is increasing. Ship-shore communication is becoming a critical factor in ship operations and accurate and reliable information is a must for the logistics of a ship visit to a port.

The seminar will examine the practical aspects of bringing a ship into port successfully; how the workload of the ship can be managed sensibly; and to what extent do the port systems help. The legal and insurance aspects between the ship and the various stakeholders will also be examined. The aim is to provide practical solutions to the growing demands on shipmasters, their officers and crew when calling at a port, and to understand what each element in the chain requires to make it more efficient.

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COMMAND SEMINAR SERIES 2011

MARINE RESOURCES AND MANAGEMENT CHALLENGES – PRESENT AND FUTURE

THE SHIP/PORT INTERFACE – CAN IT BE MADE MORE EFFICIENT?

CONFERENCE TIMETABLE

Friday, 4 November 2011

	<i>From</i>	<i>To</i>
Registration and Buffet Lunch	12:30	13:45
Welcoming Address by The Rt. Hon. The Lord Mayor of Bristol, Councillor Geoff Gollop	13:45	14:00
Opening Address by Chairman: Captain James Robinson DSM, FNI, Irish Navy (retd), President of The Nautical Institute	14:00	14:10
The ship/port interface – how it affects the Mariner? A sea-going Master Mariner sets out the fears and concerns of mariners. What are the difficulties for the ship's Master & Crew in dealing with the diverse operational requirements of the ports used by the ship. Captain Cian Timmons, MNI	14:10	14:30
The Regulatory Framework & the Port Marine Safety Code The Port Marine Safety Code applies to all UK harbour authorities. What are the principle requirements and duties of the harbour authority under the code? How do they affect ships and the mariners using the port? Rear Adm D G Snelson CB FIMgt FNI, Chief Harbour Master, Port of London Authority	14:30	15:00
The Harbour Authority What is the legal basis/role of the harbour authority? What services do they typically provide? What do they expect of visiting ships? How do they monitor the quality of the services they provided vis-à-vis visiting ships? Stephen Gobbi, Marine Director, Peel Ports	15:00	15:30
The Pilotage Authority Qualifications and training for pilots. Who employs them? What is the Pilot's expectation as regards access to the ship, the assistance expected of the ship's crew? What do they think the ship expects of them? To what extent do they rely on the ship for navigation? How do they see their relationship with the other port services. Rod Lewis, Deputy Harbour Master and Pilotage Manager, ABP South Wales	15:30	16:00

Coffee Break – Sponsored by Davies Johnson Co.	16:00	16:20
The Port Agent What is the role of the Agent? A review of the how the agent prepares for the arrival of the ship; matching the requirements of the ship with those of the port for pilot, tugs, cargo operations, etc. <i>TBC</i>	16:20	16:50
The Terminal Operator Typical requirements for visiting vessels. What level of planning is required in preparing for ships of different sizes and capabilities? How do they interact with other port services such as the harbour authority, agents, tugs, linesmen, etc? How do they monitor the compatibility of their own requirements with the ship's using their facilities? John McCorquodale, Bristol Port Company	16:50	17:20
Questions and Discussion	17:20	17:45
Gala Dinner at the Novotel, Bristol sponsored by RTI Ltd Guest Speaker – Vice Admiral Sir Timothy Laurence KCVO, CB, ADC(P), FNI.	20:00	24:00

Saturday, 5 November 2011

Chairman: Captain Mike Barritt MA, FNI, RN, Vice President of The Nautical Institute

E–Navigation What is it? How is e–navigation developing and what is its' ultimate aim? What is its importance for the mariner? How will it affect the mariner and navigation within port limits? David Patraiko, Director of Projects, The Nautical Institute.	09:30	10:00
Legal aspects of the relationship between the ship and the elements of the port. Harbour Authority, Pilots, Agents, Tugs, linesmen, terminal operators. Joe Quain, Partner, Bentleys Stokes & Lowless	10:00	10:30
Coffee Break	10:30	10:50
Insurance To what extent do the harbour authority and the various port services require insurance? Who provides it? What does it cover? Peregrine Massey, Thomas Miller (Managers of UK P&I Club, TT Club, ITIC)	10:50	11:20
Mooring Process – the Missing Link. The mooring process appears to be the forgotten link in the nautical chain. Accidents with vessels breaking loose of their moorings may cause serious damage. What insurance cover is there? How can vessels improve procedures to better prevent accidents? Capt. Ben van Scherpenzeel, European Harbour Masters Association	11:20	11:50
Questions and Discussion	11:50	12:10
Mariner's review of the implications for Masters/Mariners Captain Cian Timmons, MNI	12:10	12:30
Close of Conference	12:30	

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