



7-5-09

45th European Pilots Football
Tournament 2009





Foreword

Dear Colleagues and Friends,

The “Loodsen Sport Vereniging Oostende” is honoured and pleased to welcome you to the 45th “European Pilots Football Tournament” in Oostende.

Oostende, with its 70.000 inhabitants, is not only the home base of the Flemish Sea and Coastal Pilots, but is also one of Belgium’s main tourist attractions.

The city has a lot to offer to her guests. With a famous seafront, a port, a wide variety of restaurants and cafés, great shopping facilities and extended cultural activities Oostende can compete with every big city. And this without losing the charm of a small town.

The 45th “European Pilots Football Tournament” is right on track! This year, 12 teams will take part in the competition. And as an extra, a golf tournament is organised.

An enthusiastic LSVO team is hoping to surprise all our European colleagues, their friends and families, with an unforgettable and pleasant stay on Belgium’s coast.

Patrick Wallaey
President
LSVO President

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History of the Tournament

After years of organising tournaments with local teams the President of LSV-Oostende, Dolf Lauwereins (†1971), had a dream. For the 20th anniversary of our association he wished to organise an International Pilots Football Tournament. On Saturday the 31st of October 1964 his dream became reality.

4 teams, LSV-Oostende, Staatsrivierloodsen Antwerpen, Zeeloodsen Vlissingen and Nieuwe Waterwegloodsen – Hoek van Holland, played the first Jubilee-Benelux Tournament which later became the International Pilots Football Tournament.

Since 1964 the tournament has grown bigger and bigger. Today LSV-Ostend is for the 6th time host and will welcome 12 teams from 6 European countries. Four times “our boys” brought the Challenge Cup back to Ostend but the teams of Rotterdam (Harbour or Waterway) won the first price eighteen times!

In 1977 the tournament was for the first time organised in Germany. France joined the list of organising countries in 1979 and in 1980 we crossed the Channel to the UK. Italian pilots played their first matches in Antwerp 2007 and will probably host the tournament within two or three years. The Pilots Football Tournament has truly become an European Tournament.

We are sure the founding fathers of this tournament would be proud to know that their dream is still reality in 2009 and today's tournament even surpassed their wildest expectations!



Arriving Day: Wednesday the 6th of May 2009

- ▶ PM arrival at the Hotels
- ▶ 19h00 dinner at the Box38 (or in town)
- ▶ 20h30 reception for all participants at Box38
- ▶ 21h30 official tournament draw at Box38
- ▶ 22h00 drinks & dance at Box38

Tournament Day: Thursday the 7th of May 2009

- ▶ 08h15 departure coaches to football grounds
- ▶ 08h20 departure cars to Golf Club
- ▶ 09h00 start of Golf Tournament
- ▶ 09h30 start of International Football Tournament
- ▶ 09h30 start of guided Ladies Tour at Hotel Andromeda
- ▶ 11h30 start lunches at football grounds
- ▶ 12h30 President's Lunch at football grounds
- ▶ 13h00 Lunch ladies Tour at Hotel Andromeda
- ▶ 15h00 departure Ladies Tour to football grounds
- ▶ 16h00 final of the Football Tournament
- ▶ 17h30 return to hotels from football grounds
- ▶ 19h30 reception at the Casino of Ostend
- ▶ 20h15 presentation of the Cups at the Casino
- ▶ 20h30 Dinner and Dance in the Casino

Returning Day: Friday the 8th of may 2009

- ▶ AM Goodbye and have a safe trip home

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Competition Scheme

About **180 pilots** from Le Havre, Rouen, Dunkerque, Nantes, Oostende, Zeebrugge, Gent, Antwerpen, Vlissingen, Rotterdam, IJmuiden, Emden, Bremerhaven, Hamburg, Kiel, Brunsbüttel, Lubbeck, Liverpool, London, Manchester, Tees, Bristol, Forth, Livorno, Salerno, Genova, La Spezia, Messina, Augusta, Ravenna, Napoli, etc ... will join us for the 45th International Football Tournament

They will play together in **12 teams** (France, UK, Italia, Oostende, Antwerpen, Vlissingen, Rotterdam, IJmuiden, Weser/Ems, Hamburg/Elbe, Kiel and Brunsbüttel) and we will form 4 pools (A, B, C and D) of 3 teams by draw on the 6th of May.

After each team has played **2 matches** in the morning pools, 4 new pools will be formed in the afternoon with the following teams:

- ▶ Pool W: winner of pool A, second of pool B and third of pool C
- ▶ Pool X: winner of pool B, second of pool C and third of pool D
- ▶ Pool Y: winner of pool C, second of pool D and third of pool A
- ▶ Pool Z: winner of pool D, second of pool A and third of pool B

In the afternoon each team will again play two matches in their pools.

After the 4 morning and afternoon matches the total results will be calculated and the numbers 5 to 12 will be known.

The Runner's Up Final between numbers 3 and 4 will be decided by penalties.

The numbers 1 and 2 play the final.



Competition Rules

1. The usual FIFA rules will apply.
2. Each game, except the Runner's Up Final, will last 2 x 15 minutes without interval.
3. Substitution is possible at any time and there is no limit to the number of substitutes.
4. A yellow card means a 3 minute time penalty.
A red card means suspension for the rest of the game.
5. The following rules will determine the position in the group
 - ▶ win = 3 pnts , draw = 1 pnt , loss = 0 pnts.
 - ▶ when teams have equal points,
the position will be decided by goal difference
 - ▶ if the goal difference is equal, the total goals scored will decide
 - ▶ if the scored goals are equal , 1 penalty kick will be taken alternately
 - ▶ if a result is still not reached, more penalty kicks will be taken until a winner is decided.
 - ▶ for the Runner's Up Final, 5 penalty kicks will be taken alternately.
If a result is still not reached, more penalty kicks will be taken until a winner is decided.
 - ▶ the Final will last 2x 15 minutes. Only if the final game results in a draw, there will be 2 x 5 minutes extra time. There is a 'Golden Goal Rule' in force!! The first team to score in the extra time will be the winner. If there is still no winner after the extra time, the above mentioned penalty kick rule will apply.
6. During all games the referee's decisions are final. There will be no linesmen present, except during the final game.
7. The referees will decide which team wins the ' Fair Play Trophy '.
8. The organising committee reserves the right to alter the program is necessary and to rule on any matter not provided for.



Loodswezen-Pilotage

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Morning Program

Pool A		Pool B	
A1		B1	
A2		B2	
A3		B3	

Pool C		Pool D	
C1		D1	
C2		D2	
C3		D3	

Time	Field	Team	Score	Team	Score
09.30	1	A1		A2	
	2	B1		B2	
	3	C1		C2	
10.00	4	D1		D2	
10.15	1	A3		A1	
	2	B3		B1	
	3	C3		C1	
10.45	4	D3		D1	
11.00	1	A2		A3	
	2	B2		B3	
	3	C2		C3	
11.45	4	D2		D3	

Depending on the drawing and the results of the matches in the morning **lunch** will be served at **11h40 - 12h15 - 12h50**
Please check when your team is scheduled for their lunch

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Afternoon Program

Pool W		Pool X	
W1		X1	
W2		X2	
W3		X3	

Pool Y		Pool Z	
Y1		Z1	
Y2		Z2	
Y3		Z3	

Time	Field	Team	Score	Team	Score
13.00	1	W1		W2	
	2	X1		X2	
	3	Y1		Y2	
13.30	4	Z1		Z2	
13.50	1	W3		W1	
	2	X3		X1	
	3	Y3		Y1	
14.20	4	Z3		Z1	
14.40	1	W2		W3	
	2	X2		X3	
	3	Y2		Y3	
16.10	4	Z2		Z3	

Runner's Up Final
Final 16h00

Nr.3 - Nr.4
Nr.2 - Nr.1

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Winners of the Tournament

Nr.	Year	Organising City	Winner
1	1964	Oostende	Oostende
2	1966	Vlissingen	Rijnmond (R'dam)
3	1967	Rotterdam	Terneuzen
4	1968	IJmuiden	IJmuiden
5	1969	Terneuzen	IJmuiden
6	1970	Oostende	Rotterdam Haven
7	1971	Rotterdam	Rotterdam Haven
8	1972	Delfzijl	IJmuiden
9	1973	Vlissingen	Vlissingen
10	1974	Rotterdam	Oostende
11	1975	Antwerpen	Rijnmond (R'dam)
12	1976	IJmuiden	Le Havre
13	1977	Emden	Rijnmond (R'dam)
14	1978	Rotterdam	Rijnmond (R'dam)
15	1979	Rouen	Rijnmond (R'dam)
16	1980	Middlesborough	Antwerpen
17	1981	Antwerpen	Vlissingen
18	1982	Oostende	Oostende
19	1983	Bremerhaven	Rotterdam Haven
20	1984	Vlissingen	Oostende
21	1985	Rotterdam	Antwerpen
22	1986	Brunsbüttel	Rotterdam
23	1987	IJmuiden	Rotterdam
24	1988	Rouen	Vlissingen

25	1989	Antwerpen	Rotterdam
26	1990	Rotterdam	Rotterdam
27	1991	Oostende	Antwerpen
28	1992	Bremen	Rotterdam
29	1993	Vlissingen	Rotterdam
30	1994	Ijmuiden	Rotterdam
31	1995	Kiel	Antwerpen
32	1996	Hamburg	Rotterdam
33	1997	Rotterdam	Rotterdam
34	1998	Oostende	Rotterdam
35	1999	Antwerpen	Antwerpen
36	2000	Le Havre	Vlissingen
37	2001	Bremerhaven	Weser/Ems
38	2002	Vlissingen	Weser/Ems
39	2003	IJmuiden	Antwerpen
40	2004	Lübeck	Weser/Ems
41	2005	Rotterdam	IJmuiden
42	2006	Hamburg	Weser/Ems
43	2007	Antwerpen	Italy
44	2008	Emden	Weser/Ems
45	2009	Oostende	
46	2010	Le Havre	
47	2011	Vlissingen	
48	2012	Liverpool (?)	
49	2013	Livorno (?)	

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The loss of MSC Napoli

Urbain Urœel - Coastal Pilot

18 January 2007 the Mediterranean Shipping Company container-ship MSC NAPOLI, flying the British colours, en route from Antwerp to Lisbon is disabled in severe gale conditions in the English Channel, 50 miles south of Lizard Point.

The steering gear is out of order. But the real problem was that the hull was starting to break up around the engine room and water entered. The vessel is carrying 2394 containers or about 42000 tons of cargo of which 1700 t are IMO classed or hazardous. The ship has 3000 tons of heavy fuel in its bunkers.

The crew of 26 abandoned ship in the lifeboats. They were picked up in very difficult conditions by British helicopters.



Photo courtesy Marine Nationale (France)

The French tug **Abeille Bourbon** later with the help of **Abeille Liberte** take the abandoned vessel in tow, but it is only after mutual agreement from British and French authorities that the crippled ship is to be towed towards Portland, Dorset. But as the vessel's condition deteriorates whilst under tow, it is decided to beach the **MSC Napoli** in Lyme Bay.

The owners accept the removal of all cargo and fuel under Lloyd's Open Form/Special Compensation Protection & Indemnity Club Clause, whilst the ship remains aground at Lyme Bay. In August 2007 the bow section is towed away to Harland & Wolff after the ship was separated using explosives. The stern section remains in situ in Branscombe Bay.

The MSC Napoli was built in 1991 at Samsung Heavy Industries, S.Korea as **CMA CGM Normandie**. In the aftermath of this casualty and ensuing deliberate grounding, the MSC NAPOLI became the most expensive casualty

Photo courtesy
Marine Nationale



for the insurance industry after the Exxon Valdez disaster.

Andrew Joannou, chairman of claims specialist WK Webster even told marine underwriters in Vancouver that the vessel had been built to its design limits and gave very little safety margin for adverse operational conditions.

Mr. Joannou also said that the speed of 10-11 knots was probably too high in the circumstances and that it is arguable that commercial pressures led it to sail in the way it did in these conditions.

Now he also pointed out that slamming and whipping as the vessel pounded into the waves was not a cause in itself. However, because the vessel was built to its limits, some 10 to 30% more pressure on

the vessel in bad weather caused catastrophic hull failure.

One thing the underwriters were worried about was that the ship was deliberately beached in a remote area off the south coast of England. However in the UK there is even in such locations some infrastructure to offload the vast number of containers, amongst them containing hazardous cargoes. If a similar vessel had been beached in a less accessible area, or where no infrastructure to cope with the cargo and waste disposal, the cost of salvaging the cargo would've been much higher still. Or just imagine when a forced grounding would be necessary on one of the mega container carriers like **Emma Maersk**? There are six times as many containers on a huge vessel like that.

In the case of the MSC Napoli, the hull started to buckle near the engine room, where longitudinal strengtheners met with horizontal supports running along the rest of the ship.



The loss of MSC Napoli

The **Maib** report stated that the structure of the ship failed in conditions that were challenging for its design capability and there were no other significant difficulties with the vessel, such as corrosion or fatigue damage. They also found that the actions of the vessel's master and its immediate history were not contributory influences on the loss.

But leading British surveyor and naval architect John Waite, put the following question: "The vessel failed close to its design code limit, but why did it not fail before over the previous 16 years? What was different in January 2007? Is there anything wrong with our ships or operational procedures?"

MAIB also reported that there were obvious signs of onboard welding



Bow section arriving in Belfast

repairs, but that such a thing is not uncommon in a vessel of the age of MSC NAPOLI. Mr. Waite's comment on this was: "That suggests that we live in a world where minor damages are tolerated and individual minor repairs can lead to major structural problems."

Although the record of major hull failures suggests that there is nothing particular wrong with modern ship design, the MAIB report accepted that localised damage is common and inevitable. Mr. Waite concluded that it would be reasonable to insist on a higher level of repair reporting. Damages should be logged and transferred on change of ownership.

In the wake of these events Germanischer Lloyd has started a major and comprehensive independent research project into monitoring stress and acceleration on a containership.

Mr. Waite pointed out that the results of the various studies should be used as a trigger for a wider de-

bate on the specification of operational envelopes and to understand new design methods. However, he warned that “caution should be exercised in seeking a panacea for structural failures through the use of stress monitoring.”

“awkward” one, especially in heavy weather. No wonder he concluded only two of this design were ever built. According to this gentleman, CMA CGM was happy they got rid of her soon after the grounding in Singapore Straits...

In 2001 the CMA CGM Normandie as the MSC Napoli was called then, grounded in Singapore Straits. She was on a voyage between Port Kelang and Jakarta when she tried to overtake another ship at 22 knots and left the fairway, grounding on a reef. The vessel remained stuck for 2 weeks, the ship’s bottom severely damaged. She was repaired in Vietnam at the Hyundai-Vinashim yard where some 3000 tons of steel was renewed!

The complete Maib report can be consulted on the web: http://www.maib.gov.uk/publications/investigation_reports/2008/msc_napoli.cfm

In the ensuing reports and comments little attention was given to this major accident the CMA CGM NORMANDIE had only 6 years before the final break up. As a pilot I met a captain who had been a crewmember on board of the CMA CGM NORMANDIE, he claimed the vessel had always been an



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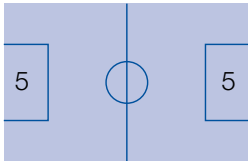
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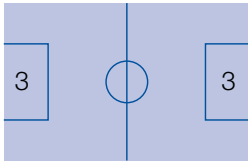
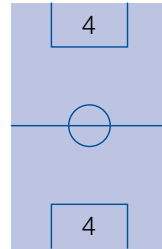




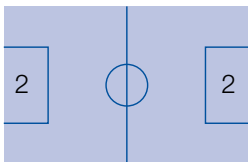
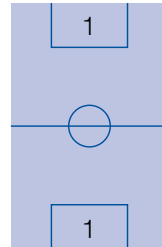
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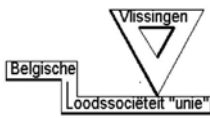
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Tournament 2009

