

THE PILOT

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Editorial

I make no apologies for including another pilotage incident report as the feature this quarter because the very nature of our work means that we have a very high statistical chance of being involved in a reportable incident.

Any lessons that may be learned through investigations are therefore of immense value not least because they are revealing an alarming trend by investigators to readily criticise the pilot's lack of integration into the "bridge team" even though the reality of the average bridge team frequently results in the pilot operating as a one man band. In the *Crimson Mars* case, the disaster was caused by the helm being put over the wrong way. We all know that this is not that uncommon, especially these days where good helmsmen are rapidly becoming an endangered species and in the case of the *Crimson Mars* the minimal margins for error in the pilotage waters meant that the few seconds of delay in realising the erroneous helm order transformed a routine manoeuvre into a major disaster. The nature of pilotage is such that margins for error are frequently minimal, a fact that was brought dramatically home to me recently on a laden tanker when the Master failed to correctly switch the control from the centre to bridge wing consoles. By the time we realised that the engine was not reacting to the pitch control lever and rectified the error we only just managed to avoid hitting the jetty. Afterwards, as one does, I reflected upon the incident and lucky escape. Until the error, the ship was well under control and had we hit the jetty the damage to the ship would have been minimal but it would probably have damaged some fendering and thus put the jetty out of action for a few days. Since the jetty in question serves a main fuel distribution depot, the "knock-on" effect could have jeopardised fuel supplies and therefore the damage claim might have been considerable. Incident reports have left me in no doubt that the investigators would have managed to find some fault with my pilotage technique. Such is the life of a pilot!

John Clandillon-Baker FNI
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Crimson Mars Grounding

One of the first lessons that I was taught when training to pilot VLCCs onto Single Buoy Moorings in Nigeria was the importance of checking that the helmsman put the wheel over as ordered and not to be shy about even gesticulating with arm movements to reinforce the verbal command when issuing helm orders. My thoughts that Peter Snow type gesticulations on the bridge might make me look a bit foolish were dismissed by the training pilot with the observation that in view of the potentially adverse consequences of such an error, I would look rather more than foolish if the helmsman put the wheel over the wrong way! 25 years on, and although now piloting on the Thames, that lesson is still valid and is one that I now instil in new trainee pilots. It does seem strange that in the 21st century, where technology is so dominant, such basic techniques can still have relevance but as every pilot knows it is not that uncommon for the helmsman to put the wheel over the wrong way and the consequences of such an error going undetected will invariably result in a grounding or collision in pilotage waters.



One such error brought the lesson firmly home last year when the woodchip carrier *Crimson Mars* grounded whilst departing from Port Dalrymple in Northern Tasmania. The approach channel to Port Dalrymple looks narrow and winding but the pilot had been working in the port for 13 years so was presumably well experienced in handling large ships in the channel. On this occasion the ship was proceeding at full manoeuvring speed into a flood tide which gave a speed over ground of about 10 kts. At a critical turn the pilot claimed that he ordered port 10 but the helmsman claims that he ordered

starboard 10. Observing that the ship was not responding, the pilot thought that the flood tide was acting on the port bow thus reducing the effectiveness of the rudder and claims to have ordered port 20 closely followed by "hard to port", again the helmsman recalled the order being starboard. Noticing that the vessel was now swinging to starboard the pilot checked the helm indicator and then noticed that the helm was hard to starboard. Although the engine was put full astern and the anchors were let go the vessel grounded shortly afterwards causing major damage to the bulbous bow.

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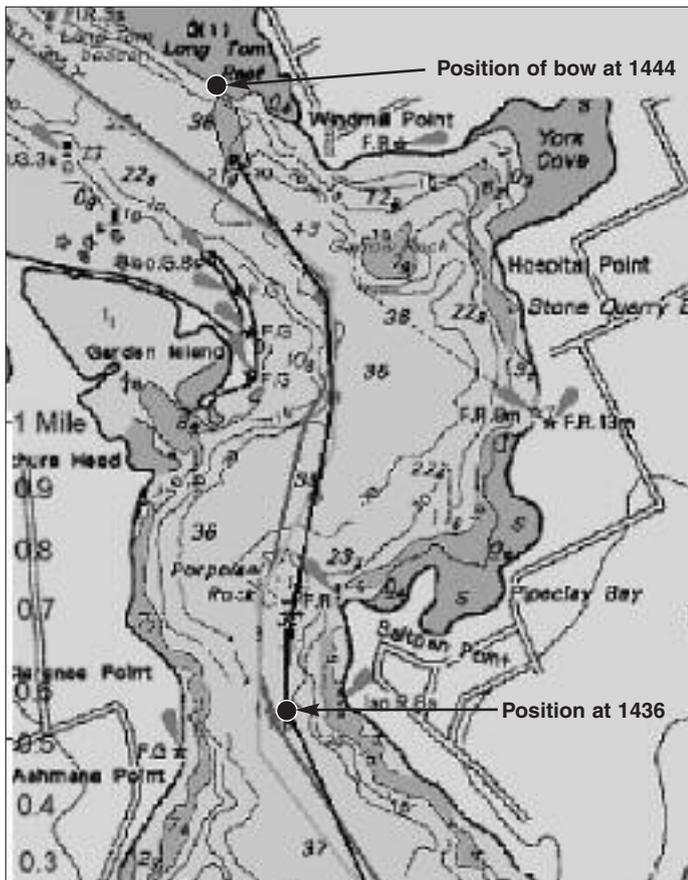
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The official report goes into detailed analysis of the events leading up to the grounding but it is evident that in common with many pilotage acts the pilot alone was ‘the bridge team’ and since neither the Master nor the officer of the watch (OOW) recalled either the helm order given by the pilot or the acknowledgement by the helmsman it is obvious that the passage was not being monitored in accordance with “best practice” procedures! This accident happened in good visibility and in daylight and it is evident from the chart that, had any other member of the bridge been paying even minimum attention to the passage observing land to starboard, a reef a couple of cables right ahead and the channel to sea open on the port bow that a starboard helm order was probably not going to achieve much other than a disaster and this would therefore tend to support the pilot’s statement of helm orders and that the helmsman put the wheel over the wrong way. Investigators are always incredulous that such failures can occur on even well found vessels, pilots just reflect that “There but for the grace of fate go I”! Such is the reality of pilotage and this incident serves to confirm my own “Theorem of Pilotage” that the difference between a good pilotage manoeuvre and a bad pilotage manoeuvre is 10 seconds inattention and the difference between a successful pilotage act and a disastrous one is 20 seconds inattention!

Recommendations

As with all these investigations we should all learn lessons and returning to my introduction, the Australian investigators provide the following recommendation regarding helm orders, “They should also ensure that the conventions governing helm orders are observed, particularly the use of ‘midships’ when changing rudder direction, and ‘closing the loop’ when communicating orders to a helmsman. **The use of hand signals to enhance the communication of helm orders should also be considered**”.

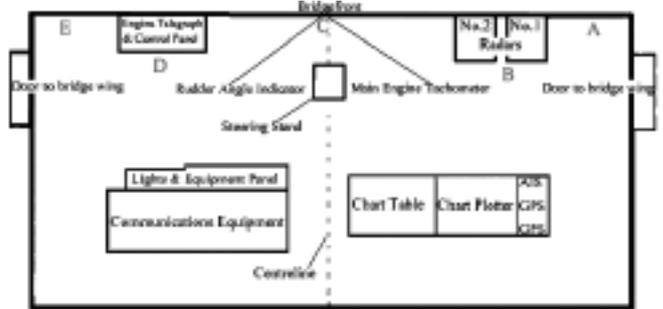
As I understand it “closing the loop” refers not just to the established practice of the helmsman repeating the order back to the pilot but also the traditional best practice of confirming when the instruction has been executed.



Not the Tasman Sea monster but the results of a misunderstood helm order!

The rudder angle indicator

The other key recommendation for pilots in the report is that “Pilots and masters should ensure that they are able to read, or otherwise be able to check, the rudder angle when coming a ship”.



Crimson Mars's bridge layout with details relevant to the incident

This is a very significant recommendation in that it highlights once again the fact that new ships are still being constructed with appalling ergonomics which totally fail to provide an efficient navigation centre. Although only launched in 2002, the *Crimson Mars* had a “traditional” wheelhouse arrangement (see plan) virtually undistinguishable from those found in the 1960s with the engine telegraph on one side of the bridge, the radars on the other and the helmsman in the middle. The instrumentation is also unchanged from the Japanese design of the 1970s with various pale green instrument readouts (*will the stock never run out?!), including the helm indicator, sighted above the centre wheelhouse window directly above the pilot’s head at the normal conning position. All this reality is far removed from the utopian dream of the “e-navigation” proponents! Because of the cranes mounted on the centreline of the ship, the class rules for the Crimson Mars require two additional “conning” positions with a clear view forward and the pilot was conducting the ship from the starboard position adjacent to where the radars were sighted at the time of the incident. The report considers it significant that there was no helm indicator visible from this position stating that “If the incorrect use of starboard rudder had been observed earlier the grounding may have been prevented”. It goes on to note that SOLAS, Chapter V, Regulation 12 states “... ships ... shall be fitted with indicators showing the rudder angle, the rate of revolution of each propeller ... All these indicators shall be readable from the conning position”. This would tend to suggest that the arrangement on board the Crimson Mars was not compliant. Not so, the report states the following with respect to this:*

During the investigation Class NK (The ship’s classification society Nippon Kaiji Kyokai) advised the ATSB that they interpret

this (SOLAS regulation) to mean that all indicators required by the provisions of the SOLAS regulation should also be readable from the 'additional conning positions'. Class NK also stated that these positions are normally located approximately 2.5 m from the conning position which is usually on the centreline and that the indicators near the centreline are not difficult to read from such positions. They required additional indicators when additional conning positions were distant from the centreline such as on bridge wings.

The photo below clearly reveals that this is not the case and as we all know, even at the centre line "conning position" if the pilot is standing in front of the window next to the compass repeater he cannot see the rudder indicator above his head without an awkward contortion risking serious neck dislocation.

Returning to the report it is evident that the ATSB is not convinced by the interpretation of the rules by Class NK but, as with most investigations, fails to actually condemn the interpretation (mustn't make waves which might upset the status quo!). I have read it several times and can only conclude that it is non committal waffle. Perhaps someone more perceptive than me can decipher the meaning so I have reproduced the following relevant section directly from the report, grammatical errors included:

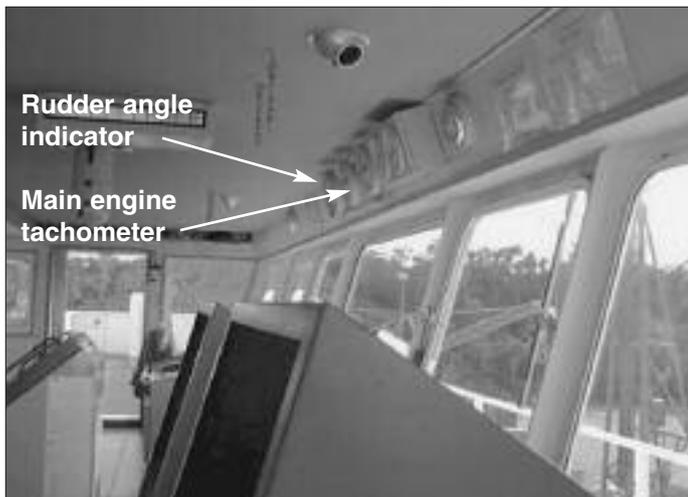
Extract from report section 2.3 Conning Position (Page16)

In submission ClassNK stated: The aim of the additional conning position is "giving a clear view". SOLAS Ch. V/12(m) is required the indicators shall be readable from the conning position. The conning position means centre conning position and is not including the additional conning positions. This is to clarify that it is not necessary to provide an additional rudder angle indicator and a shaft revolution indicator at each additional conning position in accordance with NK rule, ISO standard and IMO MSC/Circ.982 under the SOLAS Convention.

The above, however, is only the interpretation by ClassNK of the SOLAS regulation.

The regulation does not state that it refers to a conning position on the centreline or a primary conning position, nor implies secondary or additional conning positions to which its requirements do not apply. It is also reasonable to interpret that the requirements that apply to a conning position in the regulation apply to all conning positions on a ship's bridge.

The sign indicating the starboard additional conning position on the bridge of Crimson Mars may have initially prompted the pilot to take this position in the circumstances. When it became apparent that he could not read, in particular, the rudder angle indicator he should have moved to a position in which he could read it. The rudder angle indicator should be readable from a position taken while conning a ship.



The view of the instruments from the pilot's conning position!

So, as I understand it, the Class NK rules require that if the view through the bridge windows on the centre line is obstructed then two other conning positions with a "clear view" forward must be provided but ClassNK don't believe that these require the rudder angle indicator to be readable. These secondary positions are indicated on the plan as positions A & E and the Crimson Mars also has these points formally marked with "Conning Pt" in red on the bridge front. SOLAS regulations require that the rudder angle indicator and engine revolution indicator "shall be readable" from a conning position. It therefore seems perfectly clear that the SOLAS regulations require that these two instruments must be readable from the secondary conning positions. However, this would obviously involve additional expense that will bankrupt the poor ship owner so the ATSB are seemingly suggesting that yes, these are the requirements but if the ship's arrangement is non compliant then it is the pilot's responsibility to undertake a bridge survey and identify an unofficial conning point where he has both a clear view forward and a view of the relevant instruments! What nonsense. In my opinion such poor ergonomics are totally unacceptable in the 21st century and a valuable opportunity has been missed by this investigation to condemn such (regrettably all too popular) dysfunctional wheelhouse layouts as not "fit for purpose".

Although unfamiliar with the Dalrymple port approach the chart indicates that it is a very narrow channel with tricky bends and manoeuvring would seem also to be compromised by the tides mentioned in the report. A small rudder angle repeater probably costs less than \$20 and could easily be fitted at the additional conning points. I am in no doubt that had such a repeater been fitted as seemingly required by SOLAS regulations then the pilot would have been monitoring it, observed the error and this grounding would not have happened. The old saying of a "ship (and the pilot's reputation!) spoiled for the want of a h'apeth of tar" is, in my opinion, appropriate in this case.

I would like to believe that despite the lack of condemnation by the report, ClassNK and other Classification Societies might realise the potential weakness of their arguments, learn the lessons and arrange for additional rudder angle repeaters to be fitted in order to ensure full compliance with SOLAS recommendations at the secondary designated conning positions. However, knowing how such issues are usually dealt with in the maritime world, I wouldn't be at all surprised if the actual outcome will be for the Classification societies to arrange for the "conning pt" markings to be removed to avoid any potential liability. I hope to be proven wrong!

JCB

USE OF MOBILE PHONES

In the report relevance was attached to the fact that 6 minutes before the grounding the pilot had received a call on his mobile phone which he terminated after 23 seconds. Some publications reporting this grounding have wildly stated that the grounding was caused as a direct result of the mobile phone conversation but the records show that although the call was received just as the ship was approaching an earlier bend in the river, the pilot successfully negotiated that turn and correctly aligned the ship in anticipation of rounding the point where control was lost. However, the investigators did consider the mobile phone use to be of relevance in this case and referred to MGN 299 which includes the following recommendations regarding the potential for watchkeepers to be distracted by mobile phone conversations:

Interference, in this context, relates to the distraction caused by making or receiving mobile phone calls at inappropriate times during the conduct of the vessel's navigation and conning.

Such activity is liable to demand the attention of bridge

personnel when full attention should be devoted to the safe and efficient navigation of the vessel.

Consideration should also be given to prohibiting all mobile phone usage when navigational requirements demand the individual attention of all those responsible for the safe conduct of the vessel.

In this case the phone was used six minutes before the incident for a few seconds. Six minutes is a long time and I personally don't believe that this call could have possibly had any influence over the subsequent event but the report makes the following observations:

The pilot did not discuss the use of his mobile telephone with any of the bridge team. The master stated that its use was inappropriate and that he was not sure if the pilot was concentrating on the pilotage. The third mate believed that the master, rather than he, should 'challenge' the pilot in such a case. In any event there was no 'challenge', increased vigilance, or any other action by the bridge team in response to the use of the mobile telephone by the pilot.

The pilot stated:
I do not believe that the pilot's mobile phone use before Salt Pan Point contributed to the grounding at Long Tom Reef, nor do I believe that discrete communications by mobile phone after the grounding negatively affected the return of the vessel to anchor at

Bell Bay.

The report responds thus:
While the pilot did not use his mobile telephone when he was giving the helm orders leading to the grounding, he did so a few minutes before. Using a mobile telephone causes a distraction and interferes with the attention of the user and the entire bridge team. This distraction interrupts the thought processes and concentration of the bridge team and is not restricted to just the periods that a mobile telephone is used. In any event, there is overwhelming evidence in the transport industry that the use of a mobile telephone by a person concurrently with operating a transport vehicle is a distraction to the prime task of operating the vehicle.

The ATSB investigation report number 162, the grounding of the container ship *Bunga Teratai Satu* on 2 November 2000, concluded that the distraction caused by the use of a mobile telephone was the significant unsafe act that resulted in the grounding. The incident highlighted the distraction that mobile telephones can cause to the user, as well as to others.

The use of mobile telephones is contrary to good BRM principles, hinders situational awareness and prevents an optimal 'state of the bridge'.

You have been warned!!

JCB

GMDSS REVALIDATION FOR MARINE PILOTS

Further to the problems being encountered by some pilots in renewing their Master's Class 1 Certificate as identified in the Spring issue of *The Pilot*, the following is the advice from the MCA regarding GMDSS revalidation for pilots.

"The UK has decided that if an officer cannot show that he has been employed on duties including the use of GMDSS for 12 months in the last five years, then the certificate will be limited to VHF operation only'. This would effectively allow a pilot to legally use his own and the ships VHF radios and those of the pilot launch.

For this limitation to be lifted the holder will have to successfully complete the relevant GMDSS examinations.

We do not believe that the duties of marine pilots extend to the use of the full GMDSS equipment on board the vessels that they are piloting.

An officer's COC will be revalidated as outlined in MGN 9. A full ROC or GOC GMDSS certificate will not be required for revalidation, but would be required for employment at sea."

This clarifies the situation in that it confirms that pilots do not need a GMDSS certificate to renew their Class 1 CoC but if they decide to return to sea then they will be required to obtain the full GMDSS for Class 1 CoC revalidation.



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PENSION NEWS

THE SECRETARIAT

Trustees' Annual Report & Accounts

The Trustees Annual Report & Accounts for 2006 has now been sent out to all active members of the Fund. Richard Wiscombe is in the process of finalising the mail-shot to the pensioners and this report should be landing on their door mat by the end of this month/beginning of August.

Explanatory Brochure and PNPf Rules

At long last the revised Rules and Explanatory Brochures were sent out to all active members of the PNPf on 13 June 2007. Thank you for your patience while this revision marathon was being carried out.

Alternate Trustee

From 1 July 2007 the UKMPA has appointed John Owens, a Milford Haven Pilot, as an alternate Trustee of the Fund. John replaces Charlie Wood who resigned as an Alternate at the end of April.

INVESTMENT STRATEGY

EIM

The Trustees implemented the third phase of their hedge fund investment strategy with an investment in EIM, a Swiss based "bespoke" hedge fund of funds provider. The capital was disinvested from the equity mandate and successfully transferred to EIM in three tranches over April, May and June.

Legal & General

At their May meeting the Trustees agreed to the Investment Consultant's recommendation of transferring the equity mandate from Schroders into a passively managed mandate with Legal & General and this transition was carried out on 11 July 2007.

Quellos

It appears that the Trustees are not alone in awarding Quellos a hedge fund mandate. The Parliamentary Contributory Pension Fund has hired the firm to run a £9m fund of hedge funds brief. Obviously where the Trustees lead others follow!

ADDITIONAL VOLUNTARY CONTRIBUTIONS SCHEME (AVCS)

Those members that are still contributing to the closed AVC Scheme should be receiving their renewal documentation from Richard some time next month.

Equitable Life

I have recently read that the European Parliament has backed a report calling on

the UK government to compensate victims of Equitable Life's near collapse seven years ago. I would suggest that you do not hold your breath as the government has a tendency to ignore the contents of reports that it does not agree with.

UK STATE PENSION

A recent survey has shown that the U.K. has the lowest level of state pension of all 30 countries in the Organisation for Economic Co-operation and Development (OECD) ranking lower than Turkey and Greece. The UK commits the least financial support to retired workers, with an average worker getting 41% of pre-retirement earnings after a full career, whereas Greece expects to provide 96% of pensioner income.

In Europe the UK is ranked 25 out of 26 only just managing to beat a new entrant like Albania. It is a bit like the ranking the UK gets in the Eurovision Song Contest.

OVER 65s STILL AT WORK

I suppose given the above survey it is not surprising to learn that the number of people working over the age of 65 is likely to treble by 2017. A survey carried out by Aon Consulting shows that more than half of the people surveyed believe they will be forced to continue working past the state pension age for financial reasons. But for a quarter of respondents fear of boredom and loneliness drives their wish to continue working as they desire companionship and intellectual stimulation.

FINANCE BILL 2007

There are key changes for pensions in the 2007 Finance Bill which include:

- Allowing ill-health pensions to be reduced rather than totally suspended where the member's medical condition improves. (and we have only just changed the Rules!)
- Lump sum death benefits to be paid within two years of the earlier of the date the scheme administrator could reasonably have known of the death and the date when s/he first knew of the death; and
- Schemes to make commutation payments in the six months before or within 12 months of the date the member first become entitled.

NEW PM – NEW MINISTERS

Upon taking up his new role as Prime Minister, Gordon Brown's reshuffle of the cabinet saw Peter Hain replacing John Hutton as works and pension secretary and

Mike O'Brien being appointed Minister of State for Pensions Reform in place of John Hutton.

PENSIONS BILL

This Bill was one of 23 Bills unveiled in the new Prime Minister's "summer statement" and will introduce measures to establish personal accounts. The PM hopes that the new Bill, currently going through Parliament, will ensure that all working people have the right to a workplace pension.

PENSION PROTECTION FUND (PPF) LEVY

As if the calculation of the Pension Protection Fund levy is not complicated enough with a scheme based part, based on liabilities and a risk based part, based on the credit worthiness of the Employer some bright spark at the PPF thought that the scheme's investment strategy should be included as a separate risk factor. Which could have meant that investment strategies adopted by schemes to help lower deficits could have led to them being penalised with a higher levy. Fortunately the practicality of developing a "simple" formula for assessing these risks has resulted in the PPG deciding not to include investment strategy as a component of the levy. (It appears that sometimes common sense prevails!)

Enjoy the rest of the summer – weather permitting!

*Debbie Marten
Debbie@pnpf.co.uk*

Retirements

February to April 2007

QK Guttridge	Seaham	Feb
MH Kitchen	PLA	Feb

Pensioners Deceased

February 2007 to April 2007

J Armstrong	London-North
J Boyce	London-South
BC Fulton	Southampton
A Hoggarth	Humber
KC Horne	Dover
RB Shimmell	Milford Haven
L Sidgwick	Tees

The Criminalisation of Mariners - including Pilots

Hurricane Jack was a shipmate of Captain Para Handy in the crew of the Vital Spark, a most venerable Clyde puffer which existed in the fertile imagination of Neil Munro. The world knows that Hurricane Jack was called Hurricane Jack because he once stole a sheep. Until recently, Hurricane Jack was, it would be nice to believe, the only criminal amongst mariners who have served since the late Nineteenth Century. As to pilots in particular, Joseph Conrad (who died in 1924) was rather more flattering when he referred to "a pilot - which to a seaman is trustworthiness personified". It has long been a source of personal pride that, having been born into a pilot's family, I have not heard of a pilot who has been convicted of a serious criminal offence in well over a hundred years.

Times change. The criminalisation of mariners (including pilots) for errors and omissions committed in the course of duty moves ever closer. The powers of the Maritime and Coastguard Agency (MCA) are sweeping. The 1987 Pilotage Act itself provides for criminal sanctions (including imprisonment) to be imposed upon pilots in certain circumstances. It is the MCA which will investigate those circumstances and seek actively to impose the sanctions, including imprisonment, if it sees fit, subject only to the protection of the Courts. In the course of its investigations, the MCA is empowered to order the holding of an interview of any suspect pilot under caution under Code C of the Police and Criminal Evidence Act (PACE) of 1984. The caution used is the same as that levelled at a suspected pimp or murderer:-

"You do not have to say anything. But it

may harm your defence if you do not mention when questioned something which you may later rely on in Court. Anything you do say may be given in evidence."

The "speak now" provision is recent. It does not in any way diminish the fundamental legal principle that it is for the prosecution to prove a criminal case beyond a reasonable doubt. A suspect (including an honest pilot) has no obligation whatsoever to assist the prosecution in preparing a case against him. The true effect of the "speak now" provision is that it serves as a warning to a dishonest suspect that if he seeks to invent a defence at a later stage he probably will find himself in difficulty later in relation to his credibility. In the case of an honest suspect (there are such people; and pilots are now prominently amongst their number) there remains no obligation

whatsoever to assist the MCA in making out a case against him. The truth remains the truth whether it is spoken or unspoken at any given moment. When questioned by the MCA under criminal caution an honest pilot (of which type may God forbid there should be any other) is well advised to say nothing at all.

In a case where the MCA (PACE) interview is conducted by the CHA of a directly employed pilot, the pilot may feel particularly vulnerable, for the simple reason that it is natural for any man to wish to co-operate with his employer. There is, however, no Court in the jurisdiction which, on Judicial Review, would uphold a penalty of any sort against a man who might choose to comply with the advice, *"You do not have to say anything."*

Barrie Youde

Re: Independence - Self-Employment

In recent years two cases (one on the Clyde and a second at South-East Wales) have brought into focus the oppressive nature of the obligations imposed on any pilot who might find himself subject to a contract of employment with his CHA.

In each case the pilot, when ashore, declined to accept the word of a CHA officer. In each case the CHA officer held no qualification whatsoever in pilotage. In neither case was it suggested that the pilot was guilty of any incompetence or misconduct affecting his capability as a pilot. In each case the Courts found that a contract of employment (and nothing else) bound the pilot to accept the word of an unqualified officer; that the pilot had broken the terms of the contract and that de-authorisation of the pilot by the CHA was therefore appropriate under Section 3(5)(d) of the Pilotage Act.

As recently as December 2001 (in the Humber case) the Court of Appeal confirmed that pilots may be either employed by the relevant CHA or, alternatively, self-employed. Under Section 4 of the Act, following the agreement of the majority of the pilots of a port, the CHA has no obligation to offer terms of

employment. It follows that, where the majority of the pilots of a port are in agreement, they are entirely free to reject any offer (including any continuing offer) of employment made by the CHA and to operate thereafter as self-employed men via a formal co-operative, if they so choose. Where such a co-operative operates, the pilot is not bound by any contract of the sort which gave rise to the disasters suffered on the Clyde and at South-East Wales.

It is entirely possible for the pilots of any port, provided only that the majority are in agreement, to relieve themselves of any of the oppressive burdens of employment by a CHA, by the simple measure of forming a proper co-operative. It is well-known that the pilots of Liverpool reverted to self-employment almost ten years ago, with great success. Terms and conditions of service have greatly improved; and the independence of the pilotage profession (having been approved by the House of Lords in 1988) was properly enhanced. The pilots of Belfast, after enduring much wholly unnecessary oppression, reverted to self-employment on 1st December 2006. Pilots at many other ports have remained self-employed throughout.

There is broad agreement that the 1987 Pilotage Act is unsatisfactory in many ways, particularly because of its convoluted provisions in relation to the employment status of pilots. When the Act was

introduced in 1988, many pilots were misled into believing that to accept terms of employment from a CHA was a matter of Hobson's Choice. Many pilots were fooled into the belief that a CHA had somehow been given the power to conscript authorised pilots into employment. For the majority of pilots of any port, nothing could be further from the truth. I am now privileged to serve in legal practice alongside Richard Wilkinson, the lawyer who was able not only to construe the Act properly but who also, with great skill, drafted the first reversion-agreement which enabled the pilots of Liverpool to rid themselves of the purposeless and highly dangerous obligations of their former contracts of employment. It is of vital significance that, whereas the Act obliges a CHA to offer employment to authorised pilots, authorisation as a pilot is manifestly not restricted to the employees of a CHA. The Act recognises that the authorisation of properly qualified pilots in the public interest for the safety of shipping is of infinitely greater importance than any arrangement as to the mere status of their employment. In short, authorisation as a pilot precedes (both chronologically and in terms of public significance) any arrangement as to terms of service. A CHA has, of course, no power to impose terms of

(Continued on p14)

A Month on Logos II

As the pages of this magazine have often recorded, many pilots are involved in charitable work in their off duty time. The following is an edited account of a cruise on the Charity vessel Logos II by the UKMPA Europilots' representative, Chris Hughes where he volunteered his services as a deck officer accompanied by his wife, Mary, who volunteered to assist in the bookshop and at times also helped out as a nurse.



About the ship and charity

Logos II was built in Spain in 1968, and operated as a ferry between Spain and Morocco as the Antonio Lazaro, Educational Book Exhibits Ltd. a private, non-profit, charitable organisation registered in the UK purchased the ship on 21 October 1988, and renamed her *Logos II*. Over 9 million visitors have been welcomed on board for tours, programmes and visits to the floating bookshop. With stops in over 280 ports of call, the ship has visited 76 countries, including Africa, the Americas, Europe, the Near East and many island nations. The ships are also associated with the Christian charity "Operation Mobilisation" (OM)

We joined the *Logos II* in Gibraltar shortly after Christmas and I signed on as 2nd Mate doing the 12-4 watch. Initially, I spent much of my time on the bridge bringing the charts and navigation publications up to date.

Leaving Gibraltar for Tripoli (Libya) we had the blessing of a wonderful calm, relaxing, sunny and warm trip down the Mediterranean with Mary being able to share the watch with me every afternoon and several times we were entertained by dolphins gracefully playing around the bow. 2007 was brought in with traditional hooting on the ship's whistle and a Ceilidh, called by a Scottish couple which went very well, especially considering there were 40+ nationalities on board!

We arrived in Tripoli, Libya to a reception of traditional music and dancing on the quay and the main meeting room was soon completely full with over 200 people including ambassadors and local dignitaries etc. Also there were numerous photographers, and the whole thing was broadcast live on TV! We were hosted by Watassimo, a Charity founded by President Gaddafi's daughter and they paid for everything. The people were so welcoming and friendly.

Mary was working in the book exchange in port and she enjoyed meeting people who stopped to speak. 6000 people visited the first day, most people in the country apparently having been informed of our presence by a text message on their mobile phones!!

In Tripoli, Mary had the pleasure of attending the Anglican Church service ashore with a mostly African congregation (unfortunately I was on duty), followed by much fascinating

conversation. The churches there are for ex-pats and many who attend are Egyptian. We were told that they were about to celebrate Christmas on the Coptic Church date of 7th January.

In the old town the little narrow streets, small shops and bazaars are just as you might imagine, and doesn't look as though it's changed for hundreds of years. Most people took no notice of us but there were a few who wanted to have long conversations. We found the Libyans to be very kind, gentle people and we felt safe walking around there without much pressure from street vendors, unlike many bazaars I have been to! The history of all the different influences here is fascinating. Starting with the Stone Age, Phoenicians, Greeks, Romans, Arabs, Italians and others have all settled here at different times. The Berbers are apparently descended from Scandinavians centuries ago and are quite pale skinned, and the Tuareg live in the southern desert and are free to roam in any North African and adjacent country. They are unusual in that the men have to cover their faces and the women don't!

While we were there we had a visit from Gaddafi's adopted 22 year old daughter, (not the one who founded the charity). Apparently her parents were killed in the American air raid on Gaddafi's palace but she was very pleasant, showed no ill feeling towards our American Captain or others and appeared to take a great interest in the ship. Hopefully she will have reported back favourably to her Dad!!!

Watassimo arranged several outings for us, one of which was to Leptis Magna, where we had a wonderful day going around a world heritage site, one of the largest and best Roman sites in the world. It is enormous, (they told us it stretches for 10 square kms) and although it was devastated by an earthquake in 11th century, some of the buildings remained spectacularly intact. The site is situated on the coast in a fertile area where all the fruit and vegetables are grown and having been inhabited from Phoenician times covers a long span of history. Our guide's grandfather had been responsible for some of the archaeological work and had written a book on it. While we were there we were treated to a delicious meal, which according to some was camel, and others cow, but it tasted like lamb and was very good.

During our stay at Tripoli around 35,000 visited the ship and upon departing we had quite a dramatic send off with a large

crowd on the quay, and horns blaring, while many others were watching from outside the gates. The pilot rather over did the ship's whistle in reply and our captain would have been much happier if he had concentrated more on taking the ship out safely!

On the voyage to our second port Benghazi we had a very welcome quiet day, before again being met with a similar quayside reception as in Tripoli with more hooting, and then drums and bagpipes.

Benghazi has a much more provincial 'feel' about it and has more obvious poverty than the capital, with some begging on the streets. There was less English spoken there but those who did speak English were often keen to talk, and some ventured onto quite sensitive issues.

Most homes have satellite TV and there appears to be very little other entertainment. The women wear all sorts of long clothes and cover their heads with pretty scarves. The vast majority of men wear western clothes.

The Libyans enjoy football and both in Tripoli and Benghazi our ship's team was invited to play a local team. It turned out that in Benghazi they were semi-professionals and both matches were played in a stadium. Naturally we lost. The entertainment laid on during our stay was quite profession with dancing and drama and good to watch – though I heard enough wailing of the local variety of bagpipes, to last a lifetime!!

We were also lucky enough to join an unforgettable trip to another Greek/Roman site at Cyrene – a long journey of about 3-4 hours and with police and ambulance escort, stopping the traffic with sirens blaring to take us through the few traffic lights even when red!! We travelled through mountains amongst ravines and caves before arriving onto a plateau stretching as far as we could see, on the Northern edge of which Cyrene is built. The size was quite extraordinary as it stretches down the north side of the plateau on a spectacular site with view to the sea. Again we were able to wander over the ruins, even walking on mosaic pavements



and many of us would have liked to have stayed longer but we were moved on to have our lunch. This involved a drive along the rocky, barren coast, a new looking tourist hotel. The meal was a typical Libyan one, consisting of a piece of lamb on the bone, with cous-cous, chick peas. There was then a small cake, oranges or bananas for dessert.

The last Saturday turned out to be the busiest ever with a record for the ship of over 11,000 visitors and the International Night took place but with no room for us to watch. Apparently, the ship did a drama on the theme of the Prodigal son, which caused many good comments and in a letter sent to the ship from the churches in Tripoli where they also mentioned the significance they felt of our visit.

The enthusiasm, friendliness and hospitality of the people in Libya far exceeded anything we could have imagined and the welcome and graciousness amazed us and during our visit over 100,000 people had visited the ship.

We sailed from Benghazi on Monday 21st January for Split, again with a lot of hooting although it was not nearly as bad as Tripoli and the pilot was much more professional!

We arrived in Split having had a rather uncomfortable ride through a gale and were met by people working on the new ship 'Logos Hope' which is being refitted in a shipyard nearby. Our berth was in the ferry-port in the centre of that attractive city.

Due to a threatened BA Strike most people who were booked on our flight home made other arrangements so there were only 4 of us passengers on the plane and we came back in luxury.

Although in some ways it is nice to be home, in so many others we were sad to be leaving the ship and we would have liked to stay longer but I am sure this will not be our last time on board an OM ship. While we are serving on these ships we do feel we are bringing knowledge, help and hope to the places we visit and for us to do this is a privilege.

For more information:
Logos II: www.mvlogos2.org/
Operation Mobilisation: www.om.org/

Chris Hughes.

This is an edit of Chris' original article which appears in full on the Pilotmag website. The full text of Chris' account is on the Pilotmag website. JCB

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<p>Please e-mail us on wmc.thepilot@solent.ac.uk or visit our website:</p> <p>www.solent.ac.uk/wmc</p>		<p>Warsash Maritime Centre Newtown Road, Warsash, Southampton, SO31 9ZL Tel: +44 (0)1489 556215 Fax: +44 (0)1489 573988</p>	

UKMPA??

Following questions raised by my editorial and Joe Wilson's chairman's report in the January issue, Bristol pilot, Avald Wymark, wrote a long and thought provoking article for the spring issue (21st Century UKMPA – The Future?) which in turn raised further questions as to the way forward. I had anticipated that I would be spending a considerable time editing down responses from members in order to fit a wide spectrum of varying thoughts into the magazine. So here is the summary of the opinion of the membership:

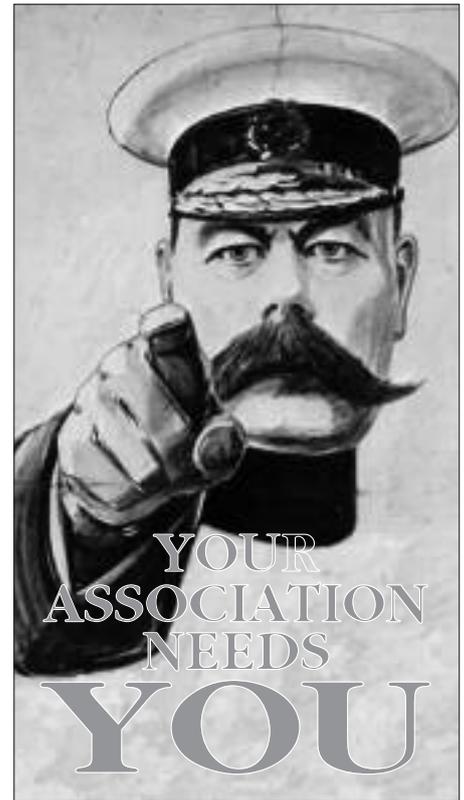
“My personal response to Avald's peice in the Pilot Mag, good for you Avald, I can fully understand the concerns, we really do need the younger element of the Assoc to decide the future mainly because we will not be around, on a beach somewhere else I hope, whatever”

That's it!! One cryptic email from one pilot is the sum total of opinion from our membership. In his article Avald states: *“I do not believe pilots generally are unaware of the major issues facing us in the UK or are unconcerned about their implications.”*

I am sure that every cutter crew or pilot taxi driver will endorse this statement and my own experience is that when pilots meet up they engage in lively discussions and invariably they have strong opinions on the key issues affecting pilots and pilotage. Indeed, it has been suggested that the collective term for a group of pilots should be a “whinge of pilots”! However, another factor of pilots that I experienced during time serving on our local committee was that despite having strong views on many issues the majority are reluctant to get formally involved by actively participating in surveys, consultations or by joining working groups or committees. There seems to be an assumption that there will always be “somebody else” who will get involved and write the letters and attend the meetings. Fortunately there usually are but perhaps it is the independent nature of the pilot's job that seemingly detaches the majority from a desire for greater involvement. Such lack of participation involvement on a local level is obviously magnified for national and international involvement and it is very easy to slip into a routine of piloting and believe that what goes on outside one's own district is of little relevance. Unfortunately, nothing could be further from the truth and one of the motivations that drive me to continue editing the magazine is a recognition that the general ignorance of pilots and pilotage amongst many of those with the most powerful voices in the maritime world means that our profession is constantly under attack from a wide variety of interests but additionally events which occur around the world can and do have an impact on how we operate as pilots even in the smallest ports. I therefore trawl the maritime news and incidents reports to try to alert all our members to events which may have a

direct bearing on how we all undertake our pilotage role. The same concerns over the impact of national and international maritime trends has prompted others to volunteer to serve on the Section Committee or the sub committees and here I personally feel that Avald has directed some unwarranted criticism. As editor of the magazine I have had the pleasure of working with four different chairmen and many different committee members and all have been totally dedicated and shown a willingness to surrender a considerable amount of their free time to ensure that the essential role that pilots bring to navigational safety in confined waters is fully appreciated and that the need to ensure that highest possible standards standards in pilotage and training are maintained. In the former case, despite the bitter dispute on the Humber, the UKMPA have managed to become a respected body offering highly professional input to the IMO and DfT and no pilot should underestimate the achievements of participating in the unprecedented defeat of the two EU Ports Directives aimed introducing competition into pilotage provision. The other key achievement has been the Port Marine Safety Code and here it is Avald himself who deserves a medal for his dedication in proof reading all the drafts. If you ever need someone to go through a complex document and find the minute changes that alter the meaning from that desired then Avald's your man! The final draft of the PMSC, sent out very shortly before publication was due contained many such changes which were identified and challenged by your committee.

On the latter issue of standards, progress is frustrating! A set of standards was drawn up in parallel with the PMSC with the idea that they would form an integral part of the Code. Again your committee spent hours pouring over drafts (thanks again Avald) which were produced in conjunction with a sub section of the DfT called British Ports Industry Training (BPIT). The standards document was completed in 2000 and published by BPIT with the title Marine



Pilotage (National Occupational Standards). It still exists and remains a comprehensive “best Practice” guidance document but its incorporation into the Code was shelved when BPIT was disbanded and the remit for the standards was passed to a port run organisation called Port Skills and Safety Ltd. (PSSL). The document is still in its original format and can be downloaded free from the PSSL website at:

www.portskillsandsafety.co.uk/publications/nos5

However, both the ports and ship owner interests have spent the last seven years arguing over its detail and have resisted its being formally incorporated into the PMSC! One document that has made it to formal incorporation into the Code is the boarding and landing code now called “The Embarkation and Disembarkation of Pilots. Code of Safe Practice”. Some of you will have seen this document which has been sent to the local secretaries. Reading through it you may think that this is straightforward common sense and of course this is the aim. However, again this has only made it into the PMSC as a result of dogged determination by those on the T&T committee who have had a two year battle to finalise it in the face of opposition from the ports' representatives. At one stage the ports protested that the pilots were attempting to hi-jack their document! The pilots therefore took great delight in producing the original hand written draft drawn up by past T&T committee chairman Peter Russell (London retired) in the 1980's. And so it goes on!!

At present, as well as continuing the struggle for the standards the committees try to get a representative to all the IMO Nav sessions to keep an eye on the E-navigation and VTS issues and, with EMPA, are still involved in the Maritime Navigation and Information Service (MarNIS) project (Pilot passim) which has now reached the stage for a prototype for the pilot laptop unit known as POADSS to be manufactured and trialled by pilots.

Returning to Avald's article the question of affiliation to a union is raised. Again this is an important issue but in my experience although any form of Union membership is an anathema to many pilots, those pilots (both employed and self employed) who have used the services of the T&G have found the advice and help provided of great value. I have never identified the membership of the T&G as being an issue when providing professional input into maritime fora.

So where are we now? This question formed the concluding section of Avald's letter and in one way the lack of feedback is indicative that the membership is

satisfied with the way that the Chairman and other committee members are running the Association. However, there are many issues that currently need to be addressed and your involvement is needed. For example, one of the key topics of every conference is the cost of membership and how it may deter pilots from smaller ports from joining. This has been addressed and costs are being examined. It may come as a surprise to many that postage is a significant cost and it was for this reason that circulars are now posted on the UKMPA website rather than being posted out. I am absolutely sure that there isn't a single pilot who cannot get access to the Internet so a key question is why only 180 out of 488 members have registered?

Another question concerns this very magazine. I believe that there are benefits of having the magazine both printed and on-line and that operating the Pilotmag website separately from the main UKMPA site enables it to provide an "open" pilotage information resource. Feedback and requests for info from outside bodies through my site tends to confirm this.

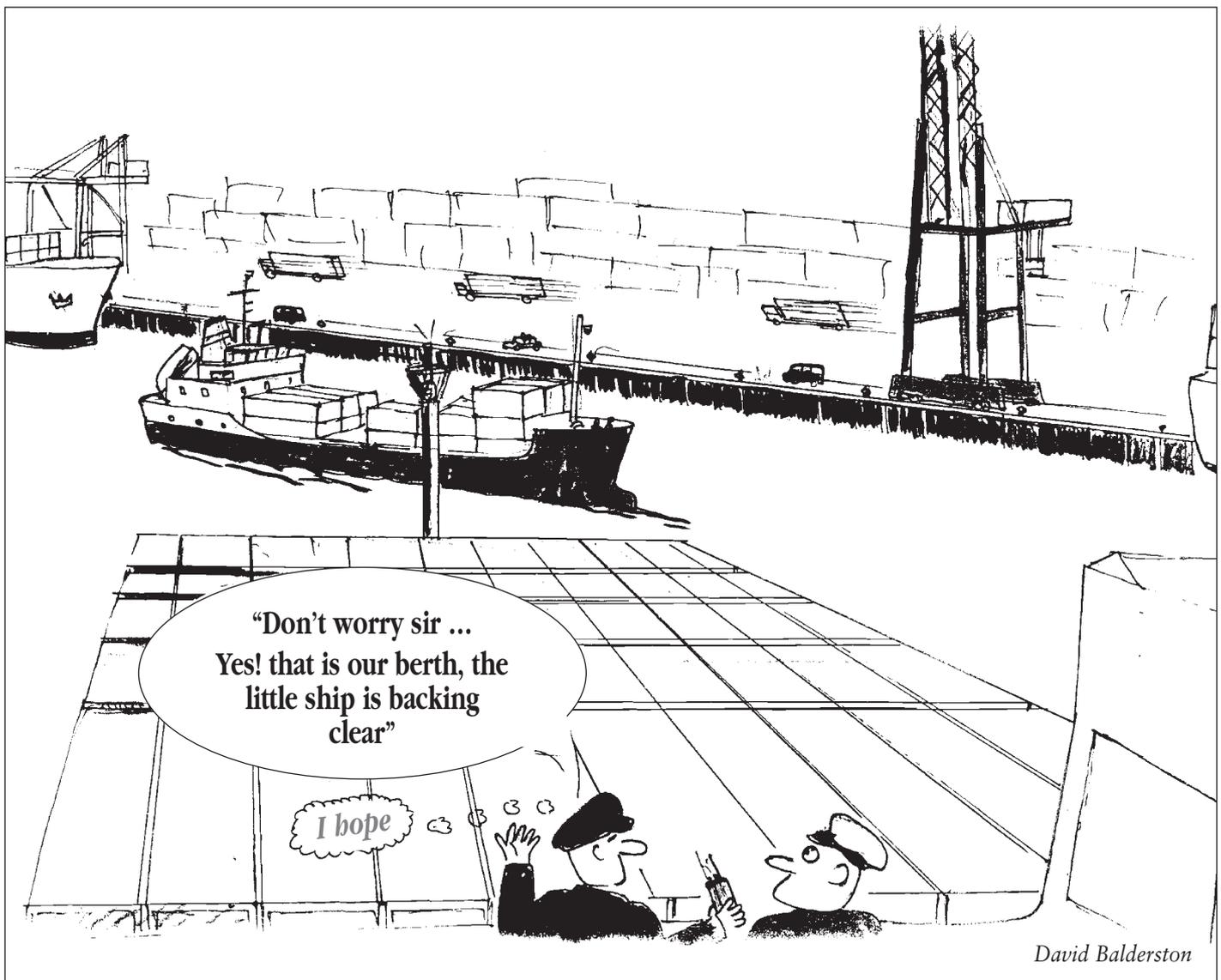
However, the costs of printing and distributing the magazine are high and prevent me from producing it in full colour. A quarterly on-line issue would cut costs and permit full colour and some of our advertisers are keen to advertise on the website.

There are many issues to be debated, so remember that you are all A.N. Other so let's hear from you. It's your Association and your magazine so why not come along to the IDM on board the HQS Wellington on 5th September. Superb venue, good company! Who knows, you may actually enjoy yourselves! I look forward to seeing some new faces there. See page 13 or the UKMPA website (circular 3/07) for details.

JCB

Weblinks to MARNIS, the Boarding & Landing Code, and to the registration page of the UKMPA website can be found on the UKMPA website:

www.ukmpa.org
or the pilotmag website
www.pilotmag.co.uk



OBITUARIES

Bruce Craig Fulton (1940 - 2007)



Bruce was born in the Wirral on 12th May 1940, the son of Liverpool Pilot Douglas C Fulton.

On leaving school, Liverpool College, in 1956, Bruce went to sea as an Apprentice with the Moss Hutchison Line, trading mainly to the Eastern Mediterranean, but also apparently to the Caribbean before joining the Liverpool Pilotage Service in early 1958. After the usual almost seven

years as an apprentice pilot on the pilot boats, during which he valiantly overcame a speech impediment which threatened to thwart his pilotage career, he qualified as a Third Class pilot in September 1964.

Five years later, in 1969, he became a First Class pilot; sadly this was not long after the death in service of his father who died in 1968, and who was justifiably proud of his son having followed in his footsteps.

Then, for twenty years, Bruce, who was always a lively, animated and enthusiastic shipmate, diligently and successfully performed his duties as a Liverpool Pilot. He spent a couple of years overseas as a pilot in Saudi Arabia with other Liverpool colleagues during the 'lean' years for the Liverpool Service in the 1980's when some 140 self-employed pilots were covering a much-reduced level of shipping, with significant detrimental financial consequences to all concerned. These overseas secondments were a mutually beneficial arrangement both for those who went overseas and those who stayed behind.

In due course, in 1989, he was one of the Liverpool Pilots who, after the re-organisation of pilotage in 1988, decided that working under the new imposed employment regime in Liverpool was not

for them. Accordingly, he applied to the new Southampton Pilotage Service and was duly accepted. Here he worked successfully alongside former Liverpool colleagues and his new Southampton colleagues until his health problems led to an ill-health retirement in April 2003.

Bruce married his lovely wife Barbara in 1968, and they were to be the proud parents of four children, Roger, Victoria, Rachel and Emma. His final months of life, after an all too short a retirement, were extremely difficult, but his sense of humour never left him and those of us who knew him can hear his distinctive laugh even now.

His funeral was held on the 29th March at the very small, but beautifully restored 500-year-old Lathom Park Chapel, a stone's throw from his home, and on the day it was filled to the brim with his immediate family, who he loved dearly and his large extended family, which he valued greatly. There were also very many friends from the locality and very many of his colleagues, some who had travelled a considerable distance to pay their last respects.

Bruce will be well and fondly remembered by all of us who knew him.

*Geoff Topp
Liverpool pilot (Retired)*

Gerald William Alexander Smith



It is with sadness that I report the death of Gerald Smith, on Tuesday, 24 April. He died at home after a short illness.

Born in 1932 in Soham, Cambridgeshire, Gerald spent his early years in Edinburgh, and then moved to Burnham-on-Sea in Somerset as a young boy. He began his sea career on the *Worcester* (1947-1949). He

went on to become a merchant seaman, sailing with Clan Line, joining his first ship, the *Clan Maclay*, at Vittoria Dock in Birkenhead on 22 August 1949 and set sail on 24th bound for Cape Town. He met the love of his life, Una, when home on leave, and they were married in 1955.

This was followed by a stint as a Harbour Pilot in Aden (1960 - 1965), where he was joined by Una and their year old son. Those 5 years were happy and exciting times for the family, until the political situation drove them back home to England. In 1965, Gerald began work at Gravesend as a River Pilot on the Thames

for Trinity House (and subsequently the PLA) until he retired in 1988.

Gerald and Una remained very much in love until her untimely death in 1995, and his memories of her were his constant companion for his remaining 12 years.

Throughout his life, Gerald was an avid historian, especially concerning all matters military and nautical. A great wealth of knowledge has died with him. He leaves a much loved son and daughter in law and two beautiful grand daughters and will be greatly missed."

Mr Nicholas S G Smith

HMS Worcester

As mentioned in his obituary, Gerald Smith started his apprenticeship on board the *Worcester* training ship which was moored at Greenhythe on the Thames. His family has advised me that Gerald kept some interesting diaries dating back to this time which they hope to transcribe and edit with a view providing an article for a future issue. Meanwhile, any members who served on the *Worcester* may be interested to know that there is a thriving Worcester Association and full details can be obtained via their website: www.hms-worcester.co.uk/homepage.html



Pilot ladders

I recently represented the UKMPA at a meeting on pilot ladders organised by IMPA who had hoped to have a paper entitled "Improving the safety of pilot transfer arrangements" incorporated into the next IMO NAV Committee session. Although the paper was rejected for the current session due to pressure on the IMO agenda, the meeting went ahead anyway and brought together pilots and representatives from Intertanko, International Chamber of Shipping (CS), Intercargo, Oil Companies International Marine Forum (OCIMF) and the Society of International Gas Tanker and Terminal Operators (SIGTTO). Although informal, much ground was covered and whilst it was agreed that the existing wheelhouse poster produced by IMPA had been a remarkable success, evidence was pointing to an increasingly lack of compliance with the poster's recommendations and that pilot access was a neglected area during the construction of new builds. With ships increasingly being constructed for specific rather than general purposes some designs were resulting in dangerously poor pilot access points. Also even for existing ships there are serious issues around access from the ladder to the deck and the combination pilot ladder / accommodation ladder interface. Interestingly it was Peter Hinchliffe, general manager of the CoS who suggested that rather than wait for IMO, the industry could work with IMPA to produce an illustrated booklet covering best and worst practices. IMPA and EMPA intend to hold a pilot ladder safety week in October so dust off your cameras and keep a look out for further information in your "inbox" and the UKMPA website.

JCB

Court date set for HPL v ABP Misfeasance case

As you will recall from earlier issues of *The Pilot*, Humber Pilots Ltd (HPL) have initiated court proceedings against Associated British Ports (ABP) for Misfeasance in Public Office. In an admission which has clear implications for all CHAs, ABP has admitted, without challenging the point, that in its capacity as a CHA it is a "public body". It is therefore obliged to conduct its affairs "properly". The date for the trial of Pilot Colin Brammer and 88 others (HPL) versus ABP is fixed for 9th June 2008. It will be heard in the Admiralty Court, Royal Courts of Justice, The Strand, London.

INTERIM DELEGATE'S MEETING

As you are aware there is no main conference this year since at the last conference it was decided that a summer date and venue might encourage more delegates to attend and a summer conference will be arranged for 2008. In order to compensate for the lack of a full conference an enhanced one day IDM has been arranged on board the HQS Wellington. At the time of writing this only a couple of districts have registered so please note the following:

Date: Wednesday 5th September

Venue: HQS Wellington, Temple Stairs, Victoria Embankment, London WC2 2PN

The meeting will commence at 1030hrs and hopefully be completed by 1630hrs. HQS Wellington will be open from 0930, and Caron from IMPA will be offering a guided tour of the ship prior to the conference session. Those wishing to take a tour of the ship are asked to indicate such at the time of registration.

Refreshments will be provided at lunch time, but it will be necessary to make a charge of £20 per person to cover catering costs.

It is essential that Districts inform this office if they are to attend and how many representatives will be attending. It would be appreciated if this information could be provided as soon as possible on the form attached to Circular 03/07 which can be downloaded from the UKMPA website.

Brief history of HQS Wellington



The ship originally started life as HMS *Wellington* (L65), a Grimsby Class Sloop built in 1935 for the New Zealand section of the Royal Navy. In 1939 she was returned to the UKRN and served throughout the war, mainly on convoy escort duty where she is documented as assisting in the destruction of a u-boat and rescuing over 250 survivors from torpedoed merchant ships. In 1947 the ship was purchased from the RN by the Honourable Company of Master Mariners (HCMM) and following conversion at Chatham dockyard she was renamed HQS Wellington and towed to moorings on the Embankment, adjacent to Temple Stairs where she remains to this day as the Livery headquarters of the HCMM. Following the establishment of the International Maritime Pilots' Association (IMPA) in 1971, HQS Wellington was also chosen as the headquarters for the association. The ship underwent a major refit at Sheerness in 1991 where the accommodation and facilities were updated to modern standards.

In 2005 ownership of the vessel was transferred from the HCMM to the Wellington Trust to ensure the on-going preservation of this historic vessel.

The Wellington Trust is the charitable body and its principle aims are:

- The restoration, maintenance and preservation for the public benefit of the sloop *HQS Wellington* as part of the nation's heritage.
- The education of the public in the history and traditions of the British Merchant Navy.

As with any historic vessel funds are always required for maintenance and donations are always welcome. The ship can be also hired for functions where it provides a unique and impressive venue. Full details can be obtained from www.thewellingtontrust.com

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