



THE PILOT



The magazine of the United Kingdom Maritime Pilots' Association

WINTER 2014 No. 317

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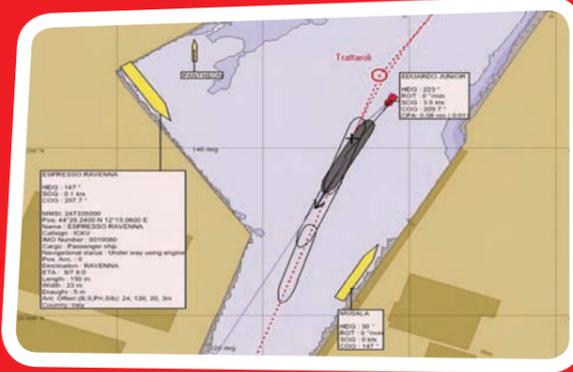
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Chairman's Report Don Cockrill



It was a great pleasure to see a packed room for the 126th conference in Chester last month. As reported elsewhere in this

edition, the 52 pilots and numerous guests as well as exhibitors and speakers enjoyed and indeed were enlightened by the eclectic mix of erudite and informative presentations. Resolutions passed of significance to members are the establishment of a second vice-chairman to assist in representation duties and also the re-affirmation of the 2006 mandate to employ a Secretary General in the future.

Although he was unable to address conference in person owing to late notice parliamentary obligations, the Rt Hon John Hayes MP (as shipping minister) sent a short video message instead. Amongst the (to be) expected political asides the address contained a couple of significant statements concerning the importance and roles of Marine Pilots and the UKMPA. Both the speech and most of the presentations are available at <http://bit.ly/1tCUaAR>. The 2015 conference will be 4 & 5 November on board HQS Wellington, London.

The recent Ebola crisis in West Africa has justifiably caused much concern amongst the maritime community. Shipping was served very well and promptly by advice to masters and shipping companies. The UK ports community received a number of

general advice documents, most of which were regurgitated from other sources, with no effort made to give advice of direct relevance to pilots and other front line border personnel. I have been working closely with the DfT for some weeks now and in conjunction with PHE two presentations were organised – one at the conference in Chester and the other a few days later in Southampton, this latter widely promulgated within the ports industry. You should by now have seen the slides of the Chester presentation and hopefully the accompanying video which is awaited as I write. I have also been urging the DfT to publish an M-Notice style document offering simple practical advice.

In essence, there are a lot of media hyped myths about Ebola. Caution is required if you are tasked to pilot a targeted vessel from W Africa, but simple personal hygiene (soap is better than anti-bacterial hand cleansers) and a common sense approach are all that are needed. In a nutshell, any infected individual apparently would be unable to function in a professional sense so is unlikely to be encountered by a pilot in the UK.

Recent events at a specific UK port, concerning the re-organisation of pilotage, with the current regime being replaced (but most concernedly with a associated very poor, non A960 compliant training regime), have shown how ineffective the current Pilotage Legislation actually is at ensuring the proper regulation of pilotage in the UK. The omission of A960 from the

PMSC is being addressed as a matter of priority. It is also apparent that ALL stakeholders in a port community (from the regulator outwards) should work together to establish a mutually agreed mediation/arbitration process so that where there is discord between them (which is inevitable from time to time) a structured procedure can be followed to try to reach a mutually satisfactory solution rather than simply resorting to legal action. More about this will be forthcoming in the new year.

I am now entering my fifth year as your chairman and continue to enjoy the role and I hope am serving you to your benefit. It is my intention to stand-down at conference next year. Professional representation is a team effort and the current teams within both the Section and Training & Technical committees are strong, hard working and effective. However, new blood is always needed both at a local (District) and national level. It is up to you how deeply you are able to be involved in one or the other, but for certain, involvement is essential for the future of our Association.

By the time you read this the Winter Solstice will be upon us and the nights will shorten as we head towards Spring; but of course we still have the winter storms to contend with.

May you have a peaceful and Happy Christmas and enjoy the celebrations to welcome in what I hope will for you all be a safe, healthy and prosperous 2015.



Piloting the UK's new Aircraft Carrier

Keith McLean

HMS Queen Elizabeth, the first of UK's two new aircraft carriers, was named by Her Majesty the Queen at Babcock's Rosyth dockyard in Scotland on 4 July 2014, and manoeuvred out of the building dock to her fitting out berth on 17 July. She is the largest warship ever to be constructed in the UK.

There will be further high profile, high stress movements in the years to come, including the sea trials of HMS Queen Elizabeth in 2016, HMS Prince of Wales following approximately two years later, in terms of construction and delivery. The move from the building dock to the fitting out berth completed the first chapter of Forth Pilots' involvement in the £6 billion aircraft carrier project.

The Queen Elizabeth class carriers will be 65,000 tonnes displacement on delivery, which places them in terms of size somewhere between the French carrier Charles de Gaulle (42,000 tonnes) and the US Nimitz class (100,000 tonnes). LOA = 285m,

with a beam at the waterline of 39.6m and flight deck beam of 76m.

The contract to build the two carriers at Rosyth was signed in 2008, and the Forth Pilots became involved in the planning in 2009. In order to ensure continuity in the pilotage aspects of operations four pilots, from our district of 27 pilots, were assigned to the aircraft carrier project. All stakeholders in the movement and construction of the Queen Elizabeth class carriers have worked closely together on this highly unusual project – shipyard, transportation, tug masters and pilots. The ship simulator at South Tyneside College was heavily utilised to simulate and fine-tune the movement of the completed aircraft carriers and the arrival of the large block sections at Rosyth.

All aircraft carrier movements present challenges to pilots: there is no visibility of the ship's side and a lack of a centre conning position. The Invincible class of aircraft carriers have been fairly regular visitors to

the Forth over the past 30 years and as pilots we were well aware of the challenges they presented, but the new Queen Elizabeth class represents a considerable upward step. The vessels are being assembled in Rosyth from modules fabricated at shipyards throughout the UK. Final assembly is in a dock completed during World War One that required extensive improvements in preparation for the carrier programme. A large civil engineering project was necessary to extend the dock and widen the direct entrance to the enclosed basin.

After construction in the building dock there was only a clearance of 135mm between the bilge keel and the dock wall. Even a small angle on departure from the dock would have resulted in damage to the bilge keel. An additional problem was that the building dock does not have shore winches to control the position of the vessel, and stern movement, on exit.



After several simulation sessions and many meetings involving the shipyard and tug operators it was clear that leaving the dock presented many marine challenges. A controlled exit was proving difficult. Exiting the dock in a conventional manner represented an unacceptably high risk of damage. A solution had to be found.

The solutions arrived at were imaginative and successful. To control the heading when exiting the dock a large pontoon was moored at the dock exit, in line with the dock wall and therefore effectively extending the length of the dock. The vessel could slide out of the dock and rest on the well-fendered pontoon, minimizing the possibility of bilge keel damage.

With the absence of shore winches, and in order to control the speed on exit, a 30 tonne bollard pull tug was lifted out of the water by the largest crane in Britain (see Pilot, June 2011) and placed in the dock ahead of *Queen Elizabeth*.

Strict wind criteria were agreed for the move, for simulations had shown that in winds exceeding 10/12 knots the carrier could not be held in line with the building dock.

A total of nine tugs were utilised for the move from the building dock.

Four of the tugs, with a combined bollard pull of 310 tonnes, were from the nearby BP crude oil terminal at Hound Point. Total bollard pull available for the move was in excess of 400 tonnes.

To ensure there would be no problem with making tugs fast there were pre-rigged messengers secured to the ship's side, which were numbered to ensure there would be no confusion. The fairleads were also numbered.

The main pilot conning position was under the forward end of the forward aircraft lift. A scaffold platform had to be built to give the pilot a view along the ship's side, but this gave only a limited view of the bow area. Another

pilot was therefore placed forward on the anchor observation platform. This was so that accurate visual information on the position of the bulbous bow was always available to the lead pilot.

A portable pilot unit (PPU) was essential to give accurate speed, rate of turn and lateral movement information. The system chosen was the Marimatech system with real time kinematic (RTK) capability, giving centimetre-accurate positioning.

Due to the complex nature of the operation, the number of tugs utilised, and the high level of communication required, the four





The 285m carrier, with tugs at bow and stern, had to be turned dead ship in a 440m square, taking into account an exclusion zone around the nuclear submarines in one corner of the enclosed basin. The PPU again proved invaluable, allowing the turn to be monitored throughout and made in a controlled manner.

This high profile move was a complete success, and an example of what careful planning and pilots working together as a team with the shipyard and tug masters can achieve.

A time lapse video of the operation can be viewed at : <http://www.youtube.com/watch?v=P0ZjQz9vEKw&feature=share>

Pilots assigned to the project were Jerry Purvis, Paul Wibberley, Fred Whitaker and Andy Blance. Article by Keith McLean

All images courtesy of BAE.

pilots involved in the operation were paired up, one pilot in each pair operating a PPU. Overall control remained with the lead pilot, who was under the forward aircraft lift, but if visibility became an issue a contingency was in place to hand over the lead to the pilot at the anchor observing platform. Additionally, there were dual

communications, utilising one vhf channel for pilot/tug commands and a separate vhf channel for all of the other communications associated with the operation.

The critical part of the operation was over once *Queen Elizabeth* cleared the building dock. However, the swing in the basin was tight.

126th UKMPA Conference

Mike Robarts

Members and guests arrived at the Queen Hotel in Chester on the afternoon of the 25 November 2014 for a cruise hosted by Carmet Tugs on the Manchester Ship Canal. Meeting at Eastom lock on the Wirral we boarded two tugs the MSC Victory and MSC Viceroy and departed for Runcorn docks.

On board we were treated to refreshments and some Manchester Ship Canal Pilots kindly gave commentary about where we were and the various berths we passed and local trades. Whilst on board it allowed our sponsors Transas and Navicom, PPU suppliers, to give demonstrations. After returning to



the Eastham lock we departed and returned to the hotel for an evening meal and a get-together, allowing colleagues to catch up.

The next morning was devoted to Association business. We had reports from Don Cockrill, our Chairman, and the election of



Mike Morris as Vice Chairman to accompany John Pearn. The Association had decided that the increased work load and a pressing need for coverage of events and meetings warranted another Vice Chairman; Mike and John are Vice Presidents of EMPA and IMPA. Their appointment shows the strength of the Association. The meeting approved rule changes already notified to members.

The Section Committee received reports from delegates on financial matters, membership, the Association website update and the Association journal. The Chairman of the Technical and Training Committee Nick Lee's presentation explained the work of his team. There are still two vacancies for the T&TC for which members are urged to apply.

Londonderry Pilots Billy Kelly and Michael Heagerty thanked us for our support.



Bobby Morton of Unite, National Officer for Docks, Waterways, Ferries and Railways, told us about how he started

with Unite and about the action the Union is taking in lobbying against the EU Ports Services Regulation and proposed changes to Accident investigations for serious maritime incidents. Bobby will meet Executives of the Association to address some of the questions raised by members.



Drew Smith of Circle Insurance, who are the brokers for members' insurance, reported on the current negotiations

with underwriters and appraisals of current claims. He also spoke directly about making a claim

and the differences and rationale between policies. He stressed the importance of new members at the start of a contract assessing sick cover provided by their employers, pointing out the advantage of new joiners taking out the weekly payment cover to supplement this.

Mike Morris, Vice Chairman of the Association and a Vice President of EMPA, gave a report on the proposed EU Ports Regulation. There has been a change of the EU Commission Presidency as well as in key roles in the EU Commission. The former Vice President of the EU Commission in charge of Transport, Sim Kallas of Estonia, has now left. He was one of the driving forces behind the EU Ports Regulation, but is now replaced by Violeta Blac from Slovenia, who is tasked with advancing the work on TEN-T, which will include the EU Ports Regulation. Knut Fleckenstien has been reappointed Rapporteur and Phillip Bradbourne from the UK is one of the Shadow Rapporteurs.

The Rapporteur has recommended that Pilotage be included in Article 11 of Chapter 2, which would mean that passenger services, cargo handling and pilotage would be exempt from market access; however, the concern is that the Commission do not like this and instead have agreed that Member States Pilotage should be included in Article 11a where, by way of derogation, the member state may recognise the specific nature of Pilotage and may notify the Commission of their exemption. So there is still a lot to do to convince the EU Parliamentary Transport Committee to adopt Knut Fleckenstien's original proposal. EMPA keeps up the pressure to effect this.



Guest delegates Nick Cutmore, IMPA General Secretary, and Simon Pelletier, President of IMPA, addressed fellow members and outlined the

work carried out, especially at the recent IMO conference, regarding pilot ladders. He told a relieved audience that the proposal to make pilots climb a much higher length of ladder had been defeated.



During the afternoon Timothy Crowch ASSM and Matt Easton of Liverpool Pilots, who are course leaders for the Liverpool Marine Resource Management course, hosted a module on 'Decision Making' and the factors that influence it. This was a most worthwhile exercise and, as with other technical presentations, counted towards a pilot's continual professional development. We then heard Paul Morter of BMT Argoss who spoke of developments in training simulation.



The final session was a briefing by Dr Nick Gent, a consultant in Health Protection at Public Health

England, on the Ebola epidemic. He explained the symptoms of Ebola, how it can be transmitted, how the virus survives, the risks it poses and the basic hygiene people can use to prevent its being transmitted.



Afterwards we sat down to a Gala Dinner, at which Honorary Life Memberships were awarded to Harry H. Hignet and Dave Devey.

The second day of conference saw Mike Harrison, Chairman of PIANC WG 145, give a presentation on berthing speeds for large ships, with particular regard to fendering and how the study had been structured and what its aims were. This research is welcome because of the number of incidents when berthing large ships and the associated damage caused. The WG145 study covers principle vessel types over 30,000DWT and carrying cargoes. The research covered different ranges of tide, dock and locks and different locations across the world, to ensure a range of data collection points so as to offer designers of ships guidelines in the use of appropriate vessel design speeds.

Mark Williams of IG P&I Club shared with delegates the P&I Clubs concerns on pilot related incidents. The International Group of P&I Clubs has over 50 subcommittees working on a range of claims areas from injury to salvage, one of them being pilotage. A major study into pilotage claims began in 2005, the research focusing on claims of \$100,000 and above. These claims are then categorised as collision, groundings and FFO and then according to each country where the accident happened. Even though pilot related accidents are low compared to other claims handled by a P&I club they are marked by the high risk in value involved. Mark concluded that the study had found that the errors could be identified as lack of bridge

resource management principles not being followed, unsatisfactory passage plans, inadequate Master/Pilot exchanges and A.960 not being implemented in pilot training.

Our Chairman then showed us the Minister's video message. The Minister apologised for not being able to attend, which was due to parliamentary business that required his presence.

Steve Clinch, Chief Inspector at the MAIB, discussed the purpose behind the MAIB and how it was founded and its principle objective to be a separate investigator from the regulator the MCA. The purpose of any MAIB investigation is to determine cause to improve the safety of life at sea and the avoidance of accidents. Inspectors are drawn from a sea going background and spend three weeks initial training at Cranfield University followed by a two-year accreditation programme. The MAIB receives around 1800 reports a year and follows up on average a third of these, some requiring a field investigation. The MAIB has target times for investigations; its investigations are publicised and are free. The MAIB operates a website and online directory. He explained about how voyage data decoders play a key role in investigations and how new technology in MADAS and integration of multiple VDR evidence help replicate an incident. He then discussed recent pilot related incidents and spoke of how some of the highest number of cases concerned Master/Pilot exchange and Bridge team/Pilot integration.

Ken Dearman, insight manager at the UK Hydrographic Office, introduced developments in hydrographic research. He began his presentation with how surveys were carried out from 1795 by using the

traditional 'lead and line', highlighting how we now use much higher information inputs from multi-scan computer software. The UKHO is now developing online charting solutions and Port Approaches Guides, very similar to Admiralty Charts but which will be port specific.

UKMPA Member Peter Adams is an Admiralty Pilot and T&TC member and his informative presentation was about the very specialist subject of 'Dead Ship Towing', a process common for Admiralty pilots moving vessels and equipment around naval bases. He discussed the movement of large tankers and the configuration of tugs and spoke specifically about the recent accident surrounding the Chiefton and piloting a tow in tideway using a bow tug.



Photo credit: Peter Adams, Admiralty Pilot

Paul Williams of Trinity House discussed the ACCSEAS project, which looks at maximising information for enavigation, something much needed as the North Sea becomes more congested because of increased shipping, offshore developments and e-Loran. The project aims to identify information essential to mariners that will assist them in navigation planning and monitoring.

All presentations are available to view or download at <http://www.ukmpa2014.co.uk/programme.html>

Don Cockrill closed the conference and thanked all for participating.

Commonwealth Flotilla Matt Hill



On Friday 25 July I stood in scorching Greenock sunshine and watched as over 250 leisure craft began mustering at James Watt Dock marina in Greenock preparing to take part in the Commonwealth Games flotilla before proceeding up the River Clyde to Princes Dock in Glasgow. This was to be the largest organised flotilla ever on the Clyde.

The following morning, I boarded at Gourock Pier the newest ferry in the Caledonian MacBrayne fleet, the hybrid ro-ro vessel Lochinvar, which had been temporarily relieved of her duties crossing Loch Fyne from Portavadie to Tarbert.

My brief from Flotilla control was for Lochinvar to proceed to Greenock and to take up a position and hold station mid channel abeam of Custom House Quay, from where the event was to begin, Lochinvar would then lead the Commonwealth Flotilla boats to Glasgow. I briefed the Lochinvar's captains of the day's plan and we slipped from Gourock with 120 invited guests and dignitaries on board to meet the rest of the flotilla boats at Greenock.

As we arrived at Greenock the 250+ flotilla boats of varying types and sizes were all mustering in

their designated areas awaiting the flotilla's start. We slowly picked ourselves a passage through the flotilla craft until we were in position abeam of Custom House Quay. Once all vessels were in position and the Clyde Marine passenger vessels Clyde Clipper and Cruiser were in position astern of us the signal was given to commence the 17 nautical

mile passage to Glasgow. We were instructed to maintain a speed of between 4-5 knots so that all vessels, regardless of type, could keep close together to prevent the flotilla from spreading out during the passage.

The river was lined with people at every possible viewing point – even some points that I thought weren't accessible were suddenly lined with people cheering and waving as we headed up river. The air was filled with the sound of various ships' whistles and horns saluting the crowds along the shore.

About nine miles into the journey upriver we passed the western entrance to the Forth and Clyde Canal at Bowling, where more boats joined at the rear of the flotilla. These boats had been unable to make the muster point at James Watt dock the previous day due to an unforeseen problem with the lock gates, but thankfully all was fixed in time for them to join us as we passed them by.

continued over...



On the pontoon at Clydebank, 13 miles into the journey, the old Clyde puffer Vic 32 and the small replica puffer Wee Spark were waiting for us, and after more whistle and horn blowing they joined on astern to proceed up to the city.

Another mile further upriver the paddle steamer Waverley, a familiar sight to most on the Clyde, was berthed at BAE Scotstoun waiting for us to pass. As usual there was more whistle blowing, cheering and shouting as the flotilla passed by the Waverley and her passengers.

We eventually arrived at Princes Dock in Glasgow at 1330, where we berthed the Lochinvar beside the Glasgow Science Centre tower and disembarked our passengers. Clyde Clipper and Cruiser, who had followed us all the way upriver, berthed in front of us. Over the next two hours all the flotilla boats slowly arrived and berthed in Princes Dock, where they would remain before



proceeding back downriver over the coming days.

It was a very impressive sight to see the river lined with people. I had really not expected the public to embrace the flotilla in this way and turn out in such numbers – it was

certainly very different to the usual pilotage trips upriver to Glasgow. Photographs don't really do justice to this day: it was one of those events that you really had to be there to fully appreciate!

Matt Hill is a Clyde Pilot. All images courtesy of River Clyde Photography.

Annual Ports Conference 2014 Mike Robarts

With EU Ports Regulation to be discussed at the annual ports conference the Association put together a delegate team to ensure the Association's views were heard about proposed regulation. Remi Mayet, from DG Move, the EU

Directorate General for Mobility and Transport attended, as did Don Cockrill, our Chairman, John Pearn and Mike Morris the Vice Chairmen, and Mike Robarts from the Section Committee. Proposed EU Ports Regulation generated a heated debate.

The Annual ports conference tackled other thorny issues. Chief among these were:

- **judicial review**, for which law firm Eversheds gave a presentation;
- **port development and infrastructure**, responses coming from the Department for Transport;
- **licensing and planning** by John Tye of the Marine Management Organisation;
- and the latest view of **global seaborne trade** explained by Trevor Crowe of Clarkson's shipping services.

The event gave the Association networking opportunities to discuss proposed EU Ports Regulation with other ports groups and especially with the Department for Transport.



Westminster reception Mike Robarts

The Association is not a stranger to events at Westminster, and on 18 November 2014 we received an invitation to attend the annual UK Major Ports Groups reception. Representing the Association were Don Cockrill, Chairman, Susan Harrison, Crouch Harbour Master/Pilot, and Mike Robarts from Harwich Haven. Simon Baird, Chairman of UKMPG, addressed the Shipping Minister and Members of Parliament.

The Shipping Minister, John Hayes MP, then addressed the delegates. The event gave our Association representatives a useful opportunity to meet MPs and representatives from the Department for Transport, Chamber of Shipping and Trinity House.



Dedication of memorials to the loss of two Liverpool Pilot Boats Stuart Wood



SS Alfred H Read, No1 Pilot Boat, built in 1913, hit a mine while cruising at the Bar Pilot Station on 28 December 1917. It sank very quickly with the loss of 39 lives, including 19 pilots and eight apprentice pilots. Only two of the crew were saved.

SS Charles Livingston (correct spelling) No1 Pilot Boat, built in 1921, stranded on Ainsdale beach in extremely severe weather conditions on 26 November 1939. 23 lives were lost, including eight pilots and eight apprentices. Ten lives were saved, including four pilots and two apprentices.

In 2013 local resident Carl Lecky MBE evolved a plan to commemorate these disasters in a similar fashion to the memorials he had already successfully established along the promenade from New Brighton southwards. He asked for the assistance of the Pilot Service to ensure complete accuracy of the information on the plaques. I was co-opted by the Service to help.

Wirral Borough Council gave permission for two large pieces of sandstone to carry the plaques. These slabs are situated one each side of the beginning of the approach

road to Fort Perch Rock, close to the roundabout in the vicinity of the Floral Pavilion theatre.

The dedication of the memorials took place at midday on 19 May 2014. Honorary Pilot the Reverend Canon Bob Evans MBE led proceedings. The Lord Mayor of Wirral, David Mitchell, and the Lady Mayoress attended. I gave a short address. Hannah Mackenzie, who plays in the RLP Youth Orchestra and who is the daughter of serving pilot Duncan Mackenzie, performed appropriate music, including The Last Post.

Descendants of some of those lost and saved in the 1939 disaster also attended. These included Gerry Patterson and his sister Gill Harrison, son and daughter of recently deceased survivor Ron Patterson; John Macleod, who lost his grandfather a licensed pilot and Master of the Charles Livingston; retired pilot David Cockram and serving pilot Tom Tebay, who each lost their grandfathers. David and Tom solemnly removed Pilot Service flags from the memorials during the ceremony.

*Stuart Wood,
Liverpool Pilot 1968 - 2009*



Roger Hilton Ellison, Liverpool Pilot, retired

Roger Hilton Ellison lives on the Isle of Man. This year a special ceremony was held for him at the Governor's residence in Douglas to present him with two World War II medals, the Arctic Star and the Ushakov Medal.

In 1943 Roger Hilton Ellison joined RMS Scythia as a Junior Ordinary Seaman on the day of his eighteenth birthday. In November 1944 he set sail with the Arctic Convoy taking thousands of Russians back to Russia for landing into Murmansk, a very dangerous and treacherous journey. He was awarded with four medals for his services, the 39-45 Star, the Atlantic Star, the Italy Star and the Victory Medal. Now 70 years on he has received the Arctic Star medal and Ushakov medal.



In March 1945 Roger joined the pilot service in Liverpool as an apprentice. He served a six-and-a-half

years' apprenticeship, gaining his initial pilots licence in 1951 and his First Class licence in 1955. After this he worked as a Company Pilot for ESSO Petroleum for 12 years and then HAPAG LLOYD and French Line for a further ten years until retiring in 1988, having served 33

years working within the Liverpool Pilot Service.

His family wrote to Pilot Magazine about how proud they are of Roger because of what he has achieved in the service of our country. They are pleased that he has been recognised, deservedly, along with many fellow seaman who are still able to wear these special medals without reserve.



Obituary: William Hedley Kett 1913-2014



Capt Hedley Kett, who has died aged 100, was a successful wartime submarine commander and, post-war, piloted ships in the North Sea and on the Thames.

In 1929 Kett went to sea as a deck apprentice with the Bolton Steamship Co. He entered the Royal Fleet

Auxiliary when the Glover Bros tanker he was serving in, Romney, was chartered by the Admiralty during the Spanish Civil War. By

1936 he had obtained his First Mate's certificate and he joined the Royal Naval Reserve in 1938. When war broke out he was a second officer of the 12,000-ton fleet auxiliary Arndale, and when she called at Colombo to have defensive guns fitted he became her gunnery officer.

By November 1939 Kett was at home, preparing for his Master's Certificate, when he was called up; it would be seven years before he sat the examination. He volunteered at once for the submarine service, and his first appointment was as navigator of Oberon. Nine months later he joined Clyde, first as



navigator, then as first lieutenant. Clyde was one of the Navy's largest submarines, with a 57-man crew, and the air was often so stale that off-watch crew were ordered to their bunks at 4pm to conserve oxygen. There was no water for showers or washing, but the food was better than in surface ships. Tinned, oily fish was a regular feature of the diet, to compensate for the lack of sunshine and vitamin D.

On September 21 1941 Clyde was diverted from Atlantic escort duties to Tarrafal Bay, Cape Verde Islands, to investigate a report that German submarines were meeting to transfer fuel, torpedoes and crew. Clyde entered the bay on the surface at midnight, immediately saw the U-boat U-68, and fired six torpedoes which missed and exploded on the beach. Clyde dived to reload, hitting U-111, which happened to be underneath. Surfacing an hour later, they saw a

third U-boat, U-67, which Kett, as officer of the watch, tried to ram, calling out: "Hard a-starboard, full ahead together, captain on the bridge".

Karl Dönitz, the German U-boat admiral, realised that Clyde's arrival in Tarrafal Bay at the same time as three German submarines was unlikely to be a coincidence, but was reassured that German codes could not be cracked; only long after the war did he learn about the British success in reading his signals. Many years later, too, in Hamburg, Kett met an Elbe pilot who had been a German submariner in Tarrafal Bay. As they swapped stories, Kett learned that U-111 had been so badly damaged that it could not dive and had been sunk by the armed trawler Lady Shirley a few days later; while U-67 had been so badly damaged that it had had to abort its patrol and return to France.

Next, Clyde was diverted for the so-called "Magic Carpet" run, ferrying aviation fuel, ammunition and food from Gibraltar to the besieged island of Malta, where Kett acquired the nickname "Tanker". The aviation fuel was carried in the submarine's tanks, but several tons of stores had to be stuffed into every nook and cranny while Kett tried to keep track of its eventual underwater trim. When an Army officer handed him a crate of lipsticks, Kett told him to take them back — but once he was persuaded that they were good for morale on the island, he relented. Having reached Malta, Clyde lay on the bottom of the harbour by day, and by night Kett worked frantically to unload the precious cargo.

After his fifth cargo run to Malta, Kett was flown home in a Wellington bomber to attend the course for submarine captains. He arrived in England on September 24 1942, married two days later, and the course started on September 27. At their diamond wedding his wife insisted that she had still not had a honeymoon.

Kett was awarded a DSC for his bravery and skill in successful submarine patrols.

His first command was P-555, which acted as a "clockwork mouse" (dummy target) off Tobermory for surface ships practising their anti-submarine tactics.



Then, in January 1943, he was given command of the U-class submarine P-34. When Winston Churchill decreed that submarines should have names, Kett chose Ultimatum. He remained in the boat for two years during which Ultimatum carried out a work-up patrol north of Iceland and 12 patrols in the Mediterranean.

On October 30 1943 Kett attacked a German U-boat on the surface off Toulon, and for many years he was credited with sinking U-431: in the late 1980s, however, this was reassessed as an attack on another U-boat which escaped undamaged. Nevertheless, Kett was awarded a bar to his DSC for outstanding service in anti-submarine operations.

On his last patrol in the Mediterranean, Kett conducted a survey of the shallow waters off the southern French coast, using his forward-looking short range Asdic (sonar) to locate enemy mines. Each mine was plotted, and no Allied ships were lost to mines during Operation Dragoon, the Allied landings in southern France in August 1944.

By the end of the war, one in three British submariners had lost their lives, and of 18 officers on Kett's submarine captains' course, only two survived the war, the other being Admiral Sir John Roxburgh.

William Hedley Kett was born at Ponders End in the Lea Valley on July 28 1913, a descendant of Robert Kett, leader of the rebellion in Norfolk in 1549 against the enclosure of

common lands. He was brought up and educated in Blackheath.

Kett was demobilised in 1946, when he received his licence as a London and North Sea pilot. He continued to be an active member of the RNR, commanding the submarine Springer during his annual fortnight's training in 1950. In 1966 he was appointed ADC to the Queen. In 1971 he was sworn in as one of the Younger Brethren of Trinity House. In retirement he took up painting landscapes and seascapes.

Hedley Kett married, in 1942, Doris May Mitchell. She died in 2006, and he is survived by their two daughters.

Capt Hedley Kett, born July 28 1913, died June 28 2014

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Obituary: Robert Louis Mann 1933-2014



Robert Louis Mann was born on 16 December 1933 in Beckenham, Kent. The family moved a year later to

Eastcote near Pinner, and then on to Harrow just before World War 2. Lou remembered a very happy and privileged childhood; he was not evacuated and not subject to the bombings of South London. As a child, Lou spent many happy holidays in Nantes, France, where his love and passion for the French language, food and culture would blossom.

After leaving school Lou attended King Edward VII Nautical College in the East End of London, and it was there he decided he wanted to go to sea. He joined his first ship as an apprentice with the British Tanker Company in 1951, and whilst completing his first trip, which lasted eleven months, he was fortunate enough to circumnavigate the globe.

After gaining his Second Mate's certificate Lou joined the New Zealand Shipping Company, and round this time fell down a hatch whilst in New York. He had to go ashore for major surgery, and the doctors were unsure whether he would walk properly again. However, he made a full recovery and was sent to convalesce with an aunt who lived near Boston in Massachusetts, so he was able to spend time there enjoying life on the beaches of Martha's Vineyard. He was then sent back to the surgeon to see if he was fit enough to return to the UK – he was, and returned as a Disabled British Seaman on Queen Mary – not a bad passage!

Lou joined the Burma Oil Company in 1958, and spent two years in the Far East. When Burma Oil went out of business he returned from Hong Kong, stopping off in Marseilles, then Italy, and finally Dublin, where he studied for and obtained his Master's F.G. certificate. Brenda, whom he met at a dance in Richmond, visited him there, and in April 1962 he proposed, and they married that August in

Ealing. Lou then applied for, and obtained, a lecturer's position at HMS Conway and was accepted as a London Sea Pilot (Cinque Ports Pilot) in 1968, moving with his wife and daughter to Cliftonville, Margate, where a second daughter was born. The family there lived a very happy life, full of friends. Following the 'Big Bang' in Pilotage in 1988 Lou became an employed pilot with the Port of London, retiring in 1996.

During 2012 Lou was diagnosed with cancer. He responded well to the initial treatment and remained optimistic. Later that year he and Brenda celebrated 50 years of marriage, but not long after that happy event his beloved wife Brenda died. Lou continued in a very positive way, determined to learn to live a different life. This he managed, for a while, but sadly, on 30 May 2014 he succumbed to the cancer.

Lou is survived by his two daughters, Catriona and Rebecca, their husbands, and three much loved grandchildren. Those who knew him well will sorely miss him.

Obituary: Terence Norris 1936-2013



Terry was born on 25th May 1936 in Leeds, but while he was still young the family moved to Scarborough.

He pursued an ambition

to go to sea by sitting the entrance exam for the Graham Sea Training School in Scarborough.

He joined his first ship in 1952 as an apprentice at the age of 16, sailing with Shell tankers and passed his Masters Foreign Going Certificate

in 1961. While at Falmouth he met Diana and they married in 1959 at Falmouth Parish Church. Sadly Diana died in 1995 of Cancer.

In 1961 he joined the Transport Ferry Service and was promoted to Master in 1967.

In 1970, Terry joined the Humber Pilots, where he stayed until his retirement.

Terry always enjoyed being around family, enjoying gardening, caravanning, barbeques and parties. He met his second wife, Maureen, in Grimsby and they married in 2001. Sadly in 2006, Maureen died of Cancer.

Terry was diagnosed with Parkinson's and as this became more advanced, he made the decision to move to Hebdon Bridge to be closer to his daughter, Karen.

Terry died on 30th August 2013, at his home in Mytholm Meadows, Hebdon Bridge and his funeral took place at St. James, Hebdon Bridge on 16th September 2013.

Terry is very much missed by all his family. Terry was a fine ship mate and long-time friend.

A.H. Osgood

Obituary: Michael James McCormick 1950-2014



Michael James McCormick was born 17 December 1950 in Ormskirk, Lancashire, and from there moved

to Liverpool where he was brought up by his mum with his elder sister Paddy. He attended the Liverpool Institute High School for Boys until he was 17 years old, where he built a colourful rugby career, being offered the chance to be paid to play for a league rugby team. He turned this opportunity down to pursue a career at sea.

In 1968 he joined Ben Line Steamships in Scotland to begin an officer cadetship in the Merchant Navy, working his way through the ranks. In 1973 he attended South Shields Marine and Technical College and gained his Second Mates Certificate of Competency. He then moved to serve with Canadian Pacific Steamships. He stayed ashore as a personal officer until going to sea once again in 1977, the same year that he attended Liverpool Polytechnic to study for his First Mates Certificate of Competency. 1982 saw Mike attend Liverpool Polytechnic College once again to

work towards his Class 1 (Master Mariner) Certificate of Competency, after which he became Capt. M.J.McCormick.

During this year he met his wife to be, who would be Jan McCormick by 1986. Together they both raised five very accomplished children during a marriage spanning 28 years. Mike decided to come ashore for the last time in 1987 so that he could watch his children grow up and not leave his family for long periods of time.

In 1988-1989 Mike worked for Nectar Shipping and Projects in London before finally joining the Port of London Authority. He initially trained as a Marine Officer/Duty Officer in the River Division of the PLA to keep VTS watches at Gravesend and Woolwich stations and also as a duty Dockmaster at Tilbury. The privatisation of the Tilbury Dock in 1991 prompted his transfer to the Pilotage, initial authorisation coming in August of

that year. Authorisation as a Class 1 pilot came in July 1994.

After appropriate training he resumed his career in VTS in July 1999 as a Duty Port Controller. Since then he served the PLA in the dual role of Pilot/DPC. He also gained VTS V103/2 qualifications. Mike was an elected member of the London Pilots Committee (LPC) for 6 years from 1996-2002 and Chairman for three of those years. During his service on the LPC, Mike represented the London pilots on several external committees and forums and headed a select team at negotiations for pay and conditions with senior officers of the PLA.

He was a very much-loved father, husband and a great family man who accomplished so much in his lifetime. Mike sadly passed away on 28 May 2014 after a long illness, bravely fought. He will be sorely missed.

Kerry McCormick (Daughter)

The Pilot would also like to note the sad passing of past members: Robert Runyard MBE Weymouth Pilot who passed sadly away on 14 July 2014. Robert was a Weymouth Pilot who was awarded the MBE for marine services as the RNLI Coxswain for the local station.

Frank Finn a retired Trent Pilot and member of the Trent Pilots Association from 1968 - 1988 who passed away 29 September 2014.



UK Maritime Pilots' Counselling and Support Service

The UK Maritime Pilots' Counselling and Support Service offers either telephone support that may be a one-off phone call or one-to-one counselling with a BACP (British Association of Counselling and Psychotherapy) registered counsellor in your locality.

07580 556102

AT LEAST 6 SESSIONS FREE OF CHARGE

Seafarers Wi-Fi System installed at the Port of Ipswich

David Thurston

On Thursday 30th October 2014, Felixstowe & Haven Ports Seafarers' Service held a ceremony on board the Thames sailing barge Victor at Ipswich Docks, to celebrate the inauguration of the Seafarers Wi-Fi network at the Port of Ipswich. Members of the Haven Ports welfare committee, representatives from shipping agencies, port users, senior management of ABP, including James Cooper, CEO and executive director of ABP, and members of Felixstowe & Haven Ports Seafarers Service attended the ceremony.



Left to right: Capt Jerry Coleman (Ipswich Harbour Master), Andrew Harston (ABP Director, Short Sea Ports), Rose George, James Cooper (CEO ABP), David Thurston, (Chairman FHPSS) The former 549 tons, 16 gun brig-sloop Helena

The Wi-Fi network is unique in the United Kingdom, being the first system set up for the provision of seafarers' welfare. It was officially declared open by Rose George, author of the acclaimed book *Deep Sea and Foreign Going*, which won the Mountbatten Maritime Award in 2013 and was written after a five-week voyage from Felixstowe to Singapore Rose made in 2010 on the large container ship Maersk Kendal. In her book she addresses the concept of sea blindness, a condition in which many of us shop

and fly over the sea but rarely think of the sea's significance in terms of how 90% of everything in our stores arrives by sea. Particularly we do not think of the lives of those who work on the ships that bring them. She addresses the perils faced by a ship's crew, both external – storms, piracy, un-seaworthy ships – and internal – loneliness and boredom.

So why was the Wi-Fi network installed? Traditionally, seafarers have visited seafarers centres to make landline phone calls to their families around the world. However, as technology progressed, they started using mobile phones, and now they use the internet provided at all of the charity's centres to communicate with family and friends and to access to social media. However, just over three years ago, the chaplains who visit the ships

said that because of the geography of the Port of Ipswich and the quick turnarounds many seafarers found it difficult or even impossible to reach the centre at Ipswich to use the Internet. This made some seafarers feel very isolated, and it soon became apparent that they would benefit from having access to the Internet without having to leave their vessel.

The idea was explored and after receiving several quotes it was clear that the only way the project was going to happen was to seek funding

from maritime charities. So enquiries were made and application forms submitted. Happily the idea was received well and donations came in from major charitable organisations.

The main contributor has been the charity Seafarers UK. Their Felixstowe branch was left a large legacy by Beryl Threadkell to fund maritime projects in the Suffolk area. The project matched perfectly the legacy's requirements, so Seafarers UK were delighted to make a substantial contribution. The Merchant Navy Welfare Board also made a large donation, the Felixstowe & Haven Ports Seafarers' Service making up the shortfall. However, to meet future operating costs ABP and port users are discussing how to generate funds for this purpose.

The Ipswich Harbour master Capt Jerry Coleman, chairman of the Haven Ports Welfare committee, first presented the idea to the management of ABP Ipswich. ABP fully embraced and supported the project, recognizing the benefits of being associated with this pioneering installation.

Now that the system is operational at all commercial berths in Ipswich the feedback from the visiting seafarers is most encouraging. It is understood that the MNWB are showing an interest and may encourage other ports to follow Ipswich's example and install a network to support seafarers' welfare.

Felixstowe & Haven Ports Seafarers' Service is a standalone charity registered in 1976 to provide rest, recreation, entertainment and spiritual guidance in a safe environment, without restriction of nationality, race or creed for all seafarers, the majority of whom spend many months thousands of

miles from their homes and families. The Charity is managed at the Felixstowe Centre and operates two small satellites, one at Harwich International Port and the other at the Port of Ipswich, where seafarers can relax, socialise and seek assistance in spiritual and temporal matters. The Felixstowe Centre also serves as a base for the chaplains appointed and remunerated by their participating societies, from which they perform their ministry in all Haven Ports. In the course of a year the crews of some 5,500 ships that visit the Haven avail themselves of its services.

Funding for the Felixstowe Centre is generated from different sources. An astonishing 80% comes from sales to the seafarers themselves. Of the rest 13% comes from donations, the shipping companies providing only

7% of the income. In terms of paid staff there is a skeleton crew, who staff the shop and bar and drive at evenings and weekends. They are all part-time, except for the centre's manager. The Felixstowe Centre's financial viability is highly dependent on volunteers, who include first and foremost the honorary treasurer and a team of highly dependable weekday minibuses drivers, and also a married couple doing the gardening and some building maintenance, a new librarian and others who assist the two chaplains. Several dedicated groups of ladies knit woolly hats and scarves as gifts to the seafarers. Volunteers are often recruited and introduced to the Centre by volunteers. All these volunteers make a difference to the Centre's effectiveness, but more volunteers, even if they can give only one or two hours a week, are always welcome.

The more available, the greater the outreach into the wider community.

It is interesting to note that the provision of welfare for seafarers at Ipswich goes way back to November 1868 when the 549 tons 16 gun brig-sloop *Helena* was gifted by the Admiralty for a floating chapel for seamen and moored in the dock near Eagle Wharf. She remained in use until June 1880, when the Navy transferred her to other duties. She gave her name to Helena Road that now runs along the east side of the dock next to the wharf. It is thought to have been one of the earliest establishments used for the provision of welfare to seafarers.

David Thurston is a senior pilot at Harwich Haven Authority and was appointed as honorary chairman at Felixstowe & Haven Ports Seafarers' Service in January 2012.

Joe Wilson PNPf Retirement

Tees pilot Joe Wilson retires from the PNPf Trustee after 16 years very loyal service. Joe became a trustee in May 1998 when elected Alternate Trustee following in the footsteps of Tees pilot Mike Irving. He was elected a Full Trustee in 2002, which in itself is quite a record, considering the turbulent time that the PNPf has been through with 'the court case'. To sum up Joe's service,

it has been nothing short of monumental. Both he and Richard Williamson found themselves on Lex Co, the legal committee, where the workload turned out to be huge and which extended over many years. Such was his commitment to serve, Joe attended every day of the three-week court case in January 2010.

Nigel Allen

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If any of your personal details such as address, email or telephone number have changed, please inform us at the earliest opportunity, so that we can update our membership records. New details should be sent to secretary@ukmpa.org

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Editor's Details

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REMEMBER...

If you are involved in any incident (no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company.

THE NEW INCIDENT REPORT FORM WITH INSTRUCTIONS CAN BE DOWNLOADED FROM THE UKMPA WEBSITE.

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REGION NO.	AREA COVERED	PORTS
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2	All ports including Crouch as far as Cromer	Crouch, Harwich Haven, Gt. Yarmouth
3	All ports on the East Coast of England between Cromer and Berwick Upon Tweed	Kings Lynn, Wisbech, Boston, Seaham, Tees Bay
4	Scotland	Forth, Perth, Dundee, Aberdeen, Peterhead, Inverness, Cromarty, Lerwick, Orkney, Stornaway, Clyde
5	Northern Ireland, North West England and North Wales including Anglesey	Londonderry, Belfast, Barrow, Heysham, Liverpool, Manchester
6	South Wales, Europilots and South West England, Westward of the Isle of Wight	Europilots, Milford Haven, SW Wales, SE Wales, Gloucester, Bristol, Falmouth, Scilly Isles, Fowey, Dartmouth, Teignmouth, Poole

If you require local secretary's details, please contact the UKMPA secretary: secretary@ukmpa.org

Incident procedures and legal rights

All active members should have received an orange card detailing the procedures to be taken following an incident. If you haven't received such a card please contact the insurers.

If you are involved in any incident (no matter how trivial it may seem at the time) it is imperative that you complete an incident report and forward it to the insurance company.

The incident form with instructions can be downloaded from the UKMPA website.

Minor incident: Forward the incident report as directed. During normal office hours you can also speak to Drew Smith at Circle insurance: **0141 242 4822**

Major incident: During office hours as above, outside office hours call **07790 069306**

For full details, please refer to UKMPA Circular: 5 of 2013

Social Networking

UKMPA members are all encouraged to participate in the forum debates on LinkedIn. To join the group, sign up for a LinkedIn account and type "UKMPA" into the group search box which will take you to the relevant registration page.



The UKMPA is also now in the "Twittersphere": @UKPILOTS



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