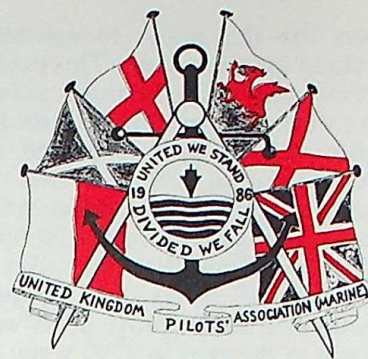


THE PILOT

JULY 1990

No. 222

The official organ of the United Kingdom Pilots' Association (Marine)



Editorial

Letter to Members

Gentlemen,

Pilots will read in the Personal Profile column that David Colver is retiring as Editor of *The Pilot* and that I have volunteered to take his place.

During the last 18 months in my sub-editor's role I have received extensive support from those pilots approached to do their Port Profiles. As Editor I would ask for that support to continue and to be extended. I would assure people, pilots and otherwise, who have sent me articles and photographs I will do my best to sort it all out and get it in the magazine. I especially ask the Lithgo family, so well known to north-eastern pilotage to bear with me, articles on the Lithgo Lives are fascinating and will be forthcoming. Nothing is ever wasted or ignored, especially with an amateur as Editor!

Again I would stress that Local UKPA(M) Secretaries are all important. Unfortunate a job as it may seem, obituaries and recruitment items can only come through them. Peter Levack is dead, a Gravesend pilot known to most of us nationally, an ex-Executive member responsible for the Human Factor Study. Who is to tell us about Peter? And others like him. The Editor cannot possibly ask each Local Secretary personally. This is my way of contacting you.

Finally cost is important. The UKPA(M) must make savings in every part of its organisation if it is to remain viable. *The Pilot* magazine is no exception. We keep our eye on escalating costs and move our printing commitment when our printers become too expensive. This is a very difficult and time consuming operation, but we do it.

Feature

MILFORD HAVEN

A Adams

Introduction

Having given me the easy stuff to begin with, John Godden's assignments have become progressively more difficult (I had to concede defeat over Whitehaven), mainly due to the lack of prime sources when writing about other than the traditional major ports. In the case of Milford Haven I have therefore attempted to paint a broad picture of the trade and character of the port rather than write anything specific about pilots or pilotage. I do so in the hope that it will jog some memories or unearth some historical sources.

The Post Office Packet Service

Packets had been employed on the route from Milford to Waterford

Each magazine costs about £2 to produce and despatch. The UKPA(M) secretariat took the trouble to find that retired pilots were 90% willing to pay for their copy of *The Pilot*. The 1989 Conference in, I believe, a misguided generous gesture, voted to give them away. We honestly cannot afford this largesse. I would respectfully request that the cost of *The Pilot* magazine appears yet again on the 1990 Conference agenda and some hard headed business discussion takes place.

Meanwhile keep writing and sending the letters, articles and comments to either the UKPA(M) or myself at home. *The Pilot* cannot be produced without them.

J D Godden,
140 Dover Road,
Sandwich, Kent CT13 0DD

since early times as witnessed by a notice in the *London Gazette* of 1690 which gave details of the packet boat services to Ireland from Milford, Holyhead and Portpatrick. Milford was of sufficient importance by the 18th century for it to warrant fortification from the French, a Lieutenant Colonel Bastide making a report in 1758 to a Parliamentary Committee on the proposals for fortification at Milford and commenting that it had been a packet

In This Issue

- Editorial: John Godden
Feature: Milford District
☆ Andrew Adams
☆ Mike Leney
Profile: David Colver
Pension News: Jan Lemon
Sam Vowles
M H Kitchen
Pilot News: Retirements
Appointments
Obituary
Opinion: Panossim
Pilotage: Harry Fountain
EMPA – Recruitment
Tribute: Mike Hooper
Letters: M D Watts
B J Masey
B I Evans
D G Williams
Short Story: J D Godden
Coastlines

port for the mails to southern Ireland for many years. This packet service, maintained at three sailings per week, was increased to six per week after the 25th June 1768. An Act passed in 1787 (27 Geo. III cap. 9) established the service at five vessels with effect from the 1st April of that year and had the effect of regularising the existing arrangements. Further improvements were made to the port in 1790 when an Act of Parliament enabled Sir William Hamilton, 'to make & provide quays, docks, piers & other erections & make a market within the manor of Hubberston & Pill in the County of Pembroke'. The Act also authorised major harbour extensions adjacent to Milford.

By 1822 the receipts of the Milford station were such that the Treasury was seriously considering closing the station and diverting all the mail to Ireland via Holyhead. In fact the mails for Cork were commonly carried by this route. News of this intention caused large numbers of interested parties both in south-west Wales and in Ireland to petition the Post Master General on the necessity of maintaining the route. With the introduction of steam vessels at Holyhead the Post Office came under further pressure from the merchants, nobility, etc in southern Ireland and south-west Wales for the introduction of a similar facility at Milford. In the autumn of 1822 the *St. George* steam packet put into Milford for coals whilst on passage from Bristol to Liverpool. The weather at the time was particularly severe and the sailing packets had been prevented from sailing. The *St. George* was therefore hired to convey a mail to Waterford, the mail was delivered twenty-four hours ahead of a mail of the same date dispatched via Holyhead and offered vindication of the lobby for the introduction of steam at Milford. As a result of the pressure for the retention of the service the Post Office agreed in mid-1823 to introduce steam vessels at the earliest opportunity.

Consequently three new vessels were ordered – being introduced at Milford on the 5th April 1824. However the inhabitants of south-west Wales and southern Ireland had cause again for complaint when these new vessels, the *Aladdin*, *Harlequin* and *Cinderella*, were transferred to Holyhead in June of

the same year, being replaced by the older and less satisfactory *Meteor*, *Vixen* and *Royal Sovereign*. The Grand Jury of Brecon wrote in the strongest terms to the Post Master General complaining of the move and expressing concern at the ability of these packets to maintain the service in the winter, going so far as to express the belief that the vessels were unsafe.

Further attempts were made to improve the route and in 1827 the then Select Committee on the Milford Haven Communication heard from one John Mirehouse of Milford who offered to convey the mail from Nangle (Angle?) to Carmarthen and also offered to provide a new site at Nangle for the Irish packet station. Upon consideration the offer was rejected, the Committee recommending instead that the station be moved across to the southern side of the Haven to Hobbs Point and a new pier constructed close to the Naval Dockyard to obviate the problems of embarking into the packets by means of boats from the open beach and also to benefit from the new road being constructed from Carmarthen to Pembroke Dock. This new packet station and its pier at Hobbs Point was eventually completed in 1836.

In 1837, as a consequence of a Government enquiry into the efficiency and ability of the Post Office to manage such a large marine undertaking, the packet service at all six packet ports in the British Isles were handed over to the Admiralty who then operated the Milford packets until their discontinuance in 1849.

The Private Packets and the GWR

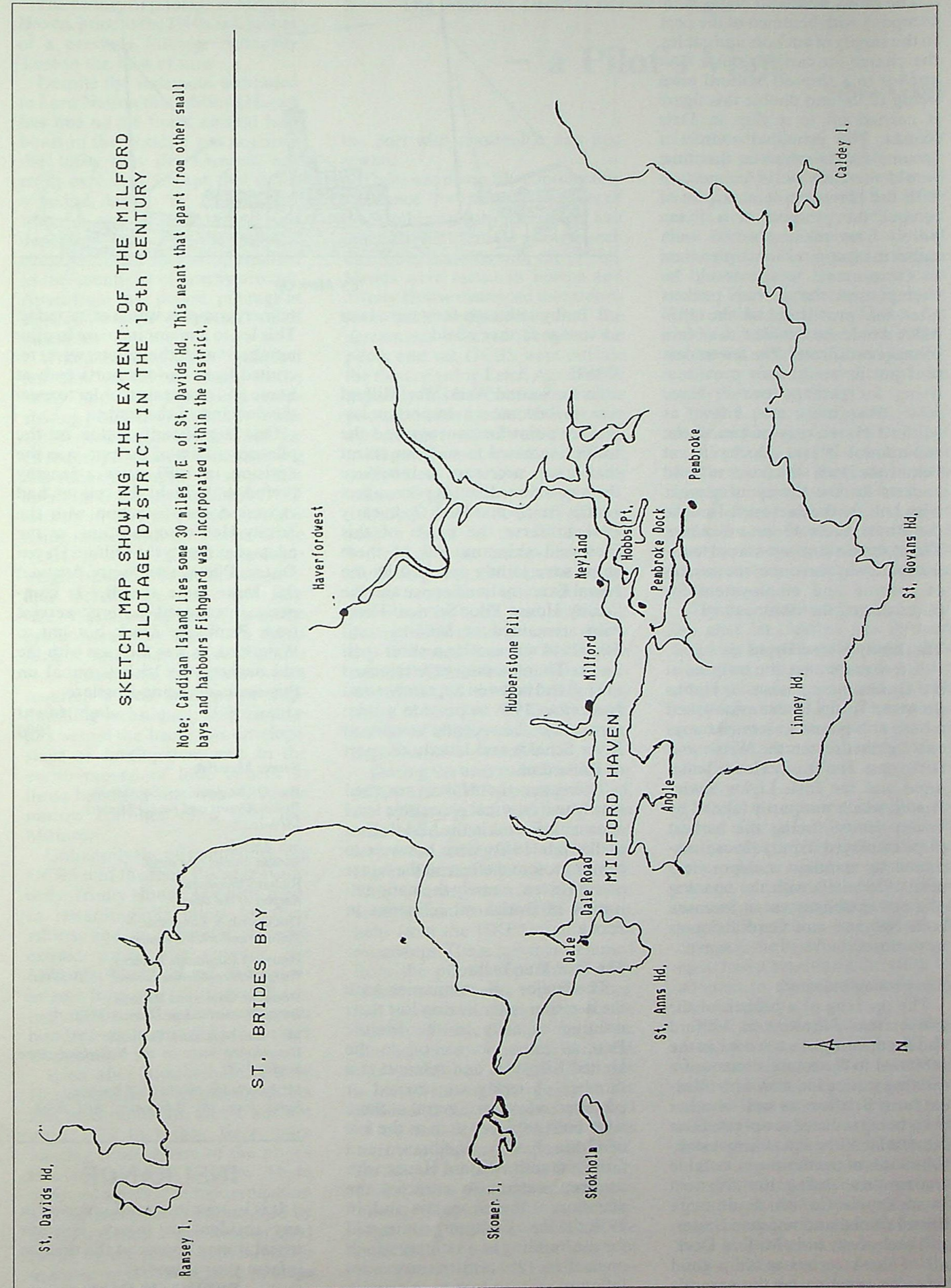
As well as the Government packets there was also a considerable number of small sailing vessels and private steam vessels that put into Milford mainly trading to the small ports and market towns of south-west Wales, including Haverfordwest, from Bristol. The most notable of these private vessels being the steamer *County of Pembroke*, which operated from 1831-33 between Milford and Bristol before being chartered by Dom Pedro to support the civil war in Portugal.

After the discontinuance of the Government service a company called Ford & Jackson operated

steamships to Waterford. The Government packets had always landed their passengers at Dunmore where a carriage would take them to Waterford: the new steamers were to go all the way up river to Waterford city. In August 1856 with the arrival of the railway at Neyland a twice weekly service was operated on behalf of the GWR to Waterford with the *City of Paris* (1850) and *Malakhoff* (1851). Passengers arriving at Neyland were ferried across to the old packet pier at Hobbs Point. In May of 1857 a service was commenced to Cork for which the *Pacific* was purchased, this ship being replaced by the *Griffin* in 1859. In 1871 the GWR obtained parliamentary powers to operate a steamship service in their own right to Waterford and Cork from Milford. The four ships belonging to Ford & Jackson were transferred to the GWR in February 1872 when the company was purchased from Captain Jackson for £45,000. Further new ships were ordered in the ensuing years and the service was to continue until 1906 when with the completion of the new harbour at Fishguard the service was transferred there, operating between Fishguard and Rosslare.

The Pilotage District in the 19th Century

Quite how the pilotage was organised prior to the 19th century is unclear; however, arising out of the provisions of the 1812 and 1825 Pilotage Acts, Milford was to become a Trinity House District with a defined area and scale of charges. By 1853 the Pilotage District limits were defined as being the area from 'Caldy Island, along the coast to St. David's Head, and from thence to Cardigan Island, and vice versa; and to and from, and into and out of, all Ports and Places within those Limits' and the scale of charges included provision for the carrying off of anchors and cables to ships lying in Dale Roads as well as rates for pilotage of vessels within the Haven. Lesser rates of pilotage applied to those ships which were not boarded at sea and which had successfully navigated the Haven entrance. Ships which had managed to navigate even further up the Haven were not to be compelled to engage a pilot. This was a case of being rewarded for 'beating the system' and a positive inducement to avoid seeking a pilot!



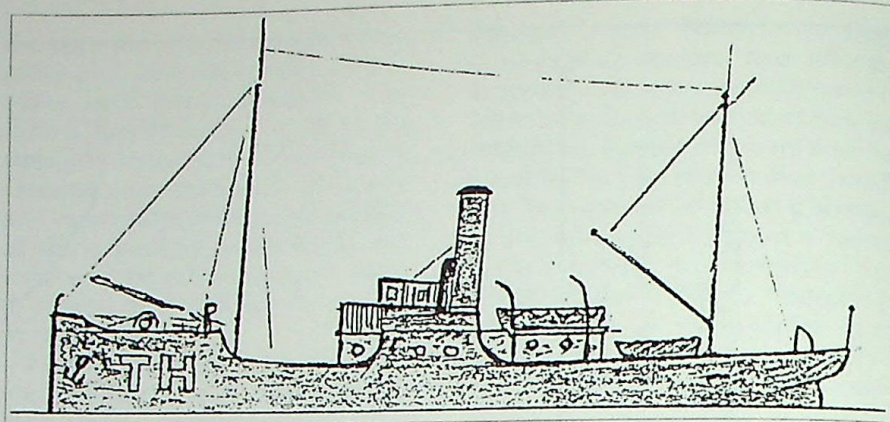
The pilots were also engaged, in company with boatmen of the port, in the supply of anchors and cables, the charge for carrying out a 6cwt anchor to a ship off Milford town being £2. 2s. and double this figure if carried off to a ship in Dale Roads. The principal source of income for the pilots at this time would therefore be in connection with the Haven's role as a 'port of refuge', the prospect of a living purely from piloting would seem rather meagre, given that the packets as Government vessels would be exempt and the private packets after the provisions of the 1854 MSA would be enabled to obtain pilotage certificates. The few traders that put in would only provide a living for perhaps two or three pilots. Within the area known as Milford Haven was of course the substantial Naval Dockyard at Pembroke Dock which was to build packets for the Liverpool service, ironclads for the fleet and of course the Royal Yacht *Victoria & Albert*. The seaborne carriage of coal to the dockyard was also one of the sources of income and employment for pilots during the 19th century.

The Trinity House Depot

A few years after the transfer of the Government packets to Hobbs Point the Trinity House established a base at Neyland to service buoys and lighthouses on the Welsh and Irish coast. The Trinity House Vessel *Argus* and the Irish Lights tender *Supply*, which was partly funded by Trinity House, being the earliest ships employed. Trinity House continued to maintain a depot here until 1925 when, with the opening of a new establishment at Swansea both Neyland and Cardiff depots were closed.

The Fishing Industry

The opening of a branch of the GWR from Johnston to Milford and the opening of a wet dock in the 1880s led to the establishment of a thriving fishing industry with trawlers from Brixham as well as other ports being induced to operate from the new facilities. Local firms established steam trawler fleets, notable among these being the 'Western Steam Trawler Co.' which, although Bristol owned and registered, operated exclusively from Milford Dock. All of these vessels made a good living by trawling on the grounds



PV Merk Op

off Tenby although they were later to voyage farther afield.

WWII

In the Second World War, Milford was to become an important assembly point for convoys and the traffic increased to such an extent that it was necessary to introduce the requisitioned Dutch pilot cutters *Let Op*, *Pas Op* and *Merk Op* in early 1941 to serve the needs of this increased shipping. All of these ships were jointly operated by the Naval Examination Service and the Trinity House Pilot Service. These ships remained at Milford until May 1944 when, after a short spell on the Thames, they were returned to Holland between September and November 1944 to provide a pilot service for the recently re-opened River Scheldt and latterly the port of Rotterdam.

Thereafter the Haven returned slowly to its normal peacetime level of activity. Events in the Middle East in the late 1940s were however to have a profound effect on the future of the Haven, namely the nationalisation of British oil refineries in Persia.

The Post War Years

The major oil companies took the decision, after having lost their refining capacity in the Middle East, to import crude oil to the United Kingdom and refine it at a number of newly constructed or projected refineries. Several of these were built at places such as the Isle of Grain, Fawley, Shellhaven and Grangemouth. Milford Haven with its deep water also attracted the attention of the oil majors and, in 1958, the Esso Company contracted for the building of a refinery which opened in 1959. Other companies followed suit leading to the major

refinery complex which exists today. This led to a major increase in pilot numbers and the pilots were recruited from various ports both at home and overseas in order to meet the demand of the trade.

One significant factor in the pilotage affairs of the port was the decision in 1980, after a lengthy period in which the pilots had expressed dissatisfaction with the Trinity House, to constitute as the pilotage authority the Milford Haven District Pilotage Authority. At about the same time the B.+I. company introduced a ferry service from Pembroke Dock but not to Waterford, as was the case with the old packets, the Irish terminal on this occasion being Rosslare.

Andy Adams
1990

Source Material:

Post Office Archives, Southwark:
Packet Reports and packet Minutes
1819-1835.

Sea Breezes:
Various articles and dates.

Richard Woodman:
Keepers of the Sea.

Duckworth & Langmuir:
Railway and other Steamers.

House of Commons Returns:
Packet Service. Various between 1822-1849.

House of Commons Returns:
Trinity House Pilotage Districts, 1853.

Mr J Bot, Maasland, Holland:
Unpublished notes on the Netherlands Pilot Service, 1990.

Mr J Colledge, World Ship Society:
Notes from the Admiralty 'Red Books'.

INSURANCE

It is in **your** interest if involved in any incident or injury, however trivial it may appear at the time, to inform your insurers

WITHIN 30 DAYS.

The Milford District before and after October 1988

— a Pilot's View

Mike Leney

the port with reasonable and just reward.

There was obviously considerable resistance from certain quarters of the establishment, after all it was indeed a rare event for pilots to seek direct negotiations with the GCBS. Hands were raised in horror and Trinity House distanced themselves from such negotiations, and the agreements reached between the pilots and the GCBS were outside the then reigning Letch Agreement; arguably this was detrimental to the pilots' pension credits. However the agreements reached were beneficial to all parties concerned, and the oil companies as major port users acknowledged this.

Unfortunately the Arab nations took a hand in the fortunes of Milford and the enormous rise in crude oil prices, and thus the energy crisis, created a quite dramatic downturn in trade and, indeed, a change in the pattern of trade due to the increased use of North Sea crude oil. Gone were the daily handling of VLCCs, the North Sea ships being in the 100,000 DWT range. Being self-employed the pilots earnings also took a tumble.

During the uncertainty which the ACOP and SCOP reports generated, the Milford pilots had set in train talks and negotiations which would lead to the setting up of the Milford Haven District Pilotage Authority. This course was not embarked upon without considerable thought, help from the UKPA, and certain misgivings. The misgivings stemmed from the pilots' hope that Trinity House would 'move with the times' and provide true autonomy to the Milford District. Sadly for some, that was not to be and the MHDPA was established in 1980. This was achieved during the run-up to the ill-fated '83 Act. Someone remarked at the time that the Milford Pilots were real 'gluttons for punishment'. Be that as it may, it was for Trinity House quite an historical event; a pilotage outpost, major in the tonnage list, divesting itself of the association and trappings of the 'House' and its authority — unheard of.

If the decade of 1970 was by national pilotage standards eventful, for the Milford pilots it was even more so and they entered the 1980s with a new Authority and the hope that the establishment of that authority would make the solution of problems at least somewhat easier. That hope may well have been realised had the '83 Act not met such fatal resistance and, before its demise, resulted in considerable acrimony among members of the newly formed authority.

In the port, commercial trade declined further with the closure of an oil refinery, and also a crude oil storage terminal. However by this time pilot numbers had been reduced by retirements and that reduction in numbers continued from twenty-two in the late seventies to seventeen come 1st October 1988.

The negotiated and agreed number after 1st October was thirteen and it so happened that four pilots were less than attracted to the proposed new regime, and so took early retirement. One colleague was actually some four months short of sixty-eight, so maybe his retirement should be termed 'late early retirement'.

While the number of pilots required after 1st October was resolved with comparatively little difficulty, other aspects of the reorganisation created considerable conflict. This was despite assurances given that a smooth transition was desired. A change in the Port Authority management had a bearing on the attitudes adopted in the months preceding October '88.

The pilots at Milford realized soon after the intent of the '87 Act was made known that to remain self-employed after reorganisation was the least attractive option available, and so in due course opted for employment by the Port Authority.

Previous articles in this series have indicated that the new systems in the ports concerned operate with good co-operation and relations on both sides. It has to be said that, sadly, that sort of good co-existence does not, at present, exist at Milford;

no doubt Milford is not alone.

The pilots knew, after declaring their wish to be employed, that far from being a 'smooth transition' negotiations would be difficult, even impossible at times. And so it proved, with the result that at the eleventh hour the Port Authority was obliged to agree to contracts with 'conditional' letters attached. Without those letters they realised that there would be no pilotage service after 1st October. This situation was not one the pilots desired, but they realised that unless a stand was made for a fair and equitable deal the future looked bleak indeed. Talks and confrontation continued after 1st October, and it became apparent that without recourse to the facilities of the Arbitration Panel nothing would be resolved. In August 1989 both parties made their representations to the Panel and when its findings were made known the pilots reasonably expected that the legal ruling made by the Arbitration Panel would be implemented and adhered to. The pilots have found this to be an uphill struggle, with a port management that pays little attention to contractual obligations and seemingly has little respect for legal determinations given by the Arbitration Panel. So eighteen months into reorganisation there is still confrontation.

Despite all this unnecessary hassle, the Milford Pilots still seek to provide the first class service previously available to the shipmaster. Their efforts in this direction have recently been fairly acknowledged by a Refinery manager when he realised that shipping delays due to weather during last winter had been considerably less at Milford than anywhere else in his company's 'Eastern' operations, i.e. Europe.

So what does the future hold for the Milford Pilots? The commercial trade of the port is, at present, at a fairly stable level, justifying the thirteen pilot manning of the port — of course disputed by the port management; it is no doubt ignoring the 'crest and trough' pattern of shipping that has been a feature of Milford's trade during the last twenty-plus years. On the career side the situation still remains to be resolved, with 1991 looming on the horizon. However in a profession where, for at least the last quarter of a century, hassle and confrontation

has been endemic, and the Milford Pilots are no strangers to such conditions, there is a modest con-

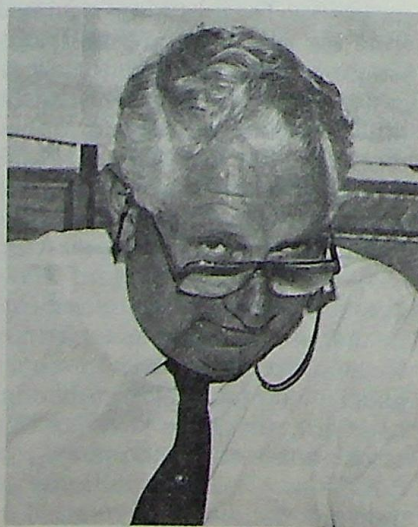
fidence that a reasonably stable living will emerge at the end of the day.

Tribute

MICHAEL HAROLD CARLTON HOOPER

Due to ill health, Mike was retired from the Southampton Pilotage Service in January of this year. The Section Committee asked him to remain in the chair of the UKPA (Marine); but unfortunately the nature of his illness is such that he has had to tender his resignation.

Mike was an 'old Worcester', and spent most of his time at sea in Union Castle — he had a period ashore in a printing company before joining British Rail Shipping Division, where he ended up as manager of the Solent Seaspeed Hovercraft service. He joined the Isle of Wight Pilotage Service in 1969. In 1978 he was elected to the Executive of the UKPA (Marine), and was a hard working member, making, amongst other things, a notable contribution to the European Maritime Pilots Association. He was elected vice-Chairman of the UKPA (Marine) in 1985, and Chairman in 1988. He was therefore one of the team of four pilots primarily responsible for protecting our varied interests in the period leading up to legislation, and led the team immediately after the introduction of that legislation. His flair for administration was invaluable at this time, as it had been during the time of the transfer from UKPA to UKPA (Marine),



and we have much to thank him for.

His early retirement means he will now have time to get to know Helen better, to supporting Mike junior, who is a national standard swimmer, and to protecting Nicola from the attentions of aspiring pilots.

We wish Mike the resolution of his health problem, with a long, happy, and well deserved, retirement.

Ian Evans

Pilot News

Bristol District

Retirement:

E J Davis on April 15th 1990.

New Appointment:

G R Robinson

J Darby, Secretary

Boston & Spalding

New Appointment:

Trevor Woods

Trevor, who was 'Authorised' on 31st May 1989, replaces Bill Cannell who retired in June. Prior to arriving in pilotage, Trevor was with P&O for his initial sea service, latterly joining Bevis Marks where he served as Master in their chemical tankers.

Keith Cedarholm, Secretary

Retirement of Bill Cannell, Boston

Last September, at a retirement party for Captain Bill Cannell, the Chairman, Captain Arthur Cowe, on behalf of the Boston & Spalding Pilotage Association, presented Bill with a ship's barometer and clock to mark with respect his 26 years' service in pilotage.

The party was attended by colleagues past and present, plus representatives from the shipbrokers and agencies in the ports of Boston

and Fosdyke, chairmen past and present of the Docks Committee and Pilotage Authority, Port staff and members of HM Customs and Excise.



Courtesy Boston Standard

Bill Cannell attended Alsop Grammar School in Liverpool, from where he won a scholarship to HMS Conway in 1945.

He graduated from The Conway in 1947 and then apprenticed to the Hall Line of Liverpool. In 1951 he gained his Second Mate's Certificate and was promoted Third Officer.

On gaining his Master's Certificate in 1956, Bill joined Canadian Pacific as Chief Officer, sailing in their famous 'Empress' liners.

In 1962, he joined Mullions of Hong Kong and served as Master until his appointment as a Boston Pilot in November, 1963.

We wish him every fulfilment in a happy retirement.

Obituary

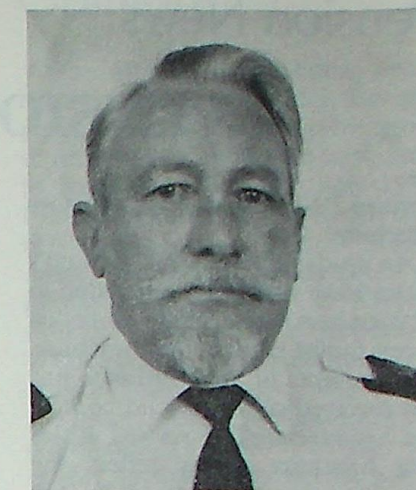
MICHAEL CHARLES CAMPBELL

It is with great regret that we learnt of the death late last year of retired Trinity House Pilot, Captain Michael Charles Campbell.

Born in Penarth, South Wales, he was the son of Captain W D Campbell, London (North Channel) pilot and grandson of Captain T Hubbard (Bristol Channel) pilot. Mike Campbell was educated, like his father, at the Nautical College, Pangbourne. He began his sea-going career in 1947, as Cadet with the Clan Line and latterly served with the RFA. He served with F T Everard and Sons from 1956-1963, the last six years of which was in command. He then became a Trinity

House pilot for Ipswich and, on early retirement in October, 1988, was the Senior Pilot for the district.

Mike was a well-known figure in local shipping circles and will be remembered for his unfailing sense of humour. He will be sorely missed by his wife, Mollie, whom he met while she was a Secretary at Fisher and Sons Offices in Heysham, in the early fifties. He also leaves two daughters, Sarah and Joanne and three grand-children. He will be missed, too, by his many friends and colleagues who attended his funeral service at St Andrew's Church, Chelmondiston, Suffolk, on the banks of the River Orwell.



THE PILOT

Published by
United Kingdom Pilots' Association (Marine)
 (A Section of the Transport & General Workers Union)
 Transport House, Smith Square, Westminster, London SW1P 3JB
 Telephone: 071-828-7788

President

The Rt Hon The Lord Strathcona and Mount Royal

Past Presidents

1884-1910 Commander George Cawley (Founder President)
 1910-1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot)
 1923-1925 The Hon J M Kentworthy, MP (Hull Central)
 1925-1942 Lord Aspley, DSO, MC, MP (Bristol Central)
 1946-1947 Admiral Lord Mountevans, KCB, DSO
 1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
 1963-1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)

Honorary vice-Presidents

Messrs F Berry, OBE, D. I. McMillan, T Morgan

National Secretary

J Connolly

Transport House, Smith Square, Westminster, London SW1P 3JB

Chairman of the Section Committee

P. Hames (Spurn Pilots)

5 Spinney Walk, Anlaby Park, Hull HU4 6XG (0482) 507012

Secretary/Treasurer

J H Burn (Tyne)

44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS (0912) 573999

Section Committee

A R Boddy

94 Fronks Road, Dovercourt, Harwich, Essex CO12 3RS (0255) 508106

A McInnes

80 Coillesdene Avenue, Joppa, Edinburgh EH15 2LG (031) 6693454

G A Topp

14 Woodlands Close, Parkgate, Neston, South Wirral L64 4RU (0513) 364301

N E McKinney

8 Alt Min Avenue, Belfast 8, Northern Ireland B8 4NJ (0232) 795133

J M Leney

1 Grassholm Close, Westhill, Milford Haven, Dyfed SA73 2RH (0646) 693150

Auditors — Guy Mayers, Chartered Accountant
Editor of 'The Pilot' — David Colver
Secretary — Miss Davina Connor 071-828-7788

Pension News

PENSION FUND

Revised PNPf Rules / Explanatory Brochure

An up-dated version of the Fund's Rules have now been circulated to all members together with amended sheets for the Explanatory Brochure. Any member of the Fund who has not received copies should contact the Secretariat. The revised Rules and brochure sheets reflect the improved benefits agreed by the National Negotiating Forum in September 1989.

AVC Scheme

Renewal of the AVC Scheme takes place on 1st October and Deborah Marten will send full information to all existing members of the (AVC) Scheme during July and August when members will have the opportunity to alter their regular monthly contributions. Any PNPf members who are interested in joining the Scheme at the annual entry date (1st October) should write to the Secretariat asking for details if they have not already done so. New pilots who indicated their interest in joining the Scheme on their new-entrant forms will be sent details automatically.

Self-employed pilots will once again have the opportunity to top up their contributions for the Scheme-year ended 30th September 1990. Details will be included in Deborah's literature.

As far as employed pilots are concerned, tax relief is now given automatically each month as each contribution is made. Under the PAYE tax system (Schedule E) both PNPf contributions and AVCs are deducted from gross salary before tax is assessed. The Secretariat therefore no longer sends annual statements of contributions-paid to employed members.

Distribution of Death-in-Service Benefits

Members will be aware that the capital sum payable in the event of a pilot's death was recently increased substantially and it is important that the Trustees should know the way in which the member would like the capital to be distributed

should the need arise. Although the member's wishes are not binding upon the Trustees, they are an important guide and for this reason we ask all members to complete an Expression of Wish form. If any member cannot recall having completed such a form, or if circum-

stances have changed since one was completed, please contact the Secretariat. We shall check our records and send a form for completion.

Change of Home Address

Once again, may we remind every member to let us know as and when his home address alters — PNPf Trust Co. Ltd, 150 Southampton Row, London WC1B 5AL Tel. 071-278-3221.

Jan Lemon

PILOTS' COMMITTEE

Sam Vowles

As my predecessor, Henry Marshman, reported in the July 1989 issue of *The Pilot*, the Pilots' National Committee for Pensions was in the process of being reorganised.

This reorganisation has now been completed and many familiar names and faces have gone, one of the exceptions being the pensioner

representatives. Dan Macmillan, former London River pilot was elected by the retired pilots and they have Terry Russell, former Bristol pilot as his elected deputy.

As authorised pilots, your port is represented by an elected area representative along the following lines:

Area/Representative	Ports
1 Scotland Alex McKinnies: Forth	Aberdeen, Clyde, Dundee, Forth, Inverness, Peterhead
2 North East Coast Gerald Coates: Tees	Berwick, Blyth, Seaham, Sunderland, Tees, Tyne
3 Humber Paul Hames: Humber	Humber, Trent, Goole
4 East Anglia Keith Cedarholme: Boston	Boston, Colchester, Crouch, Havenports, Kings Lynn, Wisbech, Lowestoft, Yarmouth
5 London, South East Coast Charlie Milne: London SE	Dover, London PLA, Medway, Ramsgate
6 South Coast Bill Range: Southampton	Brixham, Cowes, Exeter, Falmouth, Fowey, Portsmouth
7 Bristol Channel Sam Vowles: Bristol	Bridgwater, Bristol, Milford Haven, SE Wales, Penzance, Swansea, Port Talbot, Watchet, Gloucester
8 North West Coast and N Ireland John Astles: Manchester	Barrow, Belfast, Coleraine, Fleetwood, Heysham, Lancaster, Liverpool, Londonderry, Mostyn, Holyhead, Manchester, Whitehaven

Secretary/Treasurer: Mike Kitchen

Constitution

The Committee shall consist of a Secretary, Treasurer, eight representatives and a pensioner representative and the elected Chairman shall continue to represent his own area.

Objects

The objects, for which a PNCP is established under the auspices of the UKPA(M), are:

(a) To represent all pilots who are members of an approved Pension Fund, in dealing with all problems of pensions and allied subjects,

subject to (c) and (e).

(b) To offer guidance and such assistance as the Committee may deem advisable to any pilots or pensioners when requested to do so.

(c) To suggest improvements of pensions and other benefits, and byelaws and rules relating thereto, and to refer them to the UKPA(M) for any reasonable action to further improvements.

(d) To keep pilots informed, directly or through UKPA(M) circulars, of any action or discussion taken.

(e) To do all such things as are

incidental or conducive to the attainment of the above objects or any of them, after consultation with the principle offices of the parent organisation.

From Hon Secretary/Treasurer M H Kitchen

At our meeting of 19th March my committee reviewed the current shopping list of improvements to the Pilots' National Pension Fund. We took the view that there should be no deletions from the current list and that the following should be added to that list.

(1) The Ill Health Benefit and the Widows Pension in the Event of

Death in Service to be extended to 65 for all those pilots who previously had a NRA of 60.

(2) A reduction of the sixtieth to fifty-fifths or fiftieths.

(3) The years used for the calculation of the best 3 in the last 10 to be increased by RPI to give the final figure for the pension calculation.

(4) A variable commutation rate to cater for those who retire at an earlier age.

These are all desirable objectives and no attempt has been made to assemble the full list in order of priority. However we do feel that the item number (1) should be placed near the top of the current list.

Pilotage

A NICKNAME CAN STICK FOR LIFE . . .

The second of a series of articles published in 1982 by Harry Fountain, in Boston and other Lincolnshire papers, to give the public an understanding of the purpose, skill and responsibility involved in pilotage. Acknowledgment is made to the former Boston Choice free paper and the Lincolnshire Standard.

Continuing the story of ships' pilots — safe guides in narrow waters.

This slow approach adds to the pilot's difficulties, as it gives the elements a longer period in which to affect the vessel's course. At such times tugs are a valuable aid, used in conjunction with the ship's own engines.

Perhaps the best judges of a pilot's abilities are the tugmasters and the ship's own engineers, who seem to know instinctively if the pilot is using them to excess, rather than using good judgment.

Tug crews dub every pilot with a nickname according to his abilities. It behoves a beginner to exert himself to the utmost to make a good start, for his nickname, whether it be 'Speed Gordon' or 'Slow Sam', will stick throughout his career.

Piloting has many drawbacks, but making a slick job of berthing the world's biggest mobile units gives those in the service, an exhilarating feeling of satisfaction.

The Nautical Magazine November 1954, page 287 on Pilots, says:

'It is well known that the service itself is the most rapid and drastic debunker of efficiency open to merchant seamen.

'The Law (British Law) provides

that the pilot "being appointed by the ship owners, or their servant the master on their behalf, is their agent and they are responsible for damage done while the ship is under his charge".

"Likewise the master, being the owners' servant has no personal financial liability whatsoever."

And what the Law has to say on the adviser question: 'A pilot as soon as he assumes his proper functions on board, supercedes the master in his control of the conduct of the ship' . . .

'This jealous protection of his authority and prerogative is afforded him by Law in consideration of the great responsibility which it imposes upon him and the skill, experience and care which it presumes he possesses.

'Another consideration is that unity of command is indispensable to prompt action, a definite course and ultimate safety.'

It is not, of course, improper for the master to make suggestions or even proffer advice but where wrong advice was given and acted on by the pilot, it was held that the action of the pilot was his alone.

According to the Admiralty Court, the master cannot interfere with those duties which 'the pilot must be considered peculiarly com-

Opinion

Our attention has often been drawn of late to consider the apparent massive percentage increase in numbers of pilots who have had to retire sick since the new 1987 Pilotage Act came into force. In fact it is claimed this is because of the more strenuous demands made of pilots since the new CHAs took over the running of the Services.

I believe caution should be exercised by those among us who would use these statistics as a platform for complaint. The 1987 Pilotage Act makes special cases out of pilots who fall ill between 1988 and 1991, the Department of Transport and local CHAs having to accept that pilots retiring sick within these 3 years should receive a full years compensation, plus a pension as if they were 65. And so they should. Indeed, no pilot should contemplate retiring sick without first contacting the UKPA(M) and ensuring the 1987 Pilotage Act is used for his benefit. Any losses incurred by our Insurers are of secondary consideration. Both parties insured against the risk, premiums were paid and the outcome accepted.

So poorly is the 1987 Pilotage Act worded that it could be argued if you took the rough end of a pineapple to our local Pilotage Manager or Authority employer, he could only sack you for the offence by paying you a year's extra salary and retiring you on a full pension! It

petent to discharge and of which the master in the majority of cases must be a very inferior judge'.

'It would' continued the Judge, 'be a most dangerous doctrine to hold forth, if I were to sanction the interference of a master in any way.'

And finally a ship owner (the ultimate paymaster) has this to say about the responsibilities of ship-handling in pilotage waters — speaking of pilots: 'No body of men in such relatively few numbers has so great a responsibility for life and property'. (The vice-Chairman North England Shipowners Association, quoted in Journal of Commerce, June 15, 1939).

Harry Fountain

might be fun finding out. Which brings us to 1991.

In 1991 all our latent protection ceases. The 1987 Pilotage Act will be just another piece of pilotage legislation. Pilots will sink or swim by the Contracts of Employment or Self-employment they have thrashed out with their Authority. No special terms will apply, redundancy or early retirement through sickness will be the statutory sum applicable to all British workers, or better if it is in your Contract. The UKPA(M) is vigorously trying to extend the limits of the three-year protection under the Act. We wish them every success.

It would seem that all pilots over the age of 58 could probably manage. AVCs could help, past service counts in redundancy, including those years before the Act, mortgages are often paid off, children educated and earning. You will not find many of that age group hammering on the Department's door demanding fair play.

But what of the younger man who joined the profession before 1987

and planned his lifestyle around the 1913 Pilotage Act? Is he vulnerable in 1991, or is he in fact, the lynch pin of every port's new Pilotage Service? Younger pilots ask this question all the time.

I believe he is the latter, the lynch-pin, the experienced pilot who will give value for money to any port employer or Authority. But such a pilot has to tread more warily, not to become a wearisome table-thumping bombast, because someone may calculate they don't want him anymore, unthinkable under the 1913 Pilotage Act. What then does he do – at his age?

In addition, I believe statistically from 1991 there will be a sharp percentage decline in early retirement type sickness. This must happen when our present three-year settling down period under the 1987 Pilotage Act ceases and when the expected restrictions on our Permanent Health Insurance have been quantified. Which is why I believe such statistics are dangerous to employ and which is where this *Opinion* began.

PANOSSIM

EMPA

IDEAS FOR FUTURE PILOT RECRUITMENT

At the EMPA Meeting in Dublin, the report of a study group of the Federal Chamber of Pilots on the problem of securing sufficient future pilot staff was distributed to the delegates. The report was mainly an analysis of the situation as it was in mid-1988.

In April 1989, the Federal German Bundestag passed a law on the introduction of the German International Shipping Register as well as a new statutory regulation on the manning of ships. These measures are an attempt by the government of the Federal Republic of Germany to reduce the trend of German ships to flag out. First signs seem to indicate a positive reaction of German ship-owners to these steps.

Despite these measures and the efforts initiated by the association of German ship-owners, the Verband Deutscher Reeder, to attract more young people as junior crew

members for German sea shipping, the Federal Chamber of Pilots are of the opinion that, at the end of the 1990s, there will exist a shortage of qualified staff. The Federal Chamber of Pilots has, therefore, informed the Federal Minister for Traffic about this problem in the hope of initiating an investigation that will produce a solution of the problem on a national basis, for the time being, as only a national solution is possible under the statutory regulations.

The following are the most important of the presently valid legal regulations of the German Pilotage Act:

Qualification for Admission of Trainee Sea Pilots

a) To be admitted as a trainee sea pilot an applicant shall prove that

- he is holder of a foreign-going master's certificate of competency;
- he has completed at least six years

of service at sea as a master or officer after obtaining his master's certificate;

- he gives proof, by virtue of a medical certificate, that he is mentally and physically fit for the profession of sea pilot and that in particular, he possesses unimpaired hearing, sight and colour vision; and
 - his way of life warrants he is possessed of the inherent reliability required for the profession of sea pilot.
- b) Training of Sea Pilot candidates
- It is the duty of the brotherhoods to train pilots; the pertaining supervisory office supervises the training.
 - Duration of training is six months.
 - The training is based on the concept that all theoretical and practical knowledge needed by the trainees as active pilots has to be provided for during this training period.
 - Practical knowledge and experience is to be gained by accompanying experienced pilots during pilotage service.
 - The trainee has to take a course on shiphandling and radar simulation if such equipment is available for the specific area concerned.

Investigations into the problem of recruiting sufficient future staff have led the Federal Chamber of Pilots to propose the following changes as possible solutions:

1) After completion of the course of study and grant of the certificate as master for seagoing vessels and subsequent active service as a watch officer for a period of two years, an intensive specialized training as a sea pilot for a specific area. This training would have to last for at least one year.

Advantages:

A young nautical officer could, after completion of the necessary period of study, decide very early in his career, *ie* after only two years, to become a pilot. A part of the fluctuating crew members would be branched off to the piloting profession. As the subsequent specialized training would be comparatively short, the training capacities for future pilots could be adapted to the required numbers. The available potential of qualified nautical staff could be exploited more effectively, the candidates would be younger.

Disadvantages:

Fewer nautical officers would be able to reach a position as master of a ship. That would certainly entail less knowledge and experience in the handling of ships and of crew personnel. When selecting candidates, criteria concerning practical experience could only be included to a limited degree in the assessment of the respective applicant.

2) After completion of the general course of study for a master's certificate for seagoing vessels, there would follow a period of training on the job as a sea pilot and then a subsequent specialising training as a sea pilot for a specific area. The total training period should last for at least two years.

Advantages:

Optimum effect as far as an early professional choice is concerned.

Decision for the chosen type of profession immediately after completion of the study.

Even when starting the training period as a nautical officer, or, which is of particular importance, before taking up the study for a certificate as master for seagoing vessels, the future graduate is able to assess the possible chance of choosing piloting as a career. After the completion of the requested study, there would be no need to pass long training periods. The number of future staff required could be determined within short periods of time, which would allow for the recruiting of adequate numbers from the potential graduates.

The training on the job would make it possible to provide the candidates with detailed professional knowledge. The training would have to include not only practical, but also a great extent of theoretical knowledge.

Disadvantages:

It would no longer be possible to recruit applicants from the group of active ships' officers.

Practical experience and knowledge of the handling of ships would not be available before the beginning of the training period as pilot. This type of knowledge would have to be offered to a sufficient degree during the training period. Knowledge or experience in the field of handling personnel could not be expected at all – at least not from the point of view of an officer in charge.

When choosing applicants, evaluation criteria would have to be inferred from theoretical training material.

3) After completion of a basic nautical training, students receive a pilot's training leading to a qualification that is adequate to a master's certificate. The training would be provided at a specialized seminar or class taking place alongside the general study for the certificate of master for seagoing vessels. The subsequent practical training as a pilot should last for two years.

Advantages:

During the course of study, it would be possible also to receive a specialized training as a sea pilot. Such a curriculum would provide the student with the possibility of a choice as to the subsequent occupation. Young people could be made familiar with the possibilities offered by the profession of pilots even during their nautical study, *ie* as early as possible.

Disadvantages:

It would no longer be possible to recruit applicants from the group of active ships' officers.

Practical knowledge and experience would have to be gained exclusively during the training that follows the study period. The assessment of evaluation criteria for the applicants would be restricted to theoretical knowledge.

If one of these three proposals is adopted, sea piloting can be chosen by young people as a professional goal without the need that a long career at sea precede this decision. We are convinced that, if we discover that the future staff for sea pilotage can no longer be recruited from the group of qualified and disposed nautical officers alone, then only such measures will prove efficient that envisage a more or less separate training or study for sea pilots. This will also prove true in view of the reluctance ship-owners will show in future to let qualified nautical staff leave their jobs in order to become sea pilots.

Holding a foreign-going master's certificate should be mandatory, because it appears to be expedient that the sea pilot should hold the same certificate of competency entitling a master to command large vessels of the type and size piloted

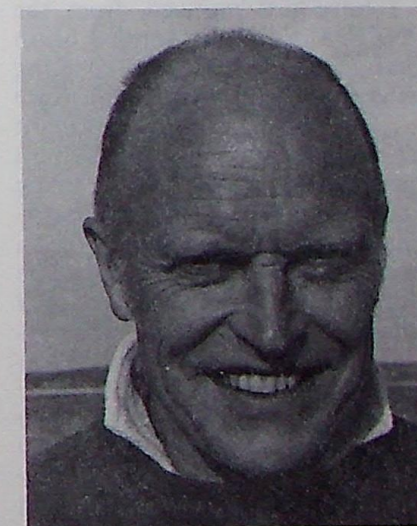
by the sea pilot in his pilotage district. In this manner it makes safe that the sea pilot will have the necessary qualification and knowledge required for giving advice to ships of any size, whilst the special local knowledge of the district can be ascertained only by undergoing the examination called for.

In future it will be possible to admit aliens from EEC member countries as trainee sea pilots provided that they hold a foreign-going master's certificate and speak the German language. It may be expected that admitting an alien as a trainee pilot will remain an exception.

Profile

DAVID COLVER EDITOR, THE PILOT

The Pilot magazine has been published now for some 75 years with varying degrees of success. It is still the only mutual information medium which is distributed automatically to all members of the UKPA(M), and still the only way of ensuring that a pilot's views can be aired to all his colleagues nationwide.



David Colver became the Editor of our journal in 1971. As is usual in things pilotage, he was probably told very little of what he had to do, but merely expected to go away, bother nobody, and produce an issue every three months without fail! No pilot was co-opted to assist. 'If he calls himself an Editor he ought to know what to do' was probably the view.

And do it he did. At a time when our livelihood was severely threatened, when Government legislation, with the total co-operation of the Department of Trade, was directed to ruining a perfectly good pilotage service and when pilots were distracted from everyday pilotage events, David Colver managed to get together enough material to produce a regular magazine. Few pilots were interested, few read it properly and practically nobody at all contributed.

Belatedly, after legislation had been enacted and the dust of conflict settled, several people amongst the upper echelon of pilotage administration realised *The Pilot* magazine either had to cease or be totally refurbished. This time help was at hand and David Colver was able to produce the new look *The Pilot*, aided by people whose sole contribution previously had been to criticise.

With five new issues under his belt, David Colver believes it is time to relinquish his command. With my foolish agreement to take over the Editor's job, David can rest assured his telephone will still run hot as I wrestle with ems and ens, picas and fonts, words which I previously used only to win at Scrabble!

I am sure all pilots will join me in thanking David Colver for the sterling concentrated effort he has put into the production of your journal these last 19 years. We wish him a long and happy retirement and look forward with relish to his first 'Letter to the Editor' which surely must begin 'I fail to understand' and finish 'Disgusted Chichester'.

Thank you David Colver.

John Godden

obliged to inform the 'members' of their benefits and also of the annual accounts, but I wonder how much less it would cost to be informed on, say, recycled paper rather than the beautiful, expensive, glossy leaflets we now get. I know the PNPf have to have an office, but I wonder how much less rent and rates they would pay in, say the North of England or the West of Wales or the centre of Scotland. I would agree that a lump sum should be paid to a pilot's dependants, in the unfortunate case of him dying in service, to cover immediate needs – how much less would the premiums be if that sum were £10,000 instead of up to £100,000. It is a fact that when it was decided to reduce the retiring age to 60 the target earnings of the Fund, to fund the retirement of any new member, would be less than if those people were to retire at 65. It seems logical to me, that because the future needs of the fund will be less, that the surpluses would be greater, and at present the surpluses are being used to benefit those already retired and those with a NRA of 65. Can someone please prove me wrong in my assumption that the PNPf is a two tier system of first and second class citizens – the NRA 65s and the NRA 60s!

The last thing I want is for a member to give up anything for the benefit of another member, I just happen to think that the funds available are large enough to give everyone a decent pension. If a private scheme can do it, why cannot the PNPf? In 1988 there were 2140 people dependant on the fund and the fund was still increasing. With modern technology and current trends the only way pilot numbers are going to go is down. Is the last pilot going to be given the billions that will be in the fund when he retires, or will it just be handed back to the shipowner or the government!

Yours sincerely,

Malcolm D Watts

From: Captain Ben Masey
Newhaven

Dear Sir,

As the newest member of the UKPA Technical Committee, I have, on my last voyage carried with me the latest edition of *The Pilot*. During visits to North European ports I took the opportunity to discuss the

article on the new Dundee boat with various pilots. I was amazed at the interest taken, not only with that particular article, but with the magazine in general.

It was explained to me that not only is there a lack of magazines of this type, but a magazine devoted solely to pilotage matters was unheard of.

As I have great difficulty retaining my own copy, even after photocopies of the Dundee article had been taken, as the Bristol article also aroused great interest, I was asked if copies could be circulated outside the UK. I do not know what the reaction to increased circulation outside the UK may arouse in pilots.

Perhaps even a subscription service to pilots outside the UK may produce revenue to help in production costs, and may well create an input of articles of interest to UK pilots. Should problems of circulation prove difficult in terms of postage costs, I am certain that I and my colleagues in Europilots could deliver copies as required.

I attach addresses where pilots were extremely interested in obtaining copies.

Yours faithfully,

B J Masey (Europilot)

E. Joergensen (Skawpilots)
Groenbackvej 9,
9460 BROVST,
Denmark.

Kapitan Heiko Schmidt (Seelotse)
LotsenBruderschaft Weser 2/Jane,
AM Weserdeich,
2850 BREMERHAVEN,
West Germany.

The above are the ones who specifically asked that copies could be sent to their stations, but pilots at Copenhagen, Marstrand (Sweden) and Flushing also wanted to read the whole magazine, but didn't have time.

I certainly feel that this form of communication may arouse greater interest in pilotage activities which would perhaps help enliven the activities of EMPA.

B J Masey

[The Editor is actively pursuing the initiative shown by Ben Masey. The cost of the magazine will be £2 plus postage. Any other Europilots interested in helping spread the word, please contact John Godden.]

From: B I Evans
Milford Haven

Dear Sir,

It's a pity that *Panossim* in his column in the January issue of *The Pilot* spoils an otherwise worthwhile comment – which, hopefully, will generate lively debate – by getting a basic fact wrong.

He states that the *raison d'etre* for our profession is to advise ships' masters. I thought that we had put that one to bed a long time ago.

As we all know – or certainly should – in the UK, a pilot's position in law (which originally was probably enacted to reflect what happened – and continues to do so in practice) is spelt out in Section 742, MSA, 1894 which, amongst other things, states:

'In this Act, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them, that is to say –

"Pilot" means any person not belonging to a ship who has the conduct thereof; (a point substantiated in Section 31(1) of the Pilotage Act, 1987)

and reinforced by:

"Master" includes every person (except a pilot) having command or charge of any ship'

If this were not the case then it is doubtful whether there would be any necessity to limit our liability by statute. In my opinion, in the past there was, in effect, what amounted to a conspiracy in maritime circles to demean the role and status of pilots which is witnessed by that universal log book entry:

'To master's orders and pilot's advice.

That was – and is – a load of nonsense. I wonder what is written in log books whilst transiting the Panama Canal? (From personal experience if it had been a matter of advice, the only worthwhile advice I could have given to some masters would have been to pack their bags.)

The ploy to lower our status almost succeeded in that there is evidence to show that it was accepted by some pilot representatives of the day and is maybe the reason why at the time of the Letch Report (1957) our representatives failed to get us into, quote, 'the top category'.

In the seventies and early eighties pilot representatives fought hard in all sorts of forums to change perceptions of our status and were successful, this being for example illustrated

by Shell editing their film 'Margins of Safety'.

The legal and practical positions are clear and the political philosophy is simple, standards of well-being are directly related to status and the terms in which recent decisions of the Arbitration Panel have been expressed assist in this.

I hope that others will respond to the fundamental issue raised by *Panossim* but I, as one of the representatives involved, would like to pay tribute to the T&GWU who, at a time when our backs were to the wall, provided us with a home, supporting facilities, certain expertise and an entree to such as Lord Underhill who (together with our President, Lord Strathcona) served us so well during the passage of the Bill. In short, without the support of the T&G – who, incidentally, allow us almost complete autonomy, the Bill would, so far as we are concerned, have been far more hostile. There would certainly not have been an Arbitration Clause which, for many of us, is either indirectly or directly responsible for our 'status' being of a higher order than would otherwise be the case.

Yours sincerely,

B Ian Evans

From David G Williams,
Cilcain, Nr Mold

Dear Sir,

Although startled by opinion expressed in your January feature 'Pilotage on the Forth', I naturally hesitate to challenge the beliefs of your still serving contributor. Yet if the future is to profit from the properly understood lessons of the past, it regrettably becomes necessary to contradict David Howieson's delusions that the recent upheaval in the profession was the result of 'the profligacy of other (Pilotage) Authorities', and 'those (pilots) who have idled and spent', now leaving the Forth pilots having to pay for all our wayward ways.

Surely the rest of us are better aware than this, that the recent measures were rooted in the ever swelling numbers of new entrants the profession needed to service the **Industry's expansion** in those ten or fifteen ever busier years which preceded the early beginnings of container cargoes. This was a period which in many Districts also saw yet more new entrants replace most of their senior men, whose natural

retirement all came together as a legacy of the **Industry's difficulties** between the Wars. Thus by the time we were beginning to understand the devastating effect which the **Industry's revolution** into bulk-handling would be likely to have on the numbers of ships entering our ports, the strictly maintained conservative manning of the most prosperous Pilot Services of the day had become very heavily accounted for by those all of a similar young age. The growing **Industry's requirements** had positively encouraged this younger group into the Profession, well within the previous fifteen years, and they were then abandoned, with twenty-five years or more ahead of them. The pitifully few opportunities left over by the Industry to reduce their future numbers through natural wastage **alone**, could not remotely resemble the immediate and dramatic losses in ship numbers promised by the new technology the Industry was turning to instead.

I appreciate that David Howieson's 'first indication of this was in 1982', but most pilots were certainly well aware of this by 1970. Far from 'idling and spending', dissatisfaction with the way the Industry had exceptionally excluded pilots from its many acknowledged liabilities in assessing the benefits of the revolutionary new concept it intended to introduce, there remained the inescapable source of austerity and despair for a majority of pilots throughout what should have been the most rewarding twenty years of their working lives, and for them the cure has come too late. Of the numerous local proposals to reduce numbers ahead of natural retirement being anxiously assessed by 'profligate Authorities' many years before 1982, only few offered hope, because those services most seriously in need of such schemes were obviously the ones the industry had left most bereft of their sole means to support the required funding.

While regionally militant dock-labour was said to have accelerated the transition to the modern methods, for which the industry was heavily investing to re-equip internationally anyway, the already unanswerable predicament of many services was exacerbated by our declining world and industrial importance, which shifted the emphasis of a beleaguered trade

away from our Atlantic outlets, and the Maritime communities which had served Empire, towards a mini-Britain's involvement with Europe. In employment terms this resulted in the comparably trivial advantage of some previously little-known ports. After the many years of campaigning which it has taken for pilots to be finally recognised by new legislation as having been high on the long list of casualties of all these already well publicised evaporations of the Industry, it is now impossible to understand how the comical views of someone eager to impress that he represents pilots can be so completely out of touch with reality.

I'm sure we all understand David Howieson's resentment at appearing to be penalised for seeming to have conserved what I would ask him to reflect may only be what others less geographically favoured have lost. By the doubtful standards of an era now gone, I can as easily understand if he may still see no reason why this should not entitle him to pocket the lot. But sufficiently alerted by the many disappointing ironies of the past, a new generation may well be expected to see its collective security in not repeating the **lottery** of our

Short Story

PILOT'S PROGRESS

by J D Godden

The day dawned warm and sultry. The forecast promised fine weather for the half-term week. Jim's wife and two daughters exuded self-satisfaction, the former with the thought of her mother's cooking and an insistence on her daughter 'taking it easy', the latter with the certain knowledge of enormous slices of chocolate cake and being allowed to stay up for 'Spitting Image'. Even the banished cats were forgotten. Nobody seemed too worried about poor Jim having to spend five days incarcerated in a sea-school cell.

Except, that is, Jim, who had already persuaded himself he would get on with nobody on the course, neither the 22-year-old 3rd mates with spots and the giggles, nor the usual non-EEC gentlemen with

utter dependancy upon the unpredictable fortunes of any particular port which it is quite beyond our power to influence either way. Perhaps they will also have a better understanding of the mutually indemnified advantages for all in the new established precedent for occasionally redistributing some of the gains and some of the losses which a commercially sensitive industry will **always** leave in its wake.

Let us rise above the counter-productive parochial stone-walling attitudes of the past, a glaring example of which has prompted this letter, and join together instead to hit out for the future upon the principles of collective solutions already exemplified by several new measures. In so doing, may I extend to my former colleagues obviously, to all pilots everywhere, and to David Howieson in particular, my very warmest wishes that **together** in new legislation, with a developed sense of the strength in your **privileged common identity, you may at long-last ALL find renewed optimism and returning prosperity, way into the coming century and very far beyond.**

Yours sincerely,

*David G Williams
(Early) Retired Manchester Pilot*

large gold medallions on incredibly hairy chests and 500 SL Mercs. His wife would make off with the car, making him a virtual prisoner, the meals would be watery cabbage and semolina, and anyway he could never sleep properly in a strange bed.

Jim felt he was a large grey cloud in a sunlit bathed sky as he drove the familiar route south. The females chatted gaily, played silly games and sang Michael Jackson songs, which ensured Jim's mood changed rapidly from cumulus to nimbus. Not even the spectacle of the BMWs and XR3s stopped on the fast lane of the M25 together with everyone else could lift his spirits completely, although when the pink Golf GTI, registered as DOL IE, boiled and seized, he could not suppress a smile of satisfaction at the thought of those ultra long legs hiking it for a mile up the hard shoulder.

Deposited near Reception at the Navigation School, waving half-heartedly at the Buddha-like arms emanating from every window of his disappearing car, Jim took stock of

the unfamiliar scene. He had been to sea school here, longer ago than he cared to remember, when the buildings were concrete barracks and nissen huts. The only 'nissans' now were the several student-owned G-reg cars with slanty rear lights betraying their origin from the Land of the Rising Sun. At least Reception had him listed as the only 'Captain' which inflated his ego slightly and in deference had allotted him a room in Salterns. Hallowed ground, thought Jim, with a wry smile, his feet had only once trodden there for a rare, incredibly boring, tea party held by the Director's wife in the year dot! He had not expected a 'Welcome back Jim' placard, but he had expected to recognise at least the parade ground.

Salterns was a sad place, a shadow of its former glory, with mean staircases, fire doors, prefabricated bedrooms and the ubiquitous lounge with TV. Jim remembered the autocracy which had ruled from here, the instant obedience instilled in all who passed through, the truly amazing collection of young men, stuffed into uniforms which fitted where they touched, yet disgracefully supplied by some of the best known naval tailors in England. Dinner did contain a liberal helping of cabbage, but semolina had long since given best to creme caramel, the modern state of the art for the short order cook. Feeling tired and unsociable Jim nodded to the few diners present, ate quickly and retired early with a good book. It might as well have been *War and Peace* for all he could remember and for someone who failed to sleep in a strange bed he gave a passing good imitation of somnolence. He went out like a light.

Another lovely day. Wasted, thought Jim, as he surveyed a shimmering Southampton Water and listened to the varying calls of the avocet and dotterel, sanderling and lapwing. He could have spent all day out there instead of being cooped up with a load of strangers. Jim's night's sleep had not done his temper much good. Roll call after breakfast showed a mixed bag of eight seafarers, British, Indian, Iraqi and French. As always, the Frenchman was missing, Michel Lalande, it was thought, would be here soon, although in Jim's experience 'en route' did not translate so definitely.

The instant pairings for radar exercises fell naturally into place, leaving Jim temporarily on his own awaiting the missing Frenchman. The thought of garlic and gauloise in the confined space of a radar dark room brought Jim's black mood back with a vengeance. He practised muttering 'Waterloo' quietly in case things got impossible. Twisting the ancient Kelvin Hughes knobs to obtain the usual snowily vague replica of some distant unknown shore only made things worse. You couldn't navigate a Mirror dinghy with a picture like that. Jim cursed the School, the Pilotage Authority, Captain Catt and himself for agreeing to come. He decided to feel ill, having to evacuate his post instantly and go for an idyllic walk to Lee along the foreshore. He began to groan.

A chink of light through half-opened door, followed by low mutterings, confirmed his worst fears. The Gauls were invading. The black curtain was drawn timidly aside as Jim's courteous 'Bon jour Michel' broke the library hush. If there was a hint of garlic it was totally lost in the delicious Nina Ricci aroma which pervaded the confined space. 'Your partner has arrived' grinned the bearded lecturer, 'Michelle, this is Jim, a Westhaven pilot.' The cool hand, the perfume, and the melodious 'Bon jour Commandant Jeem' banished all thoughts of illness and foreshore walks. As the long dark hair was silhouetted in the PPI screen, Jim silently withdrew all his latent curses, realising now how lucky he was to have been chosen to attend this week from all those pilots. He would not let them down.

The morning's exercises went swimmingly. Cleveland Bridge was negotiated with consummate ease, congestion at the Nab was a piece of cake to an experienced pilot with such an able and charming young officer leaning over his shoulder to assist. Mind you it wasn't all sweetness and light. At the break Jim had to pull rank and veto a determined suggestion from six envious radar operators that better results could be obtained by regularly changing partners. Continuity, according to Jim, could only be achieved by sticking together. Young inexperienced officers, especially whose mother tongue was other than English, needed the reassurance

forthcoming from an older man. Doubly so, mused Jim, with officers who had cleavages like that.

Meanwhile, outside, the sun shone, the day became humid and a summer dress covered the long, brown, evening legs. Dinner was spent discussing 'La Belle France' and the respective merits of the Loire, Dordogne, l'Ardeche and the Carmargue. The disdain shown by Michelle at the total ignorance displayed by the other diners beyond the quayside bars at Marseilles delighted Jim's well-being. The throaty laugh at Jim's pronunciation totally captivated him.

Jim's evening telephone call from his wife, when he forgot to ask how everyone was, merely extolling the virtues of such an interesting course; together with his complete inability to answer the simplest question as to what he had just had for dinner, left her wondering if she had, indeed, rung the right number? It would seem, she thought, that everyone was going to bed happy, including, no doubt, the barman.

The soft morning sun, together with the closing of a door, made a sleepy Jim part his curtains. The long, dark hair bobbed and swayed as Michelle broke easily into a jog. Jim cursed as he hopped across the floor trying to get his legs into his tracksuit. Even so, he made even time to the back door.

He wouldn't be far behind . . .

To be continued

INTERNATIONAL VTS SYMPOSIUM (‘VESSEL TRAFFIC ’92’)

Canada will host the SEVENTH INTERNATIONAL SYMPOSIUM ON VESSEL TRAFFIC SERVICES (VTS) – ‘VESSEL TRAFFIC ’92’ in the Conference Facilities of the HYATT REGENCY HOTEL, VANCOUVER, BC, from 8th to 12th June 1992.

‘VESSEL TRAFFIC ’92’ is convened under international direction. It is being organised by the Canadian Coast Guard with the assistance of others involved with the international marine industry.

The Symposium theme will be ‘VESSEL TRAFFIC SERVICES IN THE GLOBAL ENVIRONMENT’. The keynote address will

concern how 'forces on a global level will shape the future of VTS'.

SESSION TOPICS will be:

1. *Global Trends in Shipping and Shipping Operations*

– World-wide developments in ship construction, crewing and operations which impact on VTS.

2. *The Mariner – VTS Operating Environment*

– Developments in training, communications and co-operation in the ship-shore interface. Relationships between the mariner and ship owner/operator, and the VTS operator/authority.

3. *International Co-operation*

– Developments in international operating agreements, systems and procedures. Relationships between VTS systems operating under different authorities. (Includes national as well as international co-operation, where VTS systems in a country operate under different authorities.)

4. *VTS and Environmental Protection*

– VTS effectiveness, public concerns, legal considerations, environmental sensitivity and planning for a clean environment.

5. *The Global Expansion of VTS*

– Future trends in VTS to expand to new areas of the globe and to move from a port centered function to a world-wide framework.

– How is the need for a VTS system established? On what basis is a VTS system upgraded? Is there a need for VTS to develop into marine 'air traffic control' on a global basis?

6. *The Rapidly Changing Technological Environment*

– Technology is continuing to improve at a rapid pace. What is new which will have impact on VTS today and the VTS of the future.

ABSTRACTS

A call for papers has now been issued. Any author wishing to present a paper on any of these topics should submit an abstract of between 500 and 1000 words, in either English or French, prior to 1st April, 1991. Detailed instructions will be issued shortly.

EXHIBITORS

A comprehensive commercial exhibition will complement the Symposium. Those wishing to display their product(s) at the Symposium, or wishing information, should contact the Symposium secretary.

Coastlines

THV Trinity Explorer

Trinity House Pilotage and Marine Services Limited, the commercial arm of The Corporation of Trinity House, London, has purchased the survey/submersible mother ship *Sir Walter Raleigh* (ex *Vickers Viking*) used by Operation Raleigh as a logistic support vessel.

The ship has been renamed *Trinity Explorer* and has been undergoing an extensive refit and special survey at Manchester Drydocks by Lengthline Limited.

On completion of the refit, *Trinity Explorer* will work with *Stella* on a hydrographic survey for the Ministry of Defence in the South West Approaches. After this contract she will be available for a wide range of offshore work anywhere in the world.

Trinity Explorer is painted a distinctive yellow to make her highly visible when operating. The handling equipment for submersibles has been reinstated and various offices have been equipped with independent power supplies to provide 'clean' electricity for computers. The ship has ample space and is well suited to provide an efficient platform for survey and oceanographic research. The propulsion is by 3000 HP Deutz diesel through an Echer Weiss controllable pitch propeller. An Elliot White Gill Jet bow thrust has been fitted to improve manoeuvrability.

Bridge equipment includes true motion and stabilised head-up radars together with ARPA. An electro-magnetic log has been fitted together with an SGB GPS navigation system.

The ship has several gate valves

for installing acoustic transducers. Two sets of 33/210 KHZ transducers for Atlas DESO echo sounders are fitted as a permanent feature. A switching facility is fitted to provide choice of transducers for surveying or navigation.

Accommodation is available for ten officers and ten petty officers and ratings if required together with two superior rooms and eight cabins for survey or diving staff. The cabins can be used as singles or doubles. There are additional cabins which have not been refurbished but which could be made available should further space be required. The ship was certified to carry 79 people as *Sir Walter Raleigh*.

Captain Tom Woodfield, Managing Director of THPMS, said that the new vessel was very versatile and suitable for all types of survey and oceanographic research, greatly expanding the in-house capabilities of THPMS offering such services.

For further information contact Captain John Gray, Marine Superintendent, Trinity House Pilotage and Marine Services Limited, Trinity House, Tower Hill, London EC3N 4DH. Telephone 071 480 6601. Fax. 071 480 7866.

MANCHESTER PILOT SERVICE

D A Clulow is writing the history of the Manchester Ship Canal Pilot Service and seeks the help of anyone who had a grandfather (or who knows someone who had) who served in this pilot service. He particularly appeals for photographs of older pilots serving in the years 1895-1925.

Please contact him at 'Bowman', Lever Causeway, STORETON, Wirral: Tel. (0516) 081672.

INTERNATIONAL AFFILIATION

The Symposium International Organising Committee comprises:

- representatives of SWEDEN (the last host country – the 6th International VTS Symposium was held in GOTHENBURG in 1988);
- the International Association of Lighthouse Authorities (IALA);
- the International Association of Ports and Harbours (IAPH);
- the International Maritime Pilots' Association (IMPA);
- the International Association of Institutes of Navigation (IAIN);
- the International Maritime Lecturers' Association (IMLA)/The World Maritime University and

– CANADA (Canadian Coast Guard as 1992 host organisation).

For further information contact:
Richard S Bryant, Secretary,
7th International Symposium on
Vessel Traffic,
Canadian Coast Guard,
Box 220 – 800 Burrard Street,
Vancouver, BC, V6Z 2J8, Canada
Telephone: (010 1604) 631-3720
Facsimile: (010 1604) 666-6721

2nd April 1990

[News from Paul Ridgway, International Association of Lighthouse Authorities, 3 The Green, Ketton, Stamford, Lincs. Tel: (0780) 721628.]