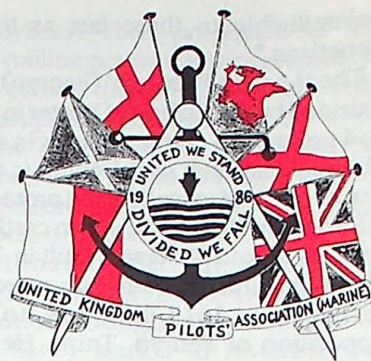


THE PILOT

JANUARY 1992

No. 228

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



Editorial

"The staff of *The Pilot* magazine would like to wish all its readers a Happy New Year, with good fortune and prosperity in 1992".

How often do you read a similar message when the January issue of your favourite periodical arrives. Have you then read the inside page where it lists all the staff? Editor, Assistant Editor, Features Editor, Art Editor, Advertisement Manager, Membership Manager and more besides. We, on *The Pilot*, would seem to have a few vacancies to fill. One vacancy we don't have, thank goodness, is Membership Manager. Her name is Davina, she is based at our headquarters, where she occasionally has more menial tasks to perform such as running the UKPA(M) office, organising Conferences etc.

January is her busy time, it's *The Pilot* subscription issue. In each copy of the *Pilot* you will find a Subscription Form. Due to our continued success in cutting costs we have been able to reduce the price of an individual magazine to £1.50 or to our usual £5.00 for a complete four quarters annual fee.

Could I ask all retired pilots, all European pilots, all International pilots and all Port Authorities and ancillary bodies who wish to have 'The Pilot' dispatched, to fill in the enclosed Subscription Form and send it to Davina Connor in London.

The magazine is freely available at the quoted prices to any interested party, if you know someone who might like it, fill in the Form and give it as a present. Serving pilots may ignore the Form, they pay for their issues within their quarterly subscription.

The 1991 Annual Conference is fully reported in our centre pages. The Section Committee, the Scottish Guild of Pilots and the Forth Pilots are all to be congratulated on a magnificent effort. Edinburgh looked splendid, the Conference flowed smoothly and vigorously, the Scottish Evening was outstanding and the obvious

Feature

Falmouth Pilotage

History

With its fine geographical location, superb bay and sheltered harbour it is hardly surprising that ships have visited our area for shelter and trade since the dawn of nautical ventures. The Phoenicians and Romans certainly came to the area for tin - that important resource that drew ships from the Mediterranean. There are no records of hamlets or ports but the trails from the tin mines to the river have been identified. (It is even claimed that Jesus came ashore during a voyage as ship's carpenter in one of his uncle's ships at Place Manor, opposite St. Mawes.) The earliest settlements to be built were at Tressillian, Truro, Penryn and Helston at the heads of the creeks where the advantages of river and sea transport

could be utilised to the full whilst affording some degree of protection from marauding raiders.

Little is known of those early days although some form of pilotage would have been carried out by the local fishermen to boost their income. The name of the river was recorded in 969 as the Faele and Fale in 1270. The name of the district was referred to as Falemui from 1225 and portum de Falemuth in 1314. In 1506 the Venetian Ambassador to Castile, delayed at Falmouth by storms, wrote "We are in a very wild and barbarous place which no human being ever visits, in the midst of a most barbarous race, so different in language and custom from the Londoners and the rest of England that they are as

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comradeship was uplifting. I will take it upon myself to express the collective thanks from all who attended.

One thing worried me. On encountering the rarefied air when setting foot outside the Caledonian Hotel, I still wake in the early hours wondering how those splendidly kilted Scots manage a nine-metre ladder in an easterly gale.

Perhaps, as most of us are said to be numb from the neck up, Scots pilots may be numb from the sporrán down! Lang may your lumb reek.

John Godden

140 Dover Rd, Sandwich, Kent CT13 0DD.
Telephone: 0304 612752

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unintelligible to these last as to the Venetians."

The 'Ancient Borough' (Penryn), was founded by the Bishop of Exeter in 1216 and granted its market charter in 1236. The present town of Falmouth is a late comer and had to wait for the protection afforded by Henry VIII's twin castles of Pendennis and St Mawes built in 1546. Plans for building Falmouth were put forward in 1613 but due to the opposition of Penryn, Truro, Helston and Flushing the port did not receive its Royal Charter until 1660.

Peter Mundy a 17th century world travel writer described the scene thus "Falmouth is famous for shipping either outward or homeward. It may be accompted the second in England, if not the first ... 100 saile of ships may ride and the one not see the other from their maine tops ... Penryn ... presents as fine a prospect as any towne in England ..." Whilst another described Penryn as 'The Venice of the North'.

The town of Falmouth grew and in 1688 it was nominated as the base port for fast mail boats to Spain. The 'Falmouth Packets' were sleek fast brigantines, crewed by about 30, intended to fly with their precious cargoes rather than risk their capture. 1693 saw the production of the first English chart of Falmouth Estuary by Captain Grenville-Collins, the King's hydrographer. Expansion of the Packet service was rapid. In 1705 it had increased to five vessels and the route was extended to the West Indies.

By 1782 this had risen to 22 and at its height in 1827 there were 39 Packets trading to Lisbon, the Mediterranean, Brazil, Jamaica, Carthegina, Halifax, Bermuda, the Leeward Islands, Vera Cruz, Tampico and Buenos Aires. The Captains of these vessels made very good money and built many fine period houses in Flushing and Falmouth.

It was in this period that George Crocker Fox moved to Falmouth and founded the famous shipping agency G. C. Fox & Co. in 1759. Still Falmouth's major agency it pre-dates the first pilotage licence by 49 years.

The Falmouth Pilotage District was set up as an out-port of Trinity House in 1808 with its own Sub-Commissioners. Stretching from Dodman Head to Black Head and all waters therein the first pilotage licence was issued to 38 year old Henry Vincent of St Mawes and a forebear of the wife of Frank Sowden who retired as senior pilot in 1988. So began a 180 year connection with Trinity House, London.

Shortly after this, the port narrowly escaped the fate of becoming a naval

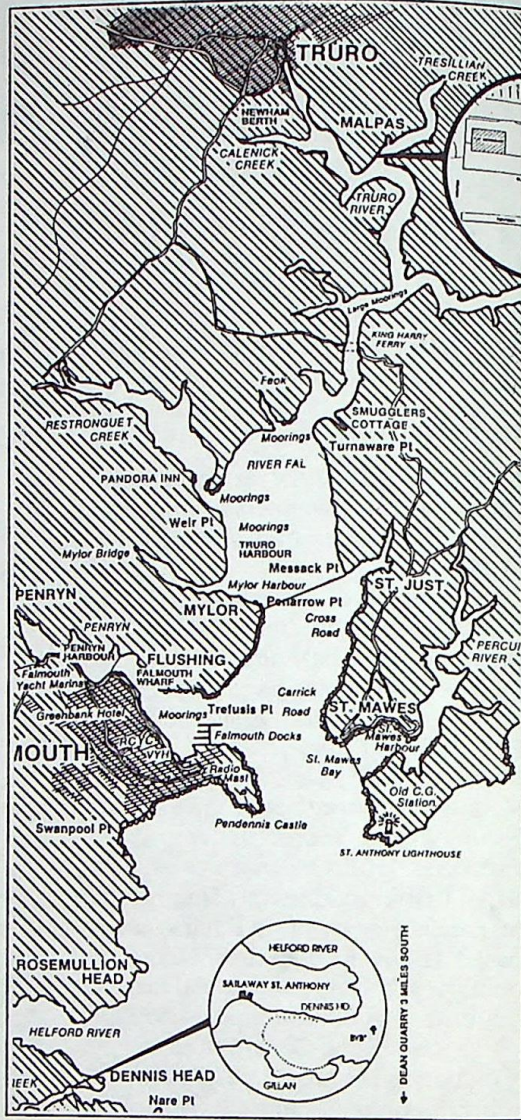
port. Designated the advance base, for what was expected to be a prolonged war in Spain against Napoleon, only the lethargy of the authorities and the swift and resounding victories of the Duke of Marlborough 'saved' the port from coming under governmental control.

This was the period when Falmouth had reached its zenith. With tin and copper in great demand, Cornwall led the industrial revolution for a short time. With the beam engines designed to keep the deepening mines clear of water much of the early development of the steam engines took part here. Perran Foundry made in its day the world's largest casting. The world's first Polytechnic was formed in 1833 and granted Royal Charter in 1835. It is ironic therefore, that it was the early arrival of the steam railway to Southampton that led to the port losing its Mail contract and the major source of its income.

Intent on fighting back the Falmouth Dock Company was formed in 1858 and sanctioned in 1859 by a Bill in both Parliamentary Houses. Work started immediately but hopes that the new railway line, opened in 1863, would herald a new era of passenger traffic were swiftly dispelled. For many years, however, Falmouth remained the first port of call and the phrase "Falmouth for Orders" enhanced by the Lloyds mechanical semaphore stations stretching from the Lizard to London became part of the folk lore of seamen the world over.

The earliest 'Harbour Dues' had taken the form of a 'perk' for the head gunner at Pendennis Castle, presumably based on the protection offered! These dues in time passed to the town and in turn passed to the Falmouth Harbour Commissioners, when a trust port was formed in 1870 to control the waters at the entrance to the river. Penryn, Truro and St Mawes retained their own Harbour Authorities until local government reorganisation took place and all three authorities merged to become Carrick District Council.

Pilots at this time, often in families with knowledge handed down from father to son, used to 'seek' ships requiring pilotage. Each pilot would compete fiercely for each and every ship that came along. It bred tough, fearless, seamen who had an intimate



knowledge of local waters. The prize for the toughest and most adroit seamen was the pilotage fee. This need to compete led to swift, heavily canvassed pilot cutters being built. Substantial prize money offered by the Royal Cornwall Yacht Club led to the most spectacular and hard fought races in their annual regatta and the development of the famous Falmouth Quay punt. These graceful gaff rigged open boats with huge bowsprits and topsails still delight the eye as they race on summer evenings.

Whatever the nostalgia for those far off days the reality was a hard life. In 1887 our unique 'Falmouth District Pilot Boat Association' came into being. One of the first 200 companies ever formed in this country we still take pride in the anachronism of being one of the very few Unlimited Companies still in existence. The pressures to form the Association came about through a falling off in the trade and a scheme was devised which would 'probably enable them to live, whereas under existing circumstances they found it utterly

impossible to do so.' The 59 local pilots joined together to form an Amalgamation. "By amalgamation we mean that every pilot shall have an equal interest and bear an equal share of the responsibility in the proper carrying out of the pilotage duties. We propose to form an association to take over the whole of the cutters and to frame rules (subject to the approval of the Trinity Brethren) by which each pilot shall be obliged to take his regular turn, to a fine unless prevented through illness, for which he will have to produce a medical certificate. To dispose of 5 cutters and to work the remaining seven as follows:-

2 cutters to cruise with a 20 mile radius from the Lizard.

1 cutter to be stationed at the Lizard.

1 cutter to be cruising between the Lizard and the Manacles.

1 cutter between the Manacles and the Dodman.

1 cutter on harbour duty.

1 cutter in event of emergency."

It is hard to envisage, in our affluent society, the hardships and deprivations our predecessors took for granted.

As an historical oddity it was the same year of 1887 that the local sub-commissioners issued their first and only deep sea license to a Captain Pearce covering Bristol, The Irish Channel, St Georges Channel and the North Sea.

Pilotage has changed beyond recognition in the intervening years. With the advent of radio and high speed launches station keeping ceased. The number of pilots dropped from 59 to a low point of 5 before increasing to the present 7. The number of ships handles at the port doubled and the size has increased beyond the wildest dreams (or nightmares) of the founder members.

The number of cutters dropped to two (one for a short period). They ceased to be owned by the pilots in the 1950s as no pilot was prepared to

subsidise the ship owner by investing money in the boats without seeing a return on capital. The pilots continued to manage and be responsible for their operation until the changeover in 1988.

The strategic location of Falmouth has always ensured a maritime interest in the port. Its distance from London and the lack of a substantial hinterland for trade has always held in back. One result has been that we still enjoy clear waters and green fields. The docks are situated within a few minutes walk from the main street or the beaches and it is no wonder that seamen find it an attractive port to visit. On the debit side Falmouth has always been a port of great potential without ever quite realising that potential. Great schemes are proposed, some fade from lack of funds, others flourish briefly and slowly wither. In 1896 it was said "although the docks have never realised anticipations by payment of any dividends, they have proved of incalculable benefit to the shipping world generally, as well as to the district in which they are situate". It was true then and could well be echoed today.

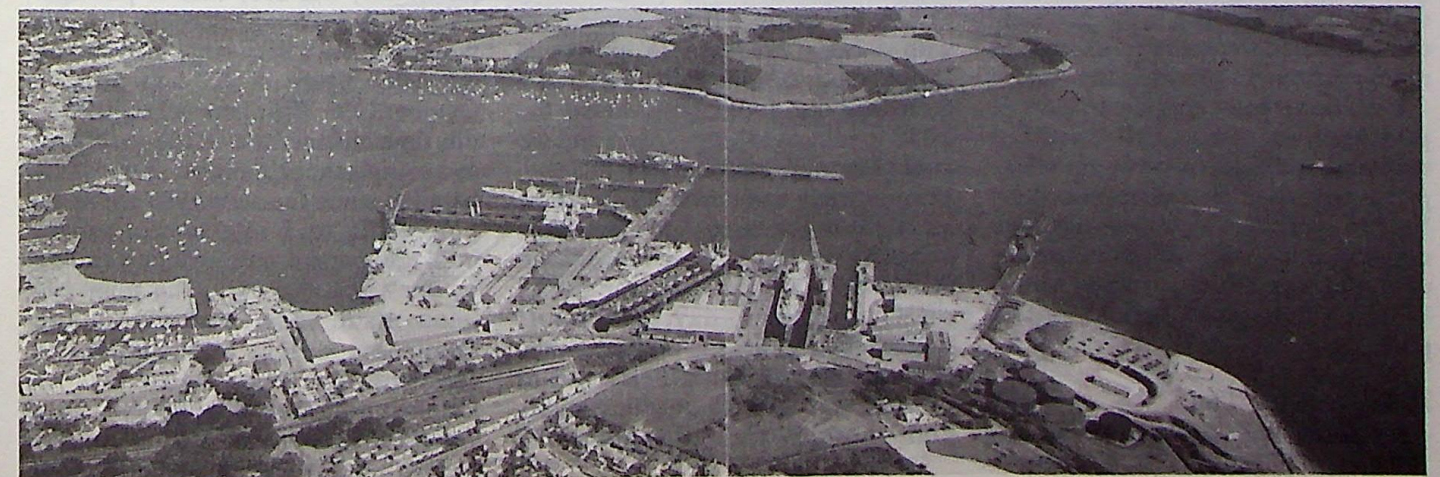
Recent Times

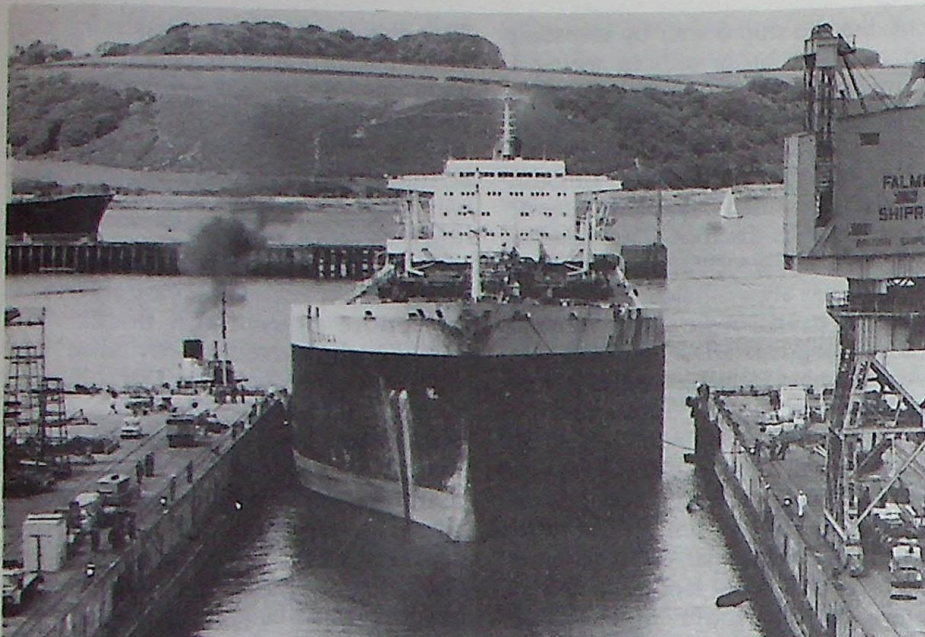
The fortune of pilotage is largely, though not exclusively, tied up with the docks. Expansion of their facilities continued up to, and through, the Second World War culminating in the opening of the Queen Elizabeth drydock in 1958. This dock is capable of docking vessels up to 100,000 tons and it undoubtedly gave the status of Falmouth pilots a boost handling what, in those days, were some of the worlds largest ships in very restricted waters. Time passed however, and the size of ships increased beyond the capacity of the port to handle them. This coincided with vastly improved anti-fouling paints leading to fewer dockings. Frankly the port began to die. This was masked for the pilots by a few years of intense activity with the Eastern block fishing

'klondykers'. Then proposals for the multi-million pound containers terminal were passed through parliament only to be scuppered through lack of finance and the port hit an all time low. The boatmen were put on to a call out basis, we reduced to one cutter and pilot numbers dropped to five.

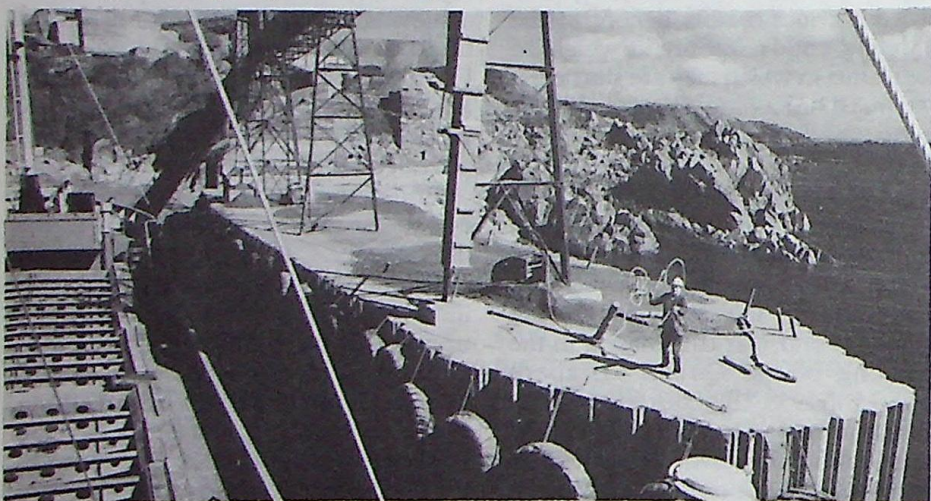
Fortunately for all concerned entrepreneur Peter De Savary and A & P Appledore bought the docks and immediately started to revitalise the yard. Part of the land was sold off for a Marina and houses, attracting some much needed working capital. This was invested in new warehouses and cargo handling equipment, leading to a steady upturn in cargo passing through the port. Part of the docks was leased to Pendennis shipyard to build the America Cup Challenge boat and other world class yachts. The management of the yard was strengthened and the repair side started to compete again achieving a remarkable turnaround and turnover. Perhaps more importantly Falmouth Oil Services came into being and now caters for 60% of all UK bunkering. Most, if not all, these activities benefited the pilotage service.

Whilst the dock work (with the bunkering service) undoubtedly forms the backbone of our operation about 6% of our work takes us eleven miles up the river to Truro, and with the odd ship up to Gweek (in the Helford), we certainly get experience of 'mud' pilotage. Another 25% of our work takes place at Dean Quarry. This stone loading jetty is a sea berth situated inside the Manacles and whilst all the ships are non compulsory most avail themselves of our services. With an easterly wind our expertise is stretched to its limit. Designated a 'Port of Refuge' and the first sheltered waters in the Channel, Falmouth is favoured with many disabled and hampered vessels making life quite exciting on occasions. Add to these activities the occasional oil rig for parking and vessels for laying-up in the





Above: Donax entering Queen Elizabeth II Drydock..
Below: Approaching the famous Dean Quarry.



Fal and some idea of the variety of our workload will become apparent. We have a short but often intense pilotage. In terms of the number of ships and tonnage handled per pilots per annum Falmouth lies in the top four UK ports in both categories. To some it would appear an idyllic port and on a pleasant summers day we would often concur. It should however, be remembered that of the last seven pilots in the port only one has lasted the course and reached retirement age in good health.

It would be inappropriate to write of pilotage in Falmouth without mentioning the cutter crews for we as pilots owe them a tremendous debt. Year in, year out, in all weathers we depend on these superb seamen to get us to the foot of the ladder in safety. Without them there could be no pilotage.

1988 And All That

Even now, three years on, it is hard to

look at the change dispassionately. Our problems arose initially from our single pilotage district covering three CHAs. The two years consultation period was largely taken up with the important task of who should control what and consultation with the pilots only took place at the very end of the period. Even at that stage the details of the new joint administrative body had not been finally agreed. It was very difficult to negotiate with a body not then in existence! Initially both the pilots and two of the three harbour authorities wanted the pilots to remain self-employed and we put in a lot of work to achieve this end. Unfortunately agreement could not be reached in the time span available although we came close. Rather than leave the port without a pilotage service on change over day, the pilots reluctantly decided the only way they were going to maintain their standard of living was by becoming employees and thereby being eligible for

arbitration. It was not a good start. No plans for employment had been prepared. The workload had gone up dramatically in the past year, one pilot retired through the new medical requirements and we were severely undermanned. Arbitration came and, with the guidance and instructions given, progress was made. Certainly in our case the Arbitration procedure proved an essential safety valve giving both sides a chance to reflect.

The pilots no longer run their own office. They no longer employ their own secretary. The operation of the pilot cutters and the manning of the boats is no longer the responsibility of the pilots. We no longer man a VHF 24 hours a day. Our function is now reduced to that of pilotage alone. The number of ships handled per pilot per year has risen substantially. The pilots income has reduced on a pro-rata basis although the total income remains comparable due to the extra workload. We have maintained our Association and have the powers therein to revert to self-employed status if the situation warrants. Occasionally we contemplate a management buy-out but without passion. Our two new pilots accept the change whilst the five diehards struggle to come to terms with the present.

Our work is based on a system mutually agreed between the Harbour Commissioners and the Pilots. The Harbour Commissioners requirement being the availability of two duty pilots and one on stand-by at any given time. The duty pilots alternate ships whilst the stand-by pilot is called in when there are three simultaneous movements occurring. At the time of writing the Pilots are re-negotiating their Contracts of Employment.

This rota is worked for three watches after which the pilots get 5 rest days; at periodic intervals a proportion of one's annual leave entitlement is taken.

In 1989, 2082 acts of pilotage were carried out and 1990 saw the seven pilots carry out 2565 acts of pilotage. This is a marked increase in our workload and a very large increase on our Letch figure of 220 acts prior to October 1988. The pilots only agreed to this dramatic increase in the workload as a significant proportion of the ships handled since October 1988 are ships proceeding to a safe anchorage for bunkering and a little less demanding on one's skill as a pilot. This point has been made most strongly to the Employers during all negotiations relevant to our Contracts of Employment. Vessels handled cover a complete spectrum, ranging from 8 metre yachts to 450,000 dwt U.L.C.C.'s.

The Future

Without substantial investment or grant aid the future of the docks looks poor. Perhaps the main long term problem is the age of the jetties which vary between 60 and 120 years old with a 15 year period with little or no maintenance. They need to be replaced but the very competitive edge achieved by the docks in tendering means there is little surplus available for refurbishment. Currently the most likely scenario would be for Falmouth Oil Services to rebuild the Eastern Jetty for its bunkering operation. If this is accompanied by a suitable dredging programme to increase the approach depth it may make the construction of a ferry/passenger terminal on the Northern Jetty feasible. Throughout its history Falmouth has seen many fine plans; it lives on the edge of hope and the brink of disaster. The pilots, for their part, will strive to maintain the standard of their service to the shipmaster, shipowner and the port.

Gordon Kent
Chairman

Falmouth District Pilot Boat Association

PENSION NEWS

Retirement after age 65

If you are an employed pilot and you continue to work for your CHA beyond your 65th birthday, even if it is only for a matter of weeks perhaps until the end of the month in which you reach 65, you are not required to pay National Insurance contributions. In order for your employer to stop N.I. contributions on your 65th birthday you will need to apply for Form CF384 from your local DSS office, complete and give it to your payroll department.

Self-employed pilots should also contact their local DSS office so that they can take appropriate action.

Annual Benefit Statements

By the time you read this article you may already have received your annual benefit statement based on your Final Pensionable Earnings as at 31st December 1991.

The statement shows your total entitlement at your normal retirement

age, death in service benefits and the pension you would receive if you were forced to retire through permanent ill health. It does not show your tax-free cash sum and residual pension option but these are very easy to calculate: provided you would be able to complete at least 20 years service by normal retirement age and you joined the Fund before 1987, your maximum tax-free cash sum will be 1.5 times your Final Pensionable Earnings which are shown on the statement. The residual pension can be calculated by dividing your tax-free cash sum by ten and deducting this from the total entitlement figure shown.

Your maximum tax-free cash sum would have to include the capital value of your AVCs (if you joined the Scheme before 1st October 1987). Therefore you should take the figures shown on your latest AVC annual statement(s) and deduct these from your cash sum (1.5 times Final Pensionable Earnings)



before calculating your residual pension, as shown in the following example:-

Final Pensionable Earnings	£ 30,000
Tax-free cash sum at normal retirement age: £30,000 x 1.5	£ 45,000
AVCs, as shown on your last statement(s)	£ 25,000
Balance to be taken from fund	£ 20,000
Total Entitlement	£ 18,000
Less £20,000+10	£ 2,000
Residual Pension:	£ 16,000

If you were to retire voluntarily before normal retirement age or if you joined the PMPF after the 16th March 1987, your tax-free cash sum would be restricted and we would supply figures upon request. If you joined the AVC scheme on or after 1st October 1987 you may only take your AVCs in pension form and not as a cash sum.

AVCs : Lump Sums : Employed Pilots

As an employed pilot, you will have an opportunity to top up your AVCs in May 1992 for the year ended 5th April 1992, to 15% of your gross salary less monthly contributions already paid to the Fund and the AVC Scheme during the fiscal year 1991/92. All these figures should be obtainable from your March payslip or from your payroll department. Deborah Marten will send our further details and the necessary forms for completion in the spring.

AVCs : Lump Sums : Self-employed Pilots

At the time of writing this article we are still waiting for the Revenue's approval of the Rule changes agreed in November 1990! Provided approval is received by March 1992, we shall give you the opportunity to top up your AVCs for the first six months of the current Scheme year (October 1991 to March 1992). This will be a special concession to compensate you for not being able to increase your contributions at October 1991 as we had hoped. We shall keep you posted!

Improvement in Self-employed Pilots' Pensionable Earnings

We are also still waiting for the Revenue to approve an alteration in the definition of your pensionable earnings. As you probably know the change involves including 40% of your contributions in your pensionable earnings to bring them into line with

those for employed pilots. Once approval has been received we shall make the necessary backdated changes to pensions in payment for all of you who became pensioners during 1991, to date.

Expression of Wish Forms

We now have just a small number of pilots from whom we have not received expression of wish forms. If you do not have any family to whom you would wish to leave any death benefit it would be very helpful if you would at least give us the name(s) of your solicitor and/or executors.

General

Deborah Marten suffered a fall from a horse at the beginning of November and, very unfortunately, broke a bone in her foot, not just one beak but two in the same bone! Needless to say, she is not able to travel to the office but she is continuing to do much of her work at home, so if you telephone the Secretariat you will have to talk to me for the time being! We hope Deborah will be back with us soon.

I was very pleased to meet a number of you at the UKPA(M) Conference in Edinburgh and also at a luncheon of the North Channels Pilots Association held near Harwich in November. At the latter event I also had the opportunity of meeting some of the pilots' widows in the area. I was very grateful to be able to put some faces to names!

Jan Lemon

OPINION

The Health and Safety at Work Act 1974 is very specific in its opening clause. "An Act to make further provision for securing the health, safety and welfare of persons at work and for protecting others against risks to health or safety in connection with the activities of persons at work ...".

It applies to employer and employee alike and to self employed persons others than employees. In other words everyone who works within our present pilotage industry.

The UKPA(M), especially the Technical Committee, monitors our health and safety. Pilot ladders, lifejackets and seasafe coats, pilot boats, recovery apparatus, bridge manning, IMO regulations: all are studied by the UKPA(M) in the interests of our safety. Do pilots do enough to help themselves and to ensure others are not hazarded by their actions?

There is no doubt that pilots are the Ports' safety officers. It is our reason for being, why the service was formed in the first place, and why it is such a meritorious profession. Pilots have regularly lost their lives in following the best traditions of our service, which is to ensure ships are taken to and from their destination in safety and in health.

The Pilot Boat Regulations, so necessary to our work, are gradually becoming law. No longer should we have to suffer the single manned launch operation, or the lorry driver turned coxswain because he always liked boats! We can look forward with greater confidence to being safely transported whilst going about our business.

Yet disturbing reports still abound, sometimes emanating from our own kind. Duty pilots, surely the ultimate safety officers, ordering pilots to sea in small ships in force nine gales when every pilot station in the North Sea was suspended, then reporting a demurring pilot to his pilotage authority. Port

Authorities deciding that ships may arrive and depart without pilots "because the weather is bad", surely a contradiction in terms. Yet Government legislation specifically allows this, as the UKPA(M) Chairman can attest.

This is not healthy, this is not safe. At Maastricht twelve Governments tried to form a better, fairer, Europe. Our Government is bitterly opposed to many of the proposals. Perhaps they are right. I have heard it said that it is the loss of British integrity they fear. Yet surely in the fields of justice, finance and the social charter they are on dangerous ground.

Let us be certain we support our Association to ensure Port Authorities comply with their own Port Regulations. And be sure that individually we stick to the aims of the 1974 Health and Safety Act, "for securing the health, safety and welfare of persons at work".

Each and everyone of us owes it to the ships, their crews and to your colleagues standing beside you.

Panosim

EMPA

The following is a record of the meeting held 12th November between EMPA delegates and the Director General responsible for EEC Maritime Affairs in Brussels.

Participants

R. Hofstee President
G. Topp Vice-President
P. Lauwereins Secretary-General
Mr Salvarini Head, DGVII-D3
Mr Dedieu Assistant, DGVII-D3

1. The re-organisation of the different workgroups.

Mr Dedieu explained the new organigram and pointed out that people with previous experience in the maritime field had gained responsible offices in other branches of DGVII. All input from EMPA would be most welcome and appreciated.

2. The new set-up of EMPA

The Secretary General explained the new set up of the EMPA, at the request of the general meeting:

- Annual general meetings.
- Council of presidents
- Presidents' task force
- Technical committee

The new edition of the EMPA recommendations was presented.

Aims of the DGVII

- a) Communication

Dr Salvarini explained the importance of communication as an operational tool and requested reaction from the maritime world.

Conflicting management could impair safety,

- e.g. - state of the vessel
- flag authority
- coastal authority

Regulations should be sufficiently detailed for a humanised application, e.g. IMO resolutions, and authorities should intervene.

A thorough control of certification and maintenance must be carried out. For other flats, the Port State Control should be the legal tool to achieve an improvement of the world fleet. Regulations on the Port State Control are to be implemented throughout the entire community to eliminate Ports of Convenience (P.O.C.).

- b) Navigation and Circulation

To study the interaction between aids to navigation: VTS, Pilotage and Others. Ship reporting is unsatisfactory, different agencies complain about lack

of resources.

Dr. Salvarini made it clear that the aim is to establish a VTS chain along the European coast, whereby vessels will only have to report when entering the system. The vessel will be monitored during her transit through the different areas.

- c) Human Factors
Crew - officers
Reduced manning
Language
Layout of instruments
Remote pilotage
VTS operators (qualification levels)

are to be investigated

- d) Pleasure Craft

Will not escape the attention of DGVII

- e) Remedial Action
- Limitation of effects
- Search and rescue
- Salvage
- Waste removal

Dr Salvarini continued to explain the Eurot 1 project and Eurot 2, which is now being prepared.

Shore-based pilotage will be developed in coastal areas and he urged pilots to come to terms with the evolution of the electronic devices, when vessels will be upgraded to strict safety levels in 10-20 years time. Shore-based pilotage will be a common organisation, even at the expected risk of some radar assisted collisions.

3. North Sea Pilotage

G. Topp explained his commitment to deep sea pilotage and referred to Europilots' correspondence. Dr. Salvarini regretted, however, that Europilots lobbied politicians. The authors should have forwarded the papers through their associations. They insisted that vessels should be

encouraged to use deep sea pilots and might be made compulsory to vessels carrying dangerous goods and that unlicensed 'pilots' should be stopped through strict controls.

At the moment it was not clear what direction the future of the North Sea pilotage commission will take. It was suggested that the N.S.P.C. might be shelved or even discontinued.

4. Insufficient Rest

R. Hofstee expressed his concern about the insufficient rest officer get on vessels less than 24 hours at sea. Very often these officers or vessels are exempted from pilotage causing extra pressure on the staff. He asked that exemptions should be strictly regulated with considerations for the rest periods.

5. Cost of Pilotage

It will be the aim of the EEC to reduce transport costs within the EEC. This includes the maritime transport. The development will be gradual and once more Dr. Salvarini asked pilots to contribute to this development, (this includes remote pilotage), and expand or adapt their activities.

R. Hofstee was pleased to confirm that pilots views had changed over the recent years and that remote pilotage was considered as a true act of pilotage.

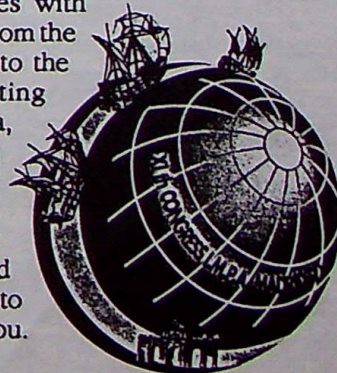
6. Working Group

Dr. Salvarini announced that a working group within DGVII-D3 named the European Maritime Industry Forum' (EMIF) will have its first meeting on January 28th, 1992 and requested secretarial support.

R. Hofstee promised to consult the Executive and to renew contact.

INTERNATIONAL MARITIME PILOTS' ASSOCIATION XIth IMPA CONGRESS

This interesting IMPA Conference takes place from April 6th to the 10th in Madrid. Brochures with Conference and hotel costs can be obtained from the UKPA(M) at Transport House. In addition to the varied Conference items, with participating speakers from such far flung places as Australia, Canada, France, The Netherlands and Dovercourt, near Harwich, an attractive social programme includes visits to the Royal Palace, the Prado, Segovia and Toledo. Why not combine your attendance with an extended tour of Andalusia, the Costa del Sol and even to Morocco. All arrangements can be made for you. Give the wife an IMPA treat.



Shape of things to come?

World's First SWATH Pilot Boat for Houston Pilots

Chula Vista, California Swath Ocean Systems have contracted with the Houston, Texas, USA Pilots for construction of a Swath Ocean Systems 2000 Class Pilot Boat for delivery in October 1992. The 66 foot, 77 ton aluminium small waterplane area twin hull vessel will be the world's first SWATH pilot boat. The boat will be built at Swath Ocean Systems' yard at 979 G Street Chula Vista, California, USA.



Houston Pilots President, Captain Harry Lydick, in commenting on the decision to go with the Swath Ocean vessel, said "while we were impressed with the large amount of space available on a vessel of only 66 feet, the overriding factor was the extremely stable ride attainable under adverse sea conditions. When we first saw the company video of how these vessels perform, we were very impressed but highly sceptical. After members of our selection committee rode the Swath Ocean vessels on different occasions and under adverse sea conditions, we were convinced. Reality was better than the video.

SWATH is an acronym meaning Small Waterplane Area Twin Hull. The Hull design is characterised by two submarine-like lower hulls or pontoons submerged below the water surface. Above water, the SWATH resembles a catamaran. Its working deck areas are connected to two parallel submerged hulls by relatively thin vertical hull members or struts. Since the struts are the only parts of the ship that usually contact

surface waves, the powerful forces resulting from buffeting waves are drastically reduced. The clearance above the waterline to the above-water working areas permits the SWATH to ride over uneven surface waves that are typically present in coastal waters. As a result, heave, pitch and roll are greatly reduced to such an extent that motions on the SWATH compare to those of a monohull 10 or more times the SWATH's displacement. SWATH's key virtues are the abilities to deliver big ship ride quality in a smaller vessel in coastal ocean conditions and to sustain normal speed capacities even if having to head into the teeth of degraded coastal seas.

The SWATH concept was an idea conceived by Frederick G. Creed, a Canadian, who presented the idea to the British Admiralty in 1938 in the form of an aircraft carrier. Although the Admiralty did not take him up on the concept, he was awarded a British patent on the concept in 1946. Creed died in 1957, fifteen years before the US Navy began building the world's first SWATH.

described as a "rare breed who risk life and limb" to ensure the safe travel of ships in Australian ports.

It is believed that the 15 metre seagoing launch *George Tobin* was struck by a 20-metre wave that smashed the port-side window and knocked out the coxswain, leaving the vessel at the mercy of the sea.

The bodies of the pilot, John Nance, 63, of West Heidelberg, and seaman, Alisdair MacRaie, 45, of Belmont, near Geelong, were recovered by police divers about 7 am. Police believe they spotted the body of the third man near Portsea, but were unable to retrieve it because of appalling weather conditions.

Efforts to salvage the *George Tobin* were abandoned after strong winds and rough seas repeatedly snapped the towline. A buoy was attached to the vessel, which remained at sea overnight. Further efforts will be made today to salvage the \$600,000 craft.

The president of the Port Phillip Sea Pilots Service, Captain Charles Griffiths, said the *Tobin* left Queenscliff about midnight to collect the pilot, who had guided the car carrier *Maersk Sky* through the heads. Radio contact was made soon after 1.30 am, when the pilot was lowered on to the launch.

The *Tobin* remained at sea after picking up Captain Nance and was on its way to meet the tanker *Osco Star*, which he was to guide back to Melbourne.

The alarm was raised shortly after 2 am when the chief of sea pilots, Captain Geoffrey Beevers, was unable to make radio contact with the launch.

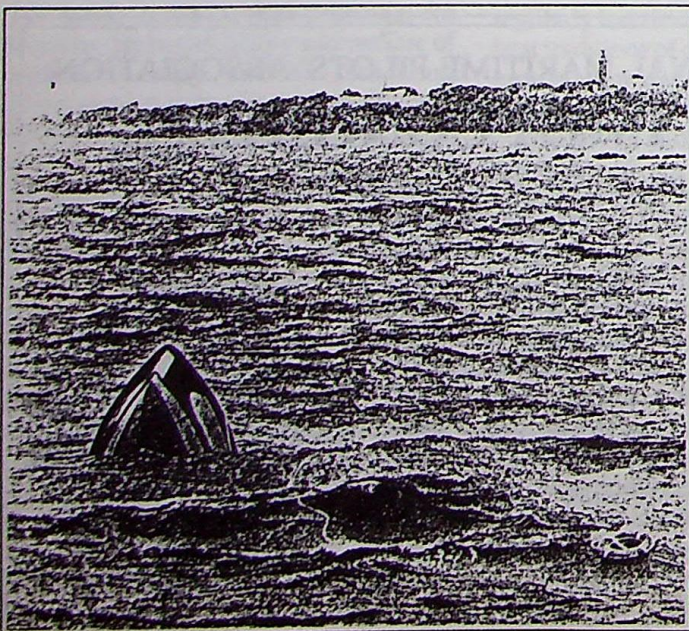
A marine board of inquiry is investigating the accident.

Our present world ...

From "The Age" Melbourne 16th August, 1991.

A freak wave is believed to have swamped a pilot boat early yesterday, causing the deaths of three men in treacherous seas off Port Phillip Heads.

Maritime officials praised the courage of the three men,



The Annual Conference of the United Kingdom Pilots Association (Marine)

The Caledonian Hotel, Edinburgh. 7th and 8th November 1991

Items 1 and 2.

The Chairman, Paul Hames, welcomed all those present and declared the Conference open. The Minutes of the 1990 Conference were distributed and adopted.

Item 3. The Chairman's Annual Report

The Report, having been previously distributed was not read.

Item 4. Debate on the Report.

Marshman, Medway, asked if in the Section Committee's opinion the Employed pilot was faring better than the Self-employed pilot under the new regime. The Chairman thought that to generalise was unwise but that in the smaller ports employment seemed the better opinion, whilst in the larger ports it depended on the individual port agreements and the relationship pilots had with the CHA. He thought that some pilots, usually over 50, had found it difficult to come to terms with employment.

Sparks, Southampton, asked whether, in view of the fact that the three year 1987 Pilotage Act Early Retirement Scheme had now elapsed, the UKPA(M) could devise a national policy to be used as a guide to all port pilots when faced with ill-health and medical failure. A years pay obviously commended itself. The Chairman reminded Conference that all ports had separate local agreements, and that whilst he would ask the Section Committee to consider such a policy as a general recommendation, its implementation could not be guaranteed. In answer to another question the Chairman said that it seemed the N.N.F. Ports Committee wished the pilots to speak nationally, yet wished to answer any problems on a local basis. This view was supported by John Connelly, the TGWU National Secretary.

Vowles, Bristol, spoke of the value of information from other Districts on pay and conditions, and asked why, in view of the unity within the UKPA(M), some Districts gave no such information. On asking such districts present to put this right at Conference, a stoney silence ensued!

The Chairman explained the present role of ACAS in any future arbitration. There had been no result yet from the Liverpool inquiry, while Peterhead and Great Yarmouth were still pending. Six personal ill-health compensation cases had been through the ACAS process, in three the UKPA(M) had been successful. The removal or not of an ill-health pilot's authorisation was a thorny problem which required legal advice, with implications for the future on the pilots role, some ports



Gordon Kent, Falmouth, makes his point.

trying to delegate VTS duties to sick pilots.

Topp, Section Committee and Liverpool, wished it to be recorded that the input from Mike Hooper, our previous Chairman, had been invaluable during ACAS arbitration cases, he was to be congratulated on his professional approach.

FinallCotes, Tees, congratulated the Chairman on an excellent years work, with which the Conference concurred.

Item 5. Resolutions

Resolution 1. "I propose that all major issues of pilotage policy be the subject of a ballot of all UKPA(M) members".

Proposer: L. R. Cooper Seconder: P. A. Bridgeman (Spurn Pilots)

As neither proposer nor seconder was at Conference the Resolution was proposed and seconded by C. Walker and P. Bates, of Spurn Pilots, both of whom declared they did not necessarily agree with the Resolution but had agreed to read prepared statements.

The Statement declared that a ballot was used satisfactorily on the Humber and that such a system could be used nationally. It pointed out that an open forum for debate existed only at Conference, all other matters being dealt with by the Section Committee and notice given to members by direct mail. Many pilots, who never attended Conference, were denied a voice in the decision making process. A ballot would redress this.

Mulholland, Spurn Pilots, told the Conference that a small minority of Humber pilots were perpetrating a vindictive vendetta against the Chairman, Paul Hames, who was from their district, in

order to cause him maximum embarrassment, bearing in mind that two previous Humber Chairmen, Messrs. Berry and Wilkin had had no such problems. He explained that a postal ballot had been held, when the Humber pilots voted by 113 votes to 34 that there should be a Section Committee member from their District: and by 104 votes to 21 that, if required, the UKPA(M) Chairman could be elected from their District.

It was pointed out that in the Humber a debate is first held on the subject at which pilots express their wishes and from that debate the original motion may or may not be altered. This is then the subject of a secret postal ballot. It is a very different process than a delegate conference, and not suitable for the UKPA(M), which covers the whole country.

Other speakers pointed out that to adopt such a proposal would be so time consuming as to cause the UKPA(M) machine to grind to a halt. It was not recommended to Conference.

Voting was: In favour 2. Against 64. Resolution defeated.

Resolution 2. "I propose that the Chairman of the UKPA(M) have his salary met by all members of the UKPA(M)".

Proposer: L R Cooper Seconder: P A Bridgeman (Spurn Pilots)

As for Resolution 1, Statements were read by P Bates and C Walker as Proposer and Seconder.

Statement said that in the first six months of 1991 Paul Hames had done 30 Acts of pilotage in his District whilst others had done 103. This showed that Hames was in office on behalf of pilots other than his own

District. As the post of Chairman could not possibly be done by a small port pilot, then in order to give everyone an equal opportunity to hold office the Chairman's salary should be paid by the UKPA(M) in accordance with the usual Trade Union practice.

Watson, Spurn Pilot, expressed his regret at such a Resolution from his District and other speakers pointed out the past and present efforts being made by Section Committee members from small ports such as Belfast, the Tyne and Milford Haven.

Voting. There being no votes in favour the Resolution was defeated nem con.

Resolution 3. "I propose that all members of the Section Committee should have a majority approval of their local District."

Proposer: L R Cooper Seconder: P A Bridgeman (Spurn Pilots)

As above, P Bates and C Walker read prepared statements.

Statement said, amongst other things, that at the 1990 Conference a Vote of Thanks had been extended to the Chairman, Paul Hames, for his years work, yet no one present knew if the Spurn Pilots, his own District, would support this.

Mulholland, Spurn, said he thought everyone had had enough of this rubbish and a vote should be taken. Everyone agreed.

Voting. There being no votes in favour the Resolution was defeated nem con.

Sparkes, Southampton, thought the proceedings had been a disgrace, that the Southampton pilots had felt privileged to have supplied the previous Chairman, and that we should perhaps look to our Association Rules to prevent such a future waste of time. He thought a Vote of Confidence in the Chair was called for.

This the Chair declined amidst significant applause.

Item 7. International

a). IMPA Report

Tony Boddy, Section Committee member for IMPA, spoke to his Report, it having been previously distributed. He thought that the future ship's Master would not be the decision maker he was today, the onset of GPS, routing, VTS regulations and transponders would ensure more control from the shore. The pilot's role could well be strengthened, a fact realised by both the International Chamber of Shipping and IMO. Reports of fatigue on ships from undermanning could again bring the pilot into mind, whereas technology was overtaking the ability to legislate. 1998 was now the target for transponder implementation instead of 1996, by which time pilots should be well into any shore pilotage control. Pilot figures would be viewed along with ship fatigue.

Pilot training would appear on the IMO 1993 agenda. IMO had asked IMPA for details of pilot training from its 34 members. Such information was to collated and forwarded to IMO.

IMPA was becoming better known, they had been asked to advise on helicopter

hoisting by the Canadian Authorities and had been consulted by Lloyds on some harebrained scheme for a newbuilding ship's pilot ladder in Korea.

Two papers were being sent to IMO, one on protective clothing which would have the assistance of our Technical Committee, and on Bridge Information Display including the electronic chart processing using satellite navigation. The second paper would be a joint effort with the International Federation of Shipmasters.

During questions on his Report Tony Boddy was commended on his efforts and the question was asked if Tony could continue with his IMO work in spite of his leaving the Section Committee. The Chairman stated the Section Committee would consider this at their next meeting. (A case of "T. B. or not T. B. that is the question?" - Editor!)

Bryant, London, spoke of the impending involvement for London pilots in their port's VTS system, and discussed with Boddy the various practices at Continental ports.

IMPA was to co-host the forthcoming VTS Symposium in Vancouver and was to prepare a paper on quality navigation and quality ship control.

b). IITF Report

Mike Battrick, Section Committee, reported on a meeting on behalf of the international Confederation of Trades Unions at The IMO Safety of Navigation Committee, attended by himself and Mike Leney. Single man watch keeping at night was discussed, with experimental tests taking place on ships of from 499 grt to 1000 grt. The UKPA(M) brief was to oppose such practices, merely requesting an agenda with information requirements. Legally it seems tests cannot be undertaken before a paper is ratified by IMO. This does not seem to bother our DOT who are conducting random tests anyway. An unsatisfactory situation.

c). EMPA Report

Norman McKinney presented his Report which had been circulated. He observed that EMPA seemed to be entering a revival stage since the Liverpool annual meeting. Delegates were more interested and annual meetings were to be the norm. The next Bi-annual Meeting would be in Denmark. He believed that EMPA decisions would become more important in view of the present EC activity and future developments.

Geoff Topp, Section Committee, spoke of the setting up of a President's Task Group meeting to collate pilotage information from EMPA countries and to lobby the EC with pilotage material. The aim was to persuade EC maritime bodies to take note of European pilots and the need for setting universal pilotage standards. There would be a meeting in December of the President's Group to address "these other matters". Certain commercial interests were purely concerned with cost with the consequent



Paul Hames, UKPA(M) Chairman confers with John Connolly, TGWU National Secretary.

sacrifice to safety. This would be strongly opposed.

It was emphasised that the cost to pilots to enable the UKPA(M) to belong to both EMPA and IMPA was well worth while. The need to return questionnaires to the UKPA(M) is paramount, information is vital when arguing the pilots case.

The Chairman told Conference of an occasion on the Clyde when the CHA had suspended their own pilotage directions due to a shortage of pilots. On being questioned, Mr Jackson, DOT said in a letter that the Government had no powers to stop any CHA suspending any Pilotage Direction anytime they liked. In addition there is a draft document from the EEC which proposes to restrict those people who can limit their liability to bona fide "Public Servants". EMPA were to press for a sensible safety policy for EC ports and for EMPA pilots to be recognised as public servants.

Bryant, London, highlighted the problem of explaining to newly joined UKPA(M) pilots the importance of their participation in things European and International. It required a detailed broadsheet from the Section Committee spelling out their actions and future aims. This the Chairman said he would do.

During discussion the role of the Harbour Master was touched on and the need for a list of EMPA representatives in European ports. This was said to be in the EMPA Journal but the UKPA(M) might consider one of its own.

Item 8. Pilot Boats

Mike Irving of the UKPA(M) Technical committee spoke about the present position regarding the Pilot Boat Regulations. The Regulations which came into force in April 1991 are to be amended. The prime concern subsequent to the death of a pilot in Jersey is the absence of a second crew member. The draft M Notice makes a two-man crew obligatory on all Pilot Boats, an absolute necessity when working any shipping and landing operation and to effect overboard recovery. In addition Pilot Boat crews are to be trained in First Aid and in man overboard recovery operations. The Marine Accident Investigation Branch recommends propeller guards or, if they are not practical, then the CHA should do something to

prevent injury, man overboard recovery devices, clip on travellers for deck hands safety lines and a portable searchlight. Significantly, the previous allowable ability to reduce crews to a single operation has been deleted. All Pilot Boats must have two men crews.

During discussion the desirability of pilots having First Aid certificates was mooted, and the need for all pilots to be totally conversant with the life saving and recovery gear fitted to their own CHA's boats. The Chairman reiterated the need for pilots to report non-compliance with these Regulations to the UKPA(M) in writing. They can be vigorously followed up. It was hoped the new Regulations would be implemented very soon, there were still some ports operating single men Boats.

John Burn, Section Committee, asked if any District had difficulty with getting their Pilot Boats Certificated. Johnson, Tees, told the tale of a lack of unanimity between Surveyors in different ports when inspecting Pilot Boats, one requiring different standards to another. It was advised that pilots stay out of the arguments, and only agree to use the boat if, after Certification, the pilots are happy with the result.

Discussion took place on the various merits of over-side and over-aft recovery positions. Some Districts thought, in their experience, that the Matesaver pole device was a disaster for an over-aft recovery, whilst others with practice could manage it well. Practice was obviously the key issue. All pilots should know instinctively what to do in the event of their falling in the water or to assist others in that situation.

This was the close of the first days proceedings.

Item 10. 'The Pilot'

John Godden, Editor, thanked all his contributors who had so willingly assisted over the past year. He was pleased to say that the financial contribution from the retired pilots had made the magazine much less of a burden to the UKPA(M) Subscription. Most reports had been complimentary, but he promised he would continue to look for innovative articles and



Paul Hames presents Lord Strathcona and Mount Royal with a token of the Pilots' appreciation.

reports. During Conference reference had been made to the Section Committee's need to produce brochures etc. for the newer pilot on the aims of the UKPA(M). The Editor believed these could be distributed with *The Pilot* which goes to all hands. Finally he suggested the magazine could be sold for £5 per annum to fellow EMPA pilots, Port Authorities and the like, using advertising to defray costs if possible. Such ideas would be investigated.

Item 11. The Secretary/Treasurer's Report.

John Burn, Section Committee, put forward the proposal to change UKPA(M) Rule 13 to enable the financial year to run from January to December. This was passed without dissent. In the event the Subscription would now be for 18 months, and he suggested that a 2.1% increase of £1 to the present level would suffice. He explained the UKPA(M)'s present healthy balance, and thought that the members would appreciate the low increase in view of the larger increases they had borne for the last two years. This was passed nem con, and a vote of thanks extended. A full breakdown of the 1992 Subscription will be published in *the Pilot*.

Item 12. Pensions

a). PNPFF

Harry Frith spoke to his Report, highlighting the problems the improvements in ill-health retirement benefits had caused. The PNPFF did not have adequate details of a sick pilot's medical condition when applying to retire sick. Steps were being taken to engage a Harley Street consultant to check certain ill-health retirement applications.

The new wording requiring 5 years service as a pilot had encouraged some transfer of funds to the PNPFF whilst the equalising of contributions for the self-employed to the employed sector had been with the SFO (Significant Flying Objects?) since January. Only the AVC element could be a problem. The 1991 pension increase would shortly be considered; as RPI had fallen to some 4% any pilot retiring in the

half year could expect a 3% increase, the Funds minimum rather than half RPI.

A Sub-committee had been busy monitoring any early retirement applications from CHAs, under the Early Retirement Scheme. Shoreham seemed a doubtful case and would go the Board for a decision. The pilots were still a powerful influence on the PNPFF Board but the Ports were now more used to their new role.

Marshman, Medway, asked if there was any truth in the rumour that the PNPFF was to be wound up. Harry Frith explained that the investment policy for a mature fund, such as ours, sometimes involved buying annuities for pensioners. This policy would be resisted by the pilots on the Board, but he warned that investment policy could change. There was no danger of EC interference with the Fund.

Bryant, London, was concerned that an increasing number of pilots, especially in London, were not in the PNPFF, the PLA refusing to pay their contributions to any Fund except a PLA Fund. How do we discourage such practices? Both the Board of Trustees and the UKPA(M) had written to the Chairman of the PLA to express regret at their new pilots not being taken into the PNPFF, but a negative response was received. The UKPA(M) will explore all avenues to assist in that endeavour. In reply it was pointed out that the BPF and the ABP had agreed initially that the PNPFF could continue, a position which could be used as a lever to keep the PNPFF viable, and the PNPFF Board pilots were still trying to improve matters.

Jan Lemon, PNPFF, expanded on the problem of the 15% gross, or 15% of new pensionable earnings, for the self-employed AVC contribution. We were still awaiting an official Treasury answer. She confirmed that money existed within the Fund for serving self-employed pilots to receive the pensions adjustment.

b). PNCP Report

Vowles, Bristol, Chairman of the PNCP reported on the year's work. He thought the PNCP could represent pilots who were not in the PNPFF but in local CHA schemes. A volunteer would be required for co-option onto the PNCP Committee. A warning was given that under port privatisation, pilots being subsequently made redundant could be disadvantaged.

Mike Kitchen, PNCP Secretary, read the PNCP 'Shopping List', although it was warned the next declared surplus was not due until 1993, if indeed there was one. Included were: A full RPI increase in any year of 5% if RPI is lower; Widows pensions to be two-thirds of a pilot's pension before computation; Children's support from 19 to 23 if in full time education; Reduction in retirement age from 65 to 60 and subsequently 55; Reduction in the 60ths to 40ths for pensions; Best 3 years in the last 10 years service to be increased by the RPI; Death in Service grant to be four times pilots earnings; Past service to be year for year plus 10% and an on-going Early Retirement Scheme for pilots made redundant by a change of port regime.



Lord Stanley Clinton-Davies, our new President addresses Conference.

Item 9. Insurance

Chairman explained the problems we had had with RCCM over insurances and we were now with a London firm for DAS and our Loss of Income and Legal Defence Insurance policies. He called Brian Joyce, Insurance Consultant, to speak. Mr Joyce said he believed our past insurance record precluded our getting blanket cover for Permanent Health Insurance. He believed that in at least 50% of past cases we could have called on our DAS policy to fight for legal redress due to accident. Instead we had simply filled in a claim against the PHI company who had paid out and finally closed us down. He thought that by being careful and recording our present and future lack of claims we could recover an insurable status. This could take from two to five years, would require statistical evidence, and we would have to abandon the idea that insurance was there to be milked. It was to cover for genuine cases of inability to continue working.

Item 15. Technical Committee Report.



The Scottish Evening in full swing!

Mike Irving, Technical Committee Chairman, spoke of the busy year and the help he had received from his Committee members. On protective clothing he explained the need for retro reflective strips on coats. High visibility coats did not function well in darkness, only the strips could be seen in artificial light. Breathable clothing was being investigated, similar to Goretex. A video was to be made by the Committee covering Pilot Boat safety equipment, recovery and retrieval apparatus and use, and protective clothing and its correct method of wearing. The Seasafe jacket was not recognised by the Shetland CHA where the pilots were issued with lightweight immersion suits and lifejackets. The problem of hard hats and their dangers were discussed, several ports insisted pilots wear them in certain areas. This was an on-going problem.

Item 13. District Reports.

The point was made that some Districts did not return any information. The Chairman urged everyone to do so, it helped the UKPA(M) understand the differing trends within the UK. The completed dossier of District Reports would be circulated to all Districts when the UKPA(M) had them to hand. Falmouth highlighted the liability problem of a pilot taking the helm. The Chairman was adamant the 1987 Pilotage Act covered it, as 'Any act or omission' by a pilot could be limited in liability. The UKPA(M) would help Falmouth with a question of which CHA or body employs them. Southampton explained the offer of self-employment by their CHA, who were, in the end, unwilling to pay the contract price. SE Wales spoke of their CHA's continued short term solution to any future manning problem in the local ports. The CHA was recruiting ex dock pilots and others, most of whom were in their 60s or approaching them. Advertising nationally produced only one qualified applicant. London reported a falling off in shipping, with a commitment to enter the



PLA VTS operation in 1992, if conditions offered were acceptable. Harwich were working hard with 31 pilots doing some 107,897,300 tons of shipping last year. The Forth had 39 pilots self-employed, working 7 ports. They expected 2 retireals and were waiting to see what privatisation would do. The Tees had already been privatised and had not discovered with whom they would negotiate in future. The pilots rostered for two weeks on and two weeks off were working hard but were well paid. A full portfolio of District Reports will be sent to District Secretaries for information.

Item 16. Elections.

The Chairman welcomed Lord Clinton Davies, the Labour peer and ex EC Minister as the new President of our Association. As Stanley Clinton Davies, M.P., he had been the Minister responsible for the 1979 Pilotage Act when we had got to know him well. In view of the forthcoming General Elections and the next years of government, it was thought Lord Clinton Davies could robustly serve our cause.

The Section Committee required no voting procedure this year, there being the right number of candidates for the positions available. The New Section Committee comprised Paul Hames, Chairman. Geoff Topp, Liverpool, Vice Chairman. John Burn, Tyne, Secretary; Treasurer, Region 1. Mike Battrick, London South PLA. Region 2. Mike Marsh, Harwich Haven Ports. Region 3. Hames and Burn. Region 4. Alec McInnes, Forth. Region 5. Topp and Norman McKinney, Belfast. Region 6. Mike Leney, Milford Haven.

Item 17. Conference 1992.

This has been fixed for the 25th and 26th November 1992, in London, the venue being the 'Cophorne Tara', Kensington.

This ended the Conference business.

John Godden
Editor, 'The Pilot'
and volunteer(!) minute taker.

Technical Committee Report

The loss of a Jersey pilot whilst boarding m/v *Havelet* in July 1990, with the resulting MAIB Recommendations, have been perhaps the major issue dealt with by the committee. The Marine Directorate of the Department of Transport have consulted with the UKPA(M) on these Recommendations, and the committee has dealt with the technical items - the coat, man-overboard recovery poles, pilot boat deck traveller system, regular man-overboard retrieval exercises, propeller guards, and the use of a common VHF channel between ship and pilot boat during pilot transfer.

The committee has liaised with John Burn on the pilot boat regulations, which eventually came into force on 2nd April as Statutory Instrument 65/1991, with the Code of Practice for the Construction, Survey and Certification of Pilot Boats. The committee prepared drawings for the Department, giving examples of mechanical means of retrieval, as in 3.3.5.1(b) of the C.O.P.

The Department is also to issue an M Notice amending the pilot boat code to take into account the MAIB Recommendations and including amendments resulting from the application of the pilot boat code.

The committee has responded to the Department's proposed revised requirements for radio LSA's, particularly with respect to the carriage of EPIRB's on pilot boats, to which an Exemption Notice has now been issued. A General Exemption Notice has now been issued, exempting any pilot boat under 20 metres in length from carrying rescue boats.

Again, further to m/v *Havelet* accident, the Department invited the UKPA(M) to consider producing a code of practice covering safe working practices for pilots, coxswains and pilot boat deckhands, with particular emphasis on safe transfer. With the recognition of, and approval given to the Recommendations on safety equipment and clothing for the marine pilot - UKPA(M) Circular 18/90 - the committee felt such a code should be prepared. Peter Russell dealt with the 1st Draft for the October Technical Committee meeting. A great deal of time and thought has been given to the completed draft, which is now with the

Section Committee for their consideration.

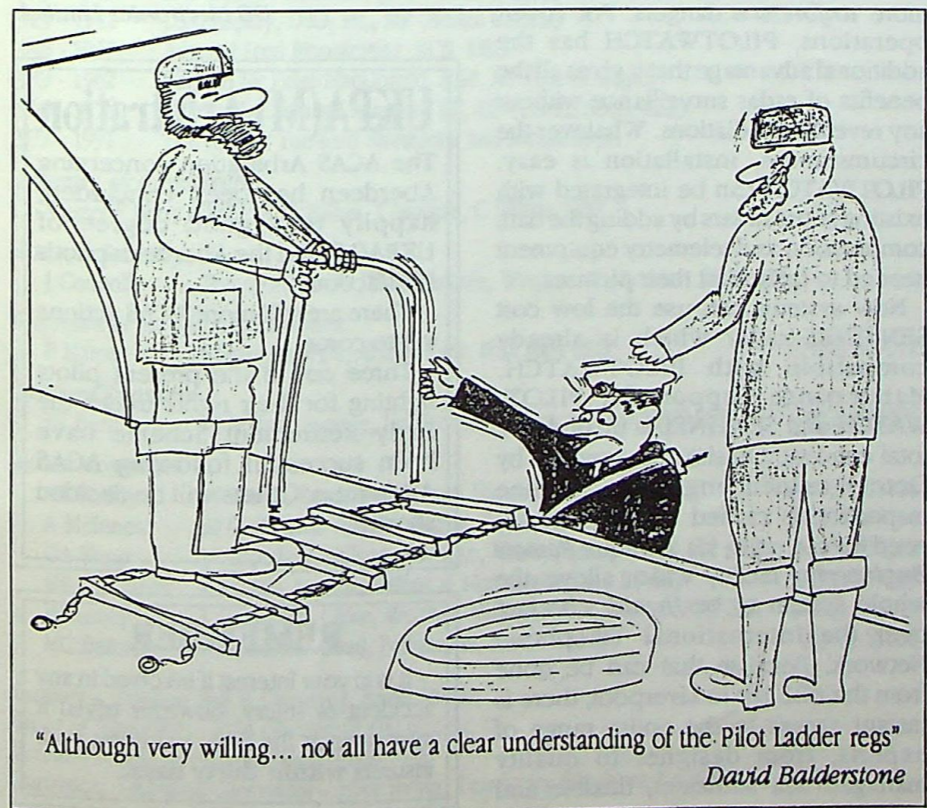
The SeaSafe Pilot coat is now approved to BS 3595:1981, and the committee has a copy of the successful Test Report, dated 12th November 1990. The committee will endeavour to keep up to date with advent, in 1992, of the European Standard, and the Personal Protective Equipment Directive (89/686/EEC). In addition to a British Standard, the committee believed a pilot coat should also have recognition at the Department of Transport, and after visiting Sunely House on more than one occasion by the committee chairman, and correspondence from the manufacturer, the Department issued, on 1st March 1991, a letter of 'no objection' to the SeaSafe winter style coat to BS 3593:1981 being used as a dedicated purpose-designed coat for pilots when engaged in boarding and landing.

In addition to the letter of 'no objection', and further to the examination of a SeaSafe pilot coat by their LSA section, the Department 'fully endorse the wearing of such an item'.

The Department continue to send the committee the DOT Instructions for Guidance for Surveyors. The Department's concern at the continuation of pilot transfer accidents being put to poorly designed access arrangements and/or inadequately rigged equipment is reflected in the revision of these Instructions. The committee have brought to, and continue to bring to the notice of the Department the, at times, poor access and the difficulty of correctly rigging pilot ladders, on some of the small car-carriers and specialist ships, currently in service.

The committee has dealt with detailed correspondence to the UKPA(M) from the Director of Ports and Harbours, Shetland Islands Council, on safety equipment and clothing for the marine pilot. SIC have, for some years, provided each pilot with a tailor-made immersion suit of 'Gore-Tex' material and a separate automatic lifejacket for use during transfer and perhaps throughout an act of pilotage at Sullem Voe. SIC believe "that the provision of a pilot coat which attempts to incorporate into a single garment all the necessary safety features does not succeed due to inadequate thermal protection", and that an immersion suit provides considerable protection against both hypothermia and hydrocution. Whilst approving the high standards of equipment and clothing for the Sullem Voe pilot, the committee believe they

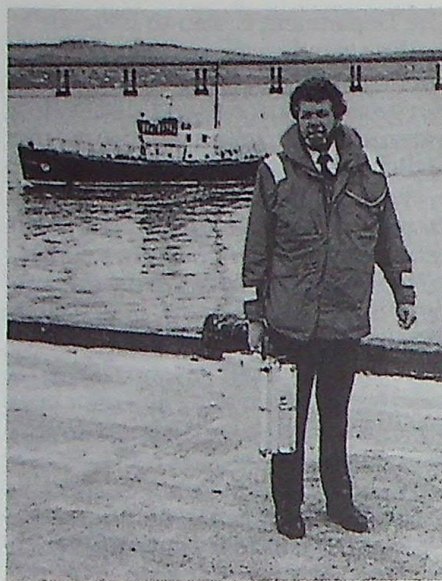
Along with our resident cartoonist, George Woollard, we are featuring another pilot's work, this time from the Antipodes. Captain David Balderstone, an Otago, New Zealand pilot and friend of John Gurton of the *Medway Pilotage*, regularly produces cartoons for periodicals and calendars, many of which strike a cord the pilotage world over. We thank him for permission to reprint.



had, in order to achieve the widest acceptance by UK pilots, to prepare a reasonable standard - as issued in UKPA(M) Circular 18/90 - whilst recognising that some ports may exceed this standard.

It is with satisfaction that the committee has been able to re-establish contact with the EMPA Technical Committee after a gap of some 4 to 5 years. The election at the Liverpool General Meeting of a new Vice-President to spearhead the Technical Committee will mean a regular exchange of technical information in the future.

C. M. Irving
Chairman, Technical Sub-committee.



Safe Navigation in Coastal Waters... Radar on the move!

We would bring to your attention a new aid to navigation, called PILOTWATCH, which is primarily intended for use by pilots.

We designed the equipment to satisfy a need of the UK Department of Transport. We have completed trials satisfactorily and undertaken numerous demonstrations.

We had intended to show this equipment to those attending the recent EMPA Conference in Liverpool, but circumstances dictated otherwise.

We believe that PILOTWATCH could make a positive contribution in particular circumstances and would be pleased to provide any further information on request. It may be that some of your members could identify a specific application and would wish to receive further details.

We also feature a remote radar system called SENTINEL. The first UK installation is operational at Dundee.

Funded by the UK Department of Transport, PILOTWATCH stands alone in two senses: firstly, it introduces a totally new concept in marine safety and secondly, it is completely independent of all onboard systems. PILOTWATCH brings welcome relief at a time when navigation channels are becoming more congested and on some vessels at least, the performance of equipment is becoming less dependable. The lightweight, briefcase sized, LCD radar display with day/night viewing, makes the Pilots truly self sufficient. For the first time, they can

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David A. Robbins.
DB Electronics Limited.

UKPA(M) Arbitration

The ACAS Arbitration concerning Aberdeen has been concluded, happily to a good degree of UKPA(M) and the Aberdeen pilot's satisfaction.

There are still more ACAS actions yet to come.

Three out of the present pilots fighting for their rights under the Early Retirement Scheme have been successful following ACAS Arbitration. Others will be decided shortly.

REMEMBER

It is in your interest if involved in any accident or injury, however trivial it may seem at the time, to inform your insurers **within thirty days**.

Letters

Dear Sir,

I noted the excellent letter by J. D. Evans in the Pilot no. 226 July 1991, in which he mentions the two Cardiff pilots suspended for refusing to take their ships to sea over a shoal with insufficient water for their draft.

The two pilots suspended may not have been recompensed for the injustices done to them, but I think they would have been satisfied that their actions were supported by higher authorities.

Your readers may be interested in the following information:

Due to the complaints made by Samuel Plimsoll, Capt. Cawley, Admiral Sir Bedford Pim, and others including (Sir) E. J. Reed (shipowner and

sometime Mayor of Cardiff), and in response to public pressure on the City Council, an Inquiry chaired by Lord Dalhousie, was held at Cardiff in 1879. The findings were very much in favour of the pilots and led to a private bill in Parliament which brought about the re-organisation of the Cardiff Pilotage Board, with seats on the Board for pilots nominated by their own body.

One thing strikes me in regard to the historical articles in the Pilot, generally well written, the authors do take for granted everything they read; there is often more interest if they would only dig a little further e.g. the article on the Cinque Ports Pilotage omitted the fact that for over a century the Mayors of Dover were all pilots or former pilots. If an author would like to send a copy of their article to me I may well be able to provide them with info and detail.

H. M. Hignett
Manchester Pilot (retrd.)

THE PILOT

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Telephone: 071-828 7788

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Dear Sir,

I received and read, with pleasure, the recent issue of *The Pilot*.

One thing I note confirms my point that some of the historical material does not always match up, that oral history often brings errors in its wake, applying most to family history. (The dates for William Lithgow do not appear to match up). The Liverpool Nautical Research Society frequently has queries re persons thought to be Liverpool pilots. We had one recently - "My great-grandfather was a Trinity House Pilot at Liverpool". Our reply was that there were no Trinity House pilots at Liverpool, and further, the name given did not exist in the records of Liverpool pilots. Other ideas were considered and we suggested that the person could have been a pilot further north. The original enquirer then agreed that although they knew of a Liverpool connection, they had addresses for

1992 UKPA(M) Subscription

At The Annual Delegate's Conference 1991 it was agreed to set a new subscription rate to the UKPA(M) of £48.00 per quarter effective from the 1st January 1992.

The breakdown of the subscription is as follows:-

T & G Subscription £14.82
Local Admin Allowance £1.48

T & G Subscription (Net) £13.34
UKPA Subscription £34.66

U.K.P.A.(M) Subscription £48.00

Payable

(The new rate represents a 2.1% increase).

As provided under Rule 4b the UKPA(M) will, on application, consider for membership those engaged in training with a view to gaining Authorisation by a District C.H.A. A reduced level of subscription applicable during such period has been set at £18.73.

N.B. In the case of a Pilot electing to pay the Political Levy the total quarterly payment will be £48.78 and £19.51 respectively.

J H Burn,
Secretary/Treasurer UKPA(M).

Heysham and Barrow!

Because of this John Tebay has listed every known pilot on the Mersey since 1732. About 1850 names. It will be published 1st November £6.50 to members and former members of Liverpool Service: £7.50 elsewhere.

A group of the LNRS Society known as the Angels (Ancient Nautical Gentlemen who Enjoy Lager) meet every Thursday at the Merseyside Maritime Museum and pursue our own topics of research. At noon each day we retire to a pub in the Albert Dock, strolling through the dock buildings and passing a stall which sells Maritime scene pictures of former days. We have correctly identified most of the pictures. One eluded us, we thought it could be Ireland, probably Northern Ireland.

Then in the last issue of *The Pilot* I saw in the Port Feature a picture of Coleraine which had recognisable features. I wrote to W Dalzell with a photocopy of the picture which had puzzled us. Bingo! Robert Anderson, who wrote the article, confirmed that the picture was taken in 1968, gave the names of the three vessels on view and asked for a copy, as he had not seen the original before. His collection is enhanced.

So *The Pilot* has other uses.

H. M. Hignett
(Manchester Pilot Retired)

Dear Sir,

Following the advice of my friend Captain Tony Boddy, vice-president IMPA, I have the pleasure to ask you if it would be possible to make an announcement in the next issue of *The Pilot*.

One of my colleagues in Bordeaux, is seeking for his son, an English pilot's family with a boy of about the same age.

David is 13 years old and he would like to go to England during one of the following school holiday periods:

28th February - 15th March 1992 or
26th April - 11th May 1992.

In return, they would be glad to host the English boy at any time of their choice. Please find the address to contact:

Captain Alain Tuloup
11 L'étoile de Charlin
33700 - Mérignac
France
Telephone 56.47.37.17

Yours faithfully,
Captain Paul Lopnot

OBITUARIES



Captain Gerald Rowe-May.

Gerald Rowe-May, a retired Deep Sea Pilot died recently aged 79. Known to many as Gerry or the 'Bishop of the North Sea', he was born in 1911, son of James May Head School Master RN, HMS *Warrior*, Portsmouth.

Gerry served his Apprenticeship with Prince Line Ltd. from 1928-32 and then served in various ranks with the Prince Line Round the World Services. He was commissioned in the RNR in 1932 and called for service in 1939 as Group Officer Minesweeping, mainly working ahead of southbound convoys from Scapa Flow to the south east of England. In 1942 he was seconded to the Canadian Navy to assist in the building of RN Minesweepers in Canada. In 1944 whilst in Command of HMS *Melita* and 2nd Senior Officer of the 6th Minesweeping Flotilla, Gerry was involved in the sweeping of the approaches to the Normandy Beaches ahead of the D-Day Landings. Subsequently he was involved in the sweeping of the Malacca Straits and the approaches to Penang.

As peace returned, Prince Line could not offer employment due to the loss of tonnage on war service so Gerry turned his hand to salvage work and as Salvage Master with W. R. Metcalf & Co. he was responsible for the salvage of the 33 Pluto fuel lines laid from Portsmouth to Boulogne in 1944 and similar lines across the Bristol Channel.

In 1950 he joined the General Steamship Navigation Co. serving on most of their European Services.

On the 1st June 1958 Gerry obtained his Trinity House Deep Sea Certificate

and joined George Hammond Shipping Ltd., Dover. He piloted all types of vessels from trawlers to V.L.C.C.'s, tramps to the *Queen Elizabeth II*, retiring aged 70 in 1981. He was a member of the Hon. Company of Master Mariners and a Freeman of the City of London for 27 years.

In 1974 he, along with a number of Deep Sea Pilots, decided to attempt to bring some order to the North Sea Pilot Service, thus the Association of Deep Sea Pilots (Europilots) was formed. Gerry served continuously on the committee as Secretary and Chairman until he retired in 1981.

To Margaret, his wife for 57 years, daughters Gillian and Jacqueline, and five grandchildren, we extend our deepest sympathy.

Gerry will be remembered for his unselfish commitment to the future and well-being of his fellow pilots, and his humorous wit that became more evident in times of adversity.

Allan Armstrong Scott

Allan Scott, Manchester Pilot, died in service in July 1991, aged 53 years.

Born in 1938 he served on HMS *Worcester* from 1954 to 1955. He then joined Alfred Hold & Co., The Blue Funnel Line, as a midshipman and sailed with them for five years.

In 1961 he joined the Manchester Pilot Service as a Helmsman/Trainee Pilot. He was one of the unlucky group of helmsmen who had to wait many years for promotion to pilot.

He passed for 2nd Class Pilot only in January 1991.

During his time in the service he was seconded as a pilot in the Port of Jeddah for a year from 1986/1987.

Allan will be missed for his professional excellence and quiet humour.

He leaves a wife Joyce and two children, Anthony and Odele.

Malcolm Logie

We hear with regret of the death of Malcolm Logie retired Great Yarmouth Pilot so well known to pilots nationally for his work with the UKPA(M) and his unforgettable personality.

We hope to have more details in our next issue.

OBITUARIES



Ifan F H P Williams

Born in 1926 at Porth Madog, North Wales, Ifan came from a seafaring family on his mother's side who were master/owners of ships from his birthplace.

He first attended the village school, then the grammar school.

At the age of 17, under protest, Ifan went to Bangor University to study Agricultural Science, and, as a keen footballer, played for the University side. After a year he left to do what he had always wanted to do, go to sea.

In 1944 he was apprenticed to the Brocklebank Line, and, after taking his 2nd Mates Certificate, joined Cunard where he served for several years and gained his Masters Certificate. During this time Ifan sailed on the *Queen Mary*, *Queen Elizabeth*, *Franconia*, and did the last voyage of the *Aquitania* - his favourite vessel.

Leaving Cunard, he joined United Baltic Corporation to gain experience of the Thames and served with that company for about a year. Appointed as a Trinity House River Thames Pilot in late 1955, he was licensed on the 20th March 1956.

Ifan was a Trinity House Pilot until October 1988, when he became employed by the PLA in the same

district, retiring in June 1991.

In the 1960's he was a member of the River Thames Pilots' Committee and was also a delegate to the original London Pilots' Council.

During his career he became an examiner for Pilots licences and for Masters and Mates exemption certificates, initially with Trinity House and latterly for the PLA.

A keen golfer, he was a member of Rochester & Cobham GC. He was also a keen gardener.

Ifan died suddenly on the 19th November 1991. He was cremated at Ashford in Kent, a service attended by his family and friends, including many retired and serving Pilots.

A Memorial Service was held at Borth-y-Gest, North Wales, on the 7th December 1991 and his ashes scattered off the harbour.

Ifan loved his job as a Pilot. He was a great raconteur and humorist and will be long remembered.

His widow, Janet, and his family reside at Hartley in Kent.

DISCOUNT TRAVEL

The Editor has been battling hard to retain your discount travel to the continent. The news is Good and Bad.

The Bad news is that Sealink are at present unable to confirm the continuation of our 25% discount as their new computer cannot yet be programmed to allow it! If they can defeat the computer it could be business as usual.

The Good news is that Hoverspeed have granted us a 25% discount on their Dover - Calais, Dover - Boulogne and Folkestone - Boulogne Seacat and Hovercraft services. In addition, the same discount will be allowed on their new Stranraer - Belfast Seacat service when they commence in May.

Your Hoverspeed discount letter is available with a stamped addressed envelope to the Editor as before, but you must send your completed discount letter to Hoverspeed at least three weeks before you travel.

A travel authority will then be issued and you may pay on departure at Dover, Folkestone or Stranraer/Belfast.

Average discounted fares for a larger car, up to 5.5 metres, and 2 adults during July and August are: cheapest £153, dearest £219, return. Caravans and motor caravans up to 3.1 metres in height are welcomed.

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This "Away from it all" hotel is run by a retired Pilot and his wife. A 10% discount is available for all UKPA(M) active or retired Pilots.

A Christmas Tale

In the High Court of Justice, Chancery Division, Greenland District Registry

Between: Little Tommy Tucker (a minor) 1st Plaintiff and Wee Willie Winkie (a minor) 2nd Plaintiff By their next friend, Edwin Scrooge v. S. Claus (male), (sometime F. Christmas) 1st Defendant and Christmas Commercial Enterprises PLC 2nd Defendant

Instructions to Counsel to advise and settle particulars of claim

Those instructing Counsel act for the next friend of the two proposed Plaintiffs, Little Tommy Tucker (aged 6) and Wee Willie Winkie (aged 7). The next friend, Mr Scrooge, has particularly requested that Counsel beware of escalating costs in this matter.

The facts are as follows:-

(1) On the 21st December last the Plaintiffs in the presence of the next friend were taken to an emporium, the premises of the 2nd Defendant and advertised as 'Santa's Fairy Grotto' (there are, Counsel is advised, no allegations of 'misconduct' on the part of the 1st Defendant). There on payment of fifty pence requested by what was represented to be Santa's elfin helper (who is not a defendant to the present proposed action) they were led into the presence of the 1st Defendant (Counsel will note that 'presence' form an integral part of these proceedings).

(2) The 1st defendant: "Hello little boys, and what do you want for Christmas?"

1st Plaintiff: "A Lego set and a football and a new bike and ..."

2nd Plaintiff: "You're not really Father Christmas"

1st Plaintiff: "and a camera and an action man ..."

1st Defendant: "Oh yes I am, ho ho ho!"

2nd Plaintiff: "Oh no you're not, you're that pilot, I seen you in the pub with my dad"

1st Defendant: "Oh yes I am and I'm here to give you a nice present. Elf, pass a present from the pile over there."

Further conversation ensued during which various promises were made by the 1st Defendant including (inter alia) that it would snow on the 25th December ('the Relevant date') and that on the date before the Relevant Date the 1st Defendant would appear on the Plaintiffs' separate roofs, slide down their chimneys and give them all the presents they had asked for.

Counsel is asked to note:-

(a) The morning of the Relevant Date was overcast with a slight but warm drizzle.

(b) The 1st Plaintiff lives in a ninth floor council flat on the Volvo Estate.

(c) That the Plaintiffs' expert witness reports disclose that the only 'chimney' on the Volvo Estate belongs to an industrial incineration unit.

(d) The presents handed to the Plaintiffs at the locus in quo were both plastic spaceships bearing the legend 'made in Taiwan for Christmas Commercial Enterprises Plc'.

(e) That on the Relevant Date neither of the Plaintiffs received any of the gifts on the long lists that had been handed to the 1st

Defendant (these lists are expected to be revealed by discovery in due course) causing distress and suffering both to the Plaintiffs and anybody within earshot (the next friend describes this as 'bawling nuisance'). (f) That the next friend is managing director and majority shareholder in the second defendants' only competitor company 'Humbug Products International Plc'.

It is the view of those instructing Counsel that the 1st Defendant was the perpetrator of a very serious fraudulent misrepresentation as to the gifts whether on behalf of himself or as agent for the 2nd Defendant and Counsel is asked to prepare a statement of claim on this basis. Instructing Solicitors view the 'fifty pence' paid to be sufficient consideration to form a contract the terms and conditions of which it will be submitted imply a certain duty of care on behalf of the 1st Defendant not to cause disappointment and distress in the susceptible minds of young children.

As to the quantum of damages, Counsel's attention is drawn to Exhibit A which specifies those items that those instructing him would view as special damages. There will of course be a claim for general damages under the heading of pain and suffering.

It is the further view of Instructing Solicitors that there was a negligent misrepresentation as to the weather on the Relevant Date and Instructing Solicitors will call a Mr Ian McGaskell and Mr Michael Fish to bring expert opinions on the likelihood of solid white precipitation on the past twenty anniversaries of the Relevant Date.

Counsel is advised that there is an inherent weakness in the Plaintiffs' case. The next friend reports a conversation between the two Plaintiffs in which the Second Plaintiff expressed his disbelief in the existence of the First Defendant, a disbelief that the First Plaintiff did not share even when the false nature of the First Defendant's white beard was drawn to his attention. It is also the case that the Second Plaintiff mentioned to the First Defendant that the reason his cheeks were so ruddy could be entirely attributed to the bottle of Glenfujuyama 40% proof seen protruding from the First Defendant's pocket.

Counsel is also asked to view the letter shown as Exhibit B from the Second Defendant to the next friend and asked whether it would be the basis of libel proceedings and whether the proposed takeover would require referral to the Monopolies Commission.

Dated the 1st day of April 1992
Phirst Nowell Partnership
Reindeer Chambers, Bethlehem-on-Sea

Exhibit A

Granny Tucker's zimmer frame (broken during a temper tantrum by the 1st Plaintiff early on the Relevant Date) value £35
Value of consideration paid by next friend to elfin helper 5p
Next friend's contributions to charity, years 1884-1906 1/4d
Gobstoppers (to alleviate plaintiffs' bawling) 2p
Paid bribe to doorkeeper (to prevent forceful ejection of plaintiffs from premises) £5
Next friends' drink (to calm shattered nerves) Mulled ale, 4 pints @ 80p pt £3.20
Travelling expenses Shoreditch to Knightsbridge
1 adult, 2 children £2.28

Exhibit B

To: Edwin Scrooge Esq.,
The Managing Director,
Humbug Products International Plc.

Dear Sirs,
Subject to Contract

We refer to recent correspondence and meeting of our respective Chairman and have now had the opportunity of perusing your last year's audited accounts.

Our Board of Directors have now received the authority of a majority of our shareholders and we are instructed to offer you the price of 2.15p per share for an initial tranche of 60% of your issued and paid up share capital. This offer remains open for a period of 28 days from the date hereof and should you wish to take it up your solicitors will doubtless contact Mr Melvyn Miser of our solicitors Miser, Misanthrope and Misogyny of Shylock House WC1.

Our offer is deliberately low. In our view your trading record stinks and ever since your Mr Scrooge took the helm at Humbug it has lurched even closer to insolvency. His appointment appears to smack of corporate insanity and his replacement by even someone personally recommended by Asil Nadir, Earnest Saunders and Robert Maxwell would seem on the face of it to possess greater financial and personal probity. Auditors report considerable discrepancy.

We look forward to hearing from you.
Yours faithfully,
T. Rowlands
Christmas Commercial Enterprises Plc.

Jonathan Clark, Solicitor
Copyright reserved to the Author.

Coastlines

What's in a name?

The other day whilst I was landing in the Medway Pilot Cutter, the Medway Ports Authority could be heard frantically trying to contact an unknown naval vessel. The small minesweeper had blithely entered the Medway District, ignored all traffic regulations, made no VHF contact and had simply swung round in the middle of Sheerness Harbour to return from whence it came!

Flying the Dutch flag, we wondered if it was a modern version of Van Dieman's attack on Chatham. Finally after trying all frequencies Medway Radio made contact. "What ship is that?" they demanded time and again.

That well known Dutch accent finally replied "Ve are ze 'ZEEFAKALL'"

Quick as a flash the Pilot Cutter coxswain remarked

"He didn't say a lot, either!"

Editor.

Medway Belles?

The Medway Pilots Social Committee entered the Swale Industries Charity Raft Race on September 4th in our pedal powered paddler the *Medway Belle*, designed by J. Gurton, T. Lee and A. Hooper, manned by pilots and Medway pilot cutter crew. We didn't go too fast but won the joint first prize for 'Best Raft' - a bottle of Champagne which evaporated at the celebration barbecue

which followed. Our Social Committee is quite an active one and we are willing to hear from any other pilots groups to arrange 'do's' or challenges. (All excuses for a drink really!).

John Gurton
Medway Pilot



Retirements

Manchester

David Snowden, Manchester Pilot, retired through ill-health in July 1991.

Born in 1937 he went to sea in 1953 with the Lampport and Holt Line, trading out of Liverpool to the East Coast of South America.

In 1960 he joined the Manchester Pilot Service as Helmsman and was made a pilot in 1974.

His fellow pilots will miss him and wish him well.

Tees

Gerald Coates, UKPA(M) stalwart and Tees Pilot, retired about the 16th November 1991. The Editor who sees all and hears even more, knows exactly where he went on the 23rd November and who with! We hope he had a lovely time and trust he made sure all safety regulations were complied with and a sharp lookout kept. (Don't you think, Gerald, they would have been better swinging to port ...? Ed.).

Acknowledgements

The Editor acknowledges contributions from the following sources:-

Capt F. Finn, Retired Trent Pilot.
Capt Tod Carlton, Retired Cinque Ports Pilot.
Paul Gibbard, Bristol Pilot, son of the late Alan Gibbard.
Capt. Ewan C. Ramsey, Retired Clyde Pilot.
Paul Hughes, Spurn Pilot.

All these contributions are gratefully received, and all will be published as space allows.

Contributions, from any source, are always welcomed and never 'shelved'.

John Godden, Editor



Fear of Water Raises Cash for RNLI

Andy Lyes, aquaphobic landlord of the Severnside Anchor Inn in Epney (Glos.) can't swim a stroke, so he and his wife Joan mounted a disco and raised £605 for the Royal National Lifeboat Institution. "I reckon I might just need help from them one day," said Andy jokingly.

The fund-raising idea came from ex-RNLI crewman Keith Churchman of The Sloop, the St. Ives pub that's the Lyes' local during their annual winter holidays in Cornwall.

On hand to accept the cheque were two local Gloucestershire people dedicated to water, retired Bristol Channel pilot Doug Griffey and Judith Roberts who fund raises at RNLI stalls all over the county.

Peter Tippet, a serving pilot in the Bristol Channel, gave the RNLI kitty another boost by handing over money collected by his local. On Peter's 50th birthday last May, he and his wife Liz agreed 'no gifts' and asked all their friends to fill the bucket on the bar instead. They did - and raised a healthy £120 in no time at all.

Adding a touch of tradition and colour was Gloucester's town crier, Alan Myatt, who broadcast the double event as far as his voice would reach - and, as he's recently gone into the Guinness Book of Records as the world's mightiest mouth, it was a fair distance.

Acknowledgements to Miss Janet Illingworth-Cooper of Gloucester.

United Kingdom Pilots' Association (Marine)

Local Secretaries

District	Name	Address and Telephone Number
Aberdeen	G Bruce	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire 0224 529571 x 237 (Office) OR 0224 647610 (Home) 0232 795133 (Home)
Belfast	NCE McKinney	8 Alt Min Avenue, Belfast 8 4NJ 0289 307404
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Dover	Mr C Jacklin	Dover Harbour Board, Harbour House, Dover 0304 240400
Dundee	R Hogg	7 West Queen Street, Broughty Ferry, Dundee 0482 651069 (Home)
Europilots	Capt JD Robinson	53 West Ella Road, Kirkella, Hull, E. Yorkshire HU10 7QL
Falmouth	Phil Bush	Falmouth District Pilots, c/o Tamlyn Shipping, Admiralty House, 2 Bank Place, Falmouth, Cornwall TR11 4AT Granton Pilot Station: 031 552 1420 Grangemouth Pilot Station: 032 448 2151
Forth	J Gill	15 Doocot Brae, Alloa, FK10 4HG 0726 870291
Fowey	The Secretary	Fowey Pilots Association, The Harbour Office, Albert Quay, Fowey PL23 1AJ
Glensanda	JE Wynn	c/o Rugh Garbh Depot, Barcaldine, Oban, Argyll PA37 1SE 0631 73537 (Harbour)
Gloucester	BH Richards	91 Jubilee Drive, Thornbury, Avon BS12 2YJ 0453 811323
Haven Ports (Harwich)	H Jones	441 Main Road, Dovercourt, Harwich, Essex 0255 502587 (Home)
Heysham	M Purvis, Esq	Pilot Office, Port of Heysham LA3 2UL 0524 51339 (Office)
Holyhead	AR Herbert	'Arfryn', Llanellian, Amlwch, Anglesey LL68 9LY 0407 830625 (Home)
Inverness	WJS Burr	14 Cuthbert Road, Culcabock, Inverness IV2 3RU 0463 235264 (Home)
Kings Lynn	JW Steward	Fir Trees, Lime Kiln Road, Gayton, Kings Lynn PE32 1QT 0553 86431
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster LA1 5HY 0524 63770 (Home)
Liverpool	A T Malcolm	Liverpool Pilots' Association, 4 Woodside Business Centre, Birkenhead, Merseyside L41 1EH 051 200 2180
Londonderry	CJ McCann	Shrove, Greencastle, Co Donegal, Ireland 010 353 7781024 (Home)
London	JD Godden	140 Dover Road, Sandwich, Kent CT13 0DD 0304 612752 (Home)
London North	IH Scott	71 Fronks Road, Dovercourt, Harwich, Essex CO12 3RS 0255 502825 (Home)
London West	MJG McDonald	Turks Hill, Taylors Lane, Higham, Nr Rochester, Kent 0474 822209 (Home)
Lowestoft	RD Mountney	5 Derwent Gardens, Lowestoft, Suffolk NR32 4TN
Manchester	J Astles, Esq	Flat 2, Scott House, Ruthin LL15 2NP 082 423063
Medway	HJ Marshman	Fontenoy, The Vallence, Lynsted, Kent ME9 0RP 0795 521929 (Home)
Milford Haven	JM Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed 06462 3150 (Home); 06462 3091x32 (Office)
Mostyn	J Southwood	Green End, Beacon Lane, Heswall L60 0DD 0745 560335 (Office); 051 342 5978 (Home)
Orkney	ET Moodie	Nyka-Tjorn, Linklater Drive, Kirkwall, Orkney DW15 1SZ
Peterhead	JM Murray	1 Arran Avenue, Peterhead, Aberdeenshire 0779 71457 (Home)
Plymouth	M Troit, Esq	The Pilot Office, 2 The Barbican, Plymouth 0752 491381 (Home)
Poole	Mr G Greaves	78 Rosemary Road, Poole BH12 3HB 0202 66640 (Office)
Portsmouth	Mr P Fryer	5 Princess Gardens, Horndean, Portsmouth, Hants PO8 9PY 0705 733230 (Office)
Ramsgate	Capt PL Toghill	The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG 0843 592277 (Office)
Scilly Isles	RJ Nicholls	Moyana, St Mary's, Isles of Scilly, Cornwall TR21 0JY
Seaham	Local Secretary	The Pilot Office, Seaham Harbour Dock Company, Seaham House, Seaham, Co Durham SR7 7EW 091 5813246
Shoreham	K Willcox	0273 592455 (Office)
Southampton	DCG Rees	2 Benenden Green, Arlesford, Hants SO24 9PT 0703 631550 (Pilots' Lounge)
Spurn	The Secretary	Spurn Pilots Limited, The Pilot Office, 50 Queen Street, Hull HU1 1YB 0482 28977 (Office)
Sullom Voe	D McElvogue	North House, Sweening, Vidlin, Shetland
Sunderland	I Swann	Sunderland Pilot Office, Old North Pier, Roker, Sunderland 091 56 72162 (Office)
Swansea, including		
Port Talbot	JB Hill	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea SA1 1QR 0792 206922 (Home)
South East Wales	ML Doyle	The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG 0291 422694
Tees, including		
Hartlepool	JH Wright	Okefinokee, 31 Oldford Crescent, Acklam, Middlesbrough, Cleveland TS5 8EE 0642 485648 (Office); 0642 815681 (Home)
Teignmouth	JC Whitaker	Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth TQ14 9PR 062677 6134 (Home)
Tyne	JH Burn	44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS 091 257 3999 (Home); 091 455 5656/7 (Office)
Weymouth	PM Runyard	24 Franchise Street, Weymouth, Dorset DT4 8JS 0305 773693
Whitehaven	Cl Grant	2 Mayo Street, Cockermouth CA13 0BY 0900 822631 (Home)
Gt Yarmouth	B Collingwood, Esq	2 Bernard Road, Gorleston on Sea, Gt Yarmouth 0493 668223 (Home); 0493 661715 (Duty Pilot)