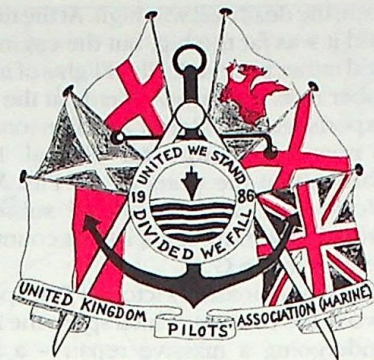


THE PILOT

APRIL 1993

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



Editorial

I am indebted to Paul Hames and the Section Committee for the Chairman's Report to all members, of January 1993, in reply to our last Editorial on the debating of the PNPF at Conference. The relevant comments from Paul appear under Pension News.

My biggest disappointment was the absence of feedback on the article concerning the rescue of casualties by Jason's Ladder or Matesaver. On such an important issue I feel pilots nationwide must be able to add to the experiences quoted with examples or opinions of their own. If not, are we living in a fool's paradise believing our vivid new pilot coats obviate the need to ask questions and engender more research. The German Pilot Boat disaster in Hamburg makes me wonder what system they were using and what survival gear was supplied or being worn.

The Immersion Suits in London, which we have all donned in practice, advocate the removal of one's top clothing in order to step into the suit. It is a brave pilot who does such a thing in a sinking 44 ft launch with a north-easterly force 8 off the Essex coast. I was once told by a fireman that the ridge on the old fashioned fireman's helmet meant that if hit by falling masonry one would linger a little instead of being killed outright! I trust we are not using a similar premise for our recovery gear.

Independent Financial Service companies are growing apace. It is a strange quirk in the law that the very institutions which know most about finance, ie pension funds, are prohibited from recommending any particular company. Yet in every financial feature one sees the words "consult an Independent Financial Adviser". The UKPA(M) obviously cannot be held liable for any financial advice and hereby declares as much, but *The Pilot* can take financial advertising from bona fide companies. If a pilot has used a particular firm which has served him well, or he knows of one, the magazine will be happy to take advertising at our standard rates.

John Godden

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

Feature

The Port of Newport (Dogiau Casnewydd)

History

The present Dock complex sits astride the Rivers Ebbw and Usk; indeed the history of Newport as a sea-port starts with the Usk, which still flourishes to-day alongside the Dock.

Just to the north of Newport, and laying on the River Usk, is the town of Caerleon – this was a Roman settlement, Isca, and the Romans built a fort on the site of the present town of Newport to protect a ford across the river and also their ships. Roman galleys sailed down the Usk carrying the Second Legion back to Rome.

After a fairly chequered history, a Norman invasion in 1172 saw the building of a castle on the Usk which remains today. The arrival of the Iron Masters and colliery owners set the course of Newport's growth. The River Usk became a mass of wharves and ships, with goods arriving down the recently-built Brecon and Monmouthshire Canal. Large sections of this Canal exist to-day and can be navigated from Pontypool to Brecon – it really is a lasting tribute to the 'navvies' who built it, and is surely one of the most picturesque of canals.

It became apparent very quickly that a new dock was required to cope with the

shipping, and in 1835 what was known as the Town Dock was built. At this time disputes over charges (nothing changes does it!) led to the formation of the Newport Harbour Commissioners in 1836. This comprised all the interested parties, and it still exists to date; indeed it is the CHA for the River Usk, pilotage being undertaken by ourselves under the auspices of Associated British Ports. Apart from charges, one of the reasons for its being was that until its formation no-one could license pilots, and the consequence was that 'Many take unto themselves an office for which they are unfit', and when ships did take the only pilots then available 'the Bristol pilots did demand exorbitant fees'!! And so, in 1843 the first licensed Newport Pilots took their place – some of whose ancestors came from Bristol!

Trade continued to flourish and Newport to expand. The Town Dock became saturated and a new dock, the present one, was built in 1875, with a river lock entrance. In 1906 the dock was extended and a new sea lock built. The new lock – 1000' x 100' – was, at the time, the largest in the world, and is still the third largest lock in Britain. During its construction it collapsed, trapping 45

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men; the death toll was high. At the time of its planning, critics said it was far too big, but the engineer, Mr John McCauley, said rather prophetically "Flights of imagination today will be sober facts tomorrow". Trade at the port was brisk and coal exports reached almost 7 million tons in 1923 – sadly the port is now a net **importer** of coal. It's scarcely believable. Throughout the years of the First World War, the Second World War, and indeed all subsequent wars, Newport provided sterling service to its country, even up to the latest conflict in the Gulf.

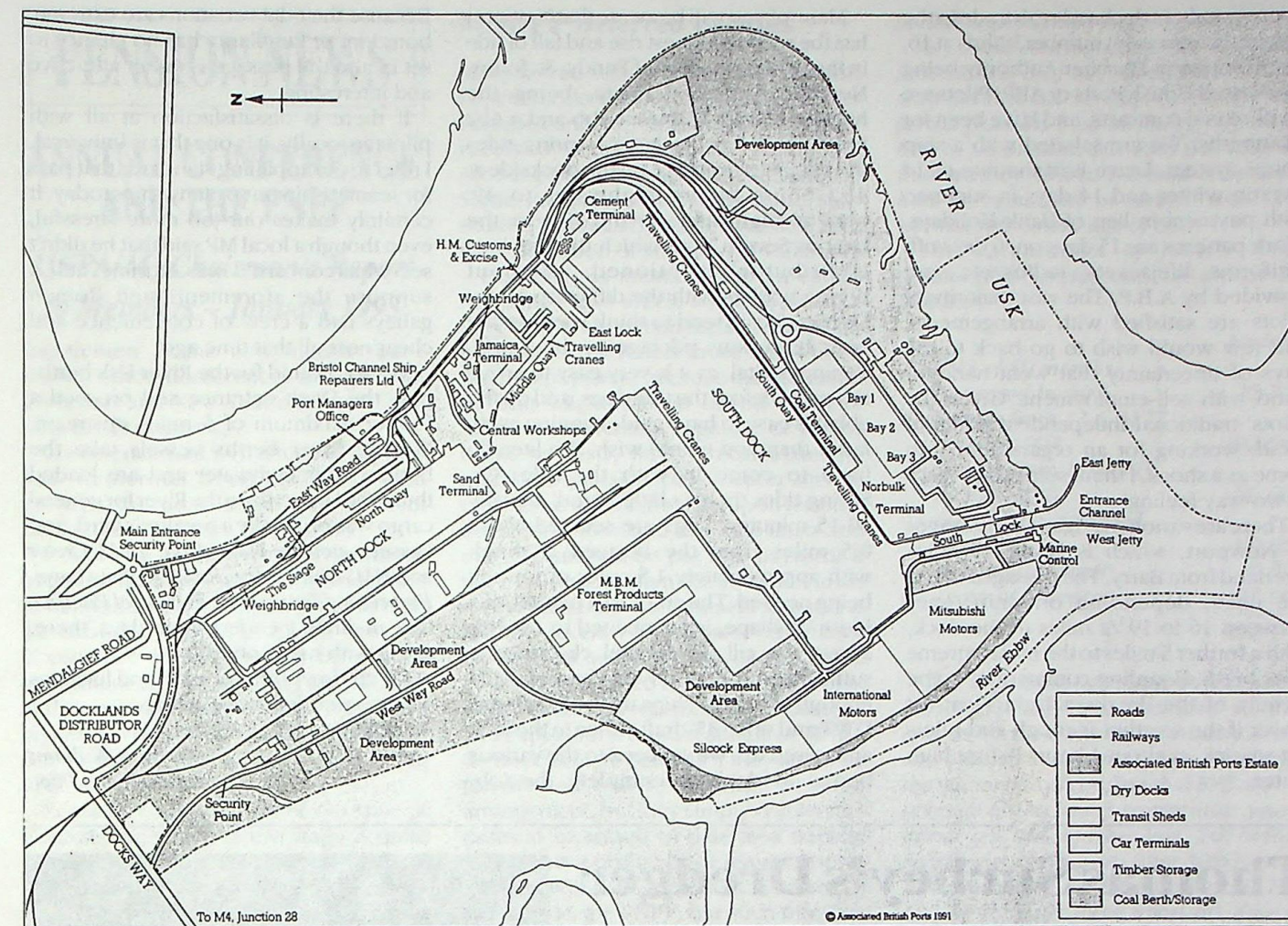
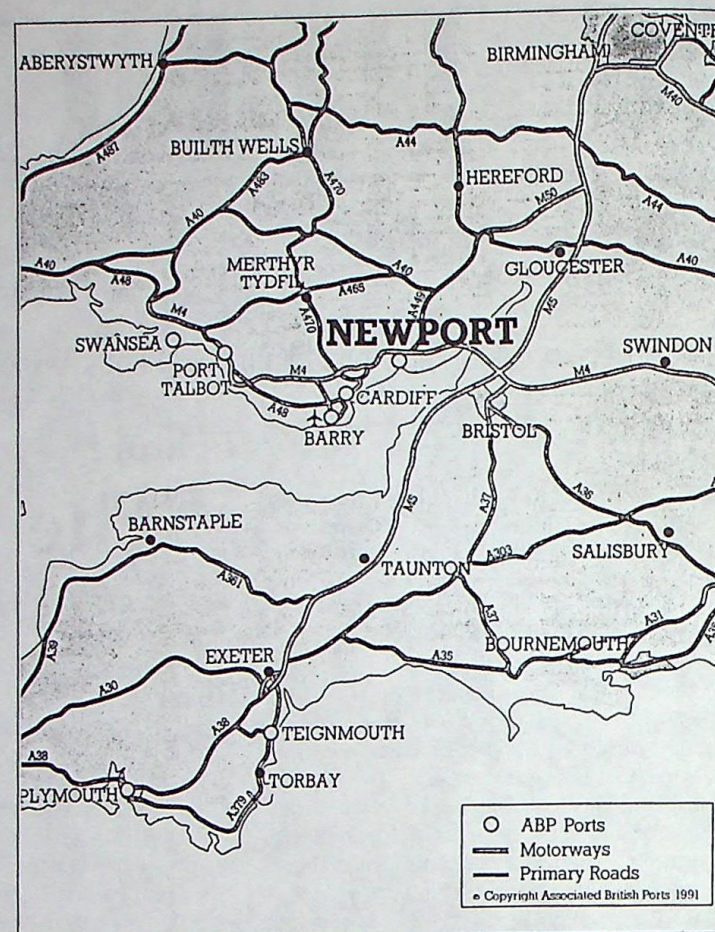
Newport boasts a Victorian Transporter Bridge, one of only two in the country, which spans the River Usk. It is at present undergoing a massive repair – a fitting memorial to the heyday of coal and iron and the sometimes cruel profits brought to the port of Newport by the Crawshays and others of his ilk. Middlesborough has the other transporter bridge, but I think ours is prettier!

Local Notables:

- Harry Morgan** – Pirate
John Frost – Leader of the Chartist Riots
W. H. Davies – Author of 'What is this life if full of care we have not time to stand and stare'
Henry Rolls – Partner of Royce

From the County Seat of Monmouth (it is to be Newport, Monmouthshire, again just after we'd all got used to Gwent), came Henry V. who, together with his longbowmen from Gwent saved the English bacon at Agincourt.

Various purveyors of woad, which some of our English cousins think we still wear!



Present Day

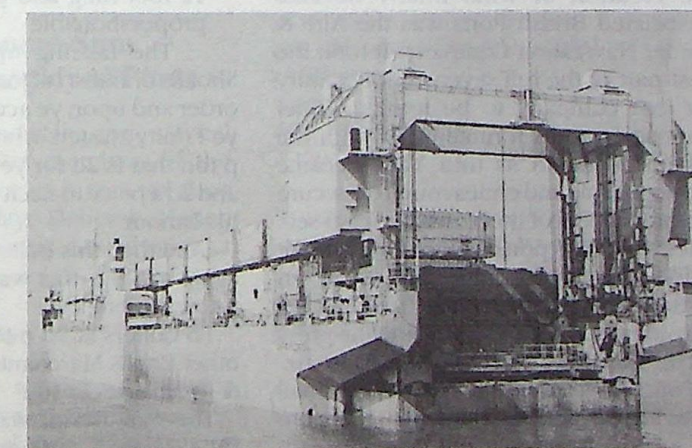
Much modernised, with coal hoists, the Town Dock gone, the port now handles ships of a size our forebears would not believe possible. The large lock accepts vessels up to 100' beam, not the large numbers of smaller coasters it once did. We have much to appreciate in the foresight of Mr McCauley.

Trade imports include large quantities of timber, both softwood and hardwood, coal, fruit, cars, aluminium and general cargoes, while steel remains a major export. Despite suffering from being a west coast port, Newport has an important role to play, its quick turn-arounds have given it an unparalleled reputation and its future after this recession looks assured.

The River Usk continues to prosper, with six river berths being well utilised, and it remains a fine, navigable river. Although tidal and deep for about 16 miles it is now only used by commercial craft as far as the town centre – a stone's throw from the Norman castle.

Pilotage

From the days when pilots owned their own sailing cutters, through the steam cutters to the fast motor cutter *Dracoena* now employed, our District extends westward to Lundy Island, but more usually Barry Roads is the start of the pilotage to Newport. The pilotage requirements are handled by Duty Officers stationed in a purpose built Pilot Lodge on the Pierhead at Barry. The Lodge is comfortably furnished and has good facilities, although sadly the silver service meals we once enjoyed went to the wall about 10 years ago. The running of the Lodge, cutters, crew and pilotage affairs, is under the auspices of a Marine Pilotage Manager. In 1974 the pilots of the three ports of Barry, Cardiff and Newport merged, there then being some 55 pilots.



Above: Lash vessel in deep water anchorage off Newport.
 Below: Mitsubis arriving.



View of Docks from the south, with River Usk foreground.

These numbers declined with trade in the 80s, and our present number stands at 16, our Competent Harbour Authority being Associated British Ports or ABP. Pilots are on personal contracts, and have been for 18 months. We are salaried with a ship bonus system. Leave is at the rate of 14 days in winter and 14 days in summer, with payment in lieu of Bank Holidays. Work patterns are 15 days on, 6 days off. Uniforms, lifejackets, radios etc., are provided by A.B.P. The vast majority of pilots are satisfied with arrangements, and few would wish to go back to the days of uncertainty that went hand-in-hand with self-employment. Given the pilots' traditional independent frame of mind, working for an organisation can come as a shock. I think sometimes that's a two-way feeling!

There are various navigational passages to Newport, which is about 25 miles overland from Barry. The passages which are used, depending on draft, vary between 16 to 19½ miles to the dock, with a further 5 miles to the most extreme river berth. Boarding commences in the vicinity of the Breaksea Light Float, or closer if the weather is rough and pilots get seasick, at about 4 hours before high water.

Many of you will be aware that Newport has the second highest rise and fall of tide in the world – the Bay of Fundy, St. Johns, New Brunswick, Canada, being the highest. With a 7½ hour ebb and a 4½ hour flood, on the largest spring tides the tide rises from 5'6" on the dockside at 4½ hours before highwater to 49' plus at highwater, giving rise to the famous Severn Bore which the previous contributor mentioned. Without boring readers with the difficulty of our District, we all tend to think we have the most hazardous pilotage in the world. Timing is vital, as it is very easy to arrive at a point before the tide does, and on the ebb it is easy to have a tide running away faster than you would wish. We literally have to come in with the tide. On Spring tides there is little 'stand', usually 10-15 minutes. Tugs are secured about 0.5 miles from the buoyed channel, with approximately 1.5 miles of towage being needed. The entrance channel, of a loose 'S' shape, is maintained to 1 metre above the sill. Underkeel clearance is sufficient and the buoyed channel wide enough to handle ships up to 45,000 tons DWT and up to 35' draft. Once in the lock and raised up, we proceed to the various berths in dock to complete the job.

Because the tidal variations are extreme, boredom or familiarity has no chance to set in and the passage is rather attractive and interesting.

If there is dissatisfaction at all with pilotage locally, it is one that is universal. I refer to the appalling standards that pass for seamanship on so many ships today. It certainly makes our job more stressful, even though a local MP said that he didn't see what concern it was of mine! Still, I suppose the aforementioned Roman galleys had a crew of convenience and cheapness all that time ago!

Vessels bound for the River Usk berths pass the Dock entrance and proceed a further maximum of 5 miles upstream. On the River berths vessels take the bottom after highwater and are loaded thus. The last berth on the River for general cargo was originally a breaker's yard, and vessels such as *HMS Ajax*, *HMS Exeter* and *HMS Cumberland* of River Plate fame, *Empress of France* and *Reina del Pacifico* (ocean liners) ended their days there, along with many others.

Given Newport's location and facilities we are confident of its future.

Roger Williams
South East Wales Pilot.

Thomas Surbey's Dredger

One of the elements that went into the creation of what finally became Associated British Ports was the Aire & Calder Navigation Company. It took the best part of the full seventeenth century for that company to be formed. Chief opposition to its formation lay with the City of York. In its turn York became more positive and endeavoured to secure a better access of their own direct to sea. Their search is portrayed in a document held in the City's archives simply known as 'Survey of the River Ouse, 1699'. (A full consideration of this survey is in the press – The Yorkshire Archeological Journal).

Folio 27r of the manuscript is a small drawing, in pen, of a dredger. It was to be used elsewhere and has the accompanying note on folio 26v:

"A Description of ye Instruments and how they are used to take up ye Shoalls in ye River of Thames

A Lighter with two men a loading it
a) are 4 Sofing Staves thrust into the ground at the last
b) third ebb (at which time the men Begin to worke) and being
c) tyed fast They keep ye lighter untill about ¼ flood and
d) the balist Dredge in forme as ye two men worke it

e) The plan of ye Dredge in a Larger forme being 16 inches Diameter
f) The side vew of it and ye net Bage which is 20 inches Deep

h) The Staff of handle about 12 foot long and ye Rope proporshonable

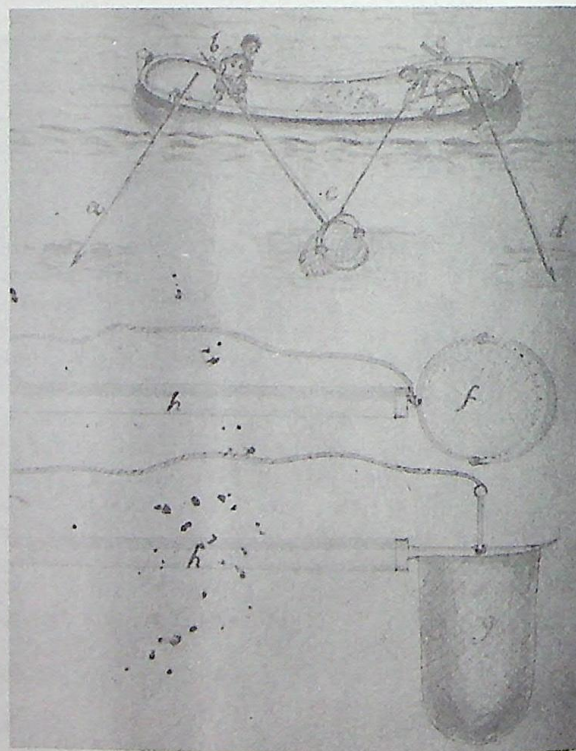
The takeing up of ye Shoalls or Balist is Done By ye order and upon ye account of ye Trinity Masters who pay 6d p ton that is 2d for ye Lighter and 2d a peice to Each man for his Labour

(And then this Balist is Sold again to Ships that want at ye folowing Rates viz

To Coliers at 9d p ton & all other Englis Merchants at 12d & to faronars at 16d"

The manuscript was made by a Thomas Surbey during the spring of 1699. He remains very much a man of mystery. Whilst he came from London, and eventually returned there, he may also have had some connection with Plymouth. He corresponded with Edmund Dummer, the then Navy Secretary.

Dredging on the Ouse had been underway for several centuries before 1699, with a number of records in the York House Books. Steam dredgers were being constructed nearby in 1820 with 6 horsepower engine's. A record exists of a conservancy launch having been built on the Aire in 1478. The variety of early ships



Accession 65 f27r detail, reproduced courtesy of York City Archives.

is further shown by an ice breaker of 1822.

There are still calls for dredging in the upper reaches today. Conservancy is passing into the hands of differing interests. Shipbuilding has completed the cycle back to boat building yet is still carried on on ancient sites.

Paul Hughes

PENSION NEWS

ANNUAL CONFERENCE AND THE PNPf

UKPA(M) Chairman's Report to Members – January 1993

Gentlemen, Some two months have passed since Conference, though with Christmas and New Year celebrater', the time has flown past.

Conference was well attended and we had numerous lively debates, with perhaps the most interesting of them being over the future of the PNPf.

I feel we managed to explain to everyone that nothing dramatic was about to happen to the Fund, and that this next 12 months leading up to the '93 Conference in Hull would be one of exploration, a period when we will look at the options available to us. We will be reporting back to Conference then with our findings, prior to any action being taken.

Pensions took up a lot of our time at Conference, which at this stage is quite right. Nevertheless, we are aware that not all members belong to the PNPf (and as the older pilots retire in the 'employed districts', this number will grow).

With this in mind we are to look at restructuring the agenda at Conference '93 to ensure that we are responding to all our members' needs. Indeed, the voting at Conference over such issues as the Pension Fund has to be looked at in the light of the changes taking place, and any new arrangements must address this problem.

We have arranged a meeting of the National Negotiating Forum for the 1st March, when we will meet for the first time the Competent Harbour Authorities' new association, 'The Association of Participating Bodies of The Pilots' National Pension Fund' – quite a title! The constitution of this body allows all CHA's who have pilots in the PNPf to be members, and indeed it would seem that the very largest ports (PLA, ABP etc.) will automatically have seats on the 8-strong ruling Executive Committee. From this committee come the Trustee directors of the Fund and the members of the Negotiating Forum. The members will of course be the same people we deal with at present. On the agenda for this meeting are numerous items, including the finer details of the ongoing Early Retirement Scheme and pension increases, plus tentative discussions on the valuation now taking place.

PP Hames
Chairman, UKPA(M)

MNOPF Deferred Benefits

Many of you will have deferred pension benefits under the Merchant Navy Officers Pension Fund (MNOPF) and you will have received regular benefit statements showing the increases in these benefits. Some increases have been quite substantial, particularly those awarded after the completion of an actuarial valuation.

However, as mentioned in an earlier Pensions News article some while ago, the benefits shown on the statements do not necessarily reflect those that will be put into payment, because the increased benefits might exceed Inland Revenue limits. At retirement (age 61, or earlier upon request), MNPA recalculate the member's pension based upon service completed and final salary upon leaving, augmented to Inland Revenue limits and this amount will be put into payment if the result is less than the benefit shown on the member's latest benefit statement. We have recently heard that several pilots, having reached 61 years of age, have been very surprised to find that their final MNOPF pension was much less than they had expected. It is interesting that MNPA do not calculate benefits if they are to be transferred out to another pension arrangement, but they simply convert the pension increased to date to a transfer value. This is probably the reason that we are receiving an increased number of transfers to the PNPf, but such transfers have to be completed before you reach the age of 60.

AVC Scheme Lump Sum Payments by Employed Pilots

As usual, after the end of the current fiscal year, employed pilot members of the Fund's AVC Scheme can top up their contributions in May; Deborah Marten will write to all concerned in advance of the due date.

Pension Benefits

To continue the series of benefit calculations, we have taken, this quarter, the case of John Paul Jones who is about to retire on grounds of ill health, following two heart attacks in the last six months. John will retire on his 57th birthday, on 30th June 1993.

John became a licensed pilot at Liverpool in 1960, joined the PNPf on 13th June 1977 and was awarded a period of pre-membership service (PMS) of 59 months. As a Special Member of the Fund, John received a past service credit of 60 months in place of his 'double 60ths', and he was awarded a topping-up credit equal to 10 months at age 65. However, in the mid 1980s John decided to take up a pilot's position overseas and was granted a temporary leave of absence for that

period; it amounted to 25 months.

As John is retiring under the ill health provisions of the PNPf, he will be credited with additional service (covering the period from his 57th birthday), amounting to 96 months. His PMS will also be increased by 30% as it would have been had he remained in service until his normal retirement age of 65.

The calculation of John's total pensionable service can be shown as follows:-

	Months
1) PMS of 59 months increased by 30%	76.70
2) Service from 13.6.9177 to 30.6.1993	192.00
3) Service from 1.7.1993 to 30.6.2001	96.00
4) 60 months, awarded in 1989	60.00
5) Topping-up credit	9.00
6) Leave of absence	(25.00)
	408.70

The definition of Final Pensionable Earnings (FPE) was included in last quarter's article but unfortunately a line was omitted in the production. To clarify the matter, may I confirm that FPE are the average of the best 3 consecutive years' earnings out of the last 10 before retirement, ending on either 30th June or 31st December. In John's case, his FPE will be those in force upon his date of retirement on 30th June, amounting to £30,000.

The calculation of John's total entitlement is:-

$$\frac{408.70 \times £30,000}{720} = £17,029.17 \text{ p.a.}$$

In view of John's length of service and reason for retirement, he may take up to 1.5 x FPE as a tax free cash sum, amounting to £45,000.00 which would leave a pension of

$$£17,029.17 - (£45,000 \div 10) = £12,529.17 \text{ p.a.}$$

Mrs Jones, John's wife, is only 46 years old and the prospective widow's pension will have to be reduced by 2%, thus amounting to £8,344.30 p.a. at the time of John's retirement.

As John's retirement is for ill health reasons, he may, if he so chooses, continue to be covered by the death in service lump sum provision of the Fund (3 x pensionable earnings) up to age 60, in place of the standard provision that pays the outstanding value of pension instalments if a pensioner dies within 5 years of retirement. If a pilot is aged under 55 upon retirement, the decision is quite clear, in John's case however he will have to decide whether a continued death

benefit of £63,000 for 3 years is preferable to a decreasing benefit over 5 years. Upon retirement the 5 year guarantee is worth in excess of £68,000 and will drop to some £34,000 at age 60, £18,000 at age 61 and will be extinguished by John's 62nd birthday. In making these calculations, I have assumed that John does not take any cash in exchange for pension and the figures are therefore based upon his total entitlement, increasing at a rate of 3% per annum each January.

Although we always say in our retirement quotations to members that the tax free cash sum available is the maximum amount, and indeed the majority of pilots choose to take the maximum, you can elect any amount up to the maximum. Alternatively you can take any level of pension between the residual pension and the total entitlement quoted and then exchange the spare pension for cash.

Next month I shall cover the case of a pilot who has chosen to retire at the age of 58. In this case the pilot has previously transferred his MNOPF benefits to the PNPF.

State Invalidity Benefit

If you retire for ill health reasons, it is likely that you will qualify for state invalidity benefit. This benefit can be payable from any age and can continue beyond state pension age for up to a further five years, in lieu of the basic state pension if you so choose. The basic invalidity benefit is payable at the same rate as the basic state pension (2,917.20 p.a. for 1993/94) but the former benefit is NOT taxable, at present at least!

There are two freephone helplines available, one covers all state benefits (0800 666555) and the other is a benefit enquiry line that is particularly useful for disability benefits (0800 882200).

National Insurance contributions : Payment between early retirement and state pension age.

National Insurance contributions (NIC) are payable on earnings exceeding the lower earnings level of £2,912 p.a. (for the tax year 1993/94) but there is no legal requirement to pay NIC if you are NOT earning. However, if you retire before state pension age you might not have achieved the minimum number of 44 qualifying years necessary in order to receive a full basic state pension. If you are already 60 years of age or over upon retirement, you will automatically be credited with up to five years NIC, but if you are younger AND you are not in receipt of a state invalidity benefit, you might wish to cover the period up to age

60. If this is the case, you will have two choices.

Firstly, you can sign on as an unemployed person and be available for full-time work in which case your records will be credited with NIC, regardless of whether or not you are able to claim unemployment benefit; (it is likely that your PNPF pension will effectively reduce any unemployment benefit to nil if you are aged 55 and over). Alternatively you could pay Class 3 voluntary contributions.

You can find out how much basic state pension you could expect to receive at state pension age by completing form BR19, available from your local DSS office, and sending it to the State Pensions Forecast Office at Newcastle.

Before you decide upon paying Class 3 contributions do remember that you will receive credit for the period between age 60 or later 'early' retirement, and age 65, in any case.

Retirement of Harry Frith from the Trustee Board

Harry Frith has now retired as a Trustee and the Deputy Chairman of the PNPF. Deborah and I will not be alone in missing his presence; Harry has always given us a tremendous amount of support and guidance. His contribution to many areas of pilotage, over many years, has been so significant and this is especially true as far as the PNPF is concerned.

At least we, in the Secretariat, can be comforted in the knowledge that Harry will always be part of the PNPF., after all he is one of our beneficiaries, and we shall maintain regular contact.

Jan Lemon

DAS Legal Expenses Insurance

Policy no. TT2 3009513

We have been reviewing the procedure for making claims on our policy.

Pilots who wish to make a claim on this policy should contact UKPA(M) by phone and request a claim form.

This form should be returned to UKPA(M), where we will record the claim and send the form on to the broker and thus DAS for processing.

This procedure will allow the UKPA(M) to properly monitor the use of this policy, and identify any areas that may need attention.

Technical Committee

IMO in Mandatory traffic scheme

The International Maritime Organisation (IMO) is working on a plan to make vessel traffic management systems (VTS) mandatory in busy waters such as the English Channel.

IMO secretary general William O'Neil told Lloyd's List he considers the proposal a priority this year.

It will attempt to draw comparisons with the aviation industry where pilots are compelled to follow air traffic control instructions.

Mr O'Neil said VTS had to be looked at in a way that would allow it to be accepted more readily.

It encompasses aspects of ship routing and ships' reporting without infringing on a vessel's freedom of passage, he added.

Mr O'Neil said VTS should be made mandatory in areas of heavy density of shipping.

From Lloyd's List

Racal's Black Box Recorder

Racal Recorders Limited, manufacturer of an advanced instrumentation recorder which forms a significant part of the unique 'black Box' for ships, has been awarded a further contract for 50 units. The order from P&O subsidiary, Broadgate Limited of Bristol, brings the total value of sales for this recorder to over £1.25 million.

The Voyage Event Recorder (VER), launched last March, is the world's first commercially proven system to record all a ship's command, control and equipment status and play it back in real time. At the time of the launch the VER created considerable interest, since it meets precisely the recommendations of a House of Lords committee chaired by Lord Carver.

The Carver Report said that "voyage data recorders should become mandatory in all ships covered by the SOLAS convention." Last month, the British Government accepted most of the recommendations of the Carver Report and has urged the International Maritime Organisation to prepare proposals for their implementation.

The VER is already in use on 20 P&O ships including ferries, cruise liners, container ships, bulk carriers and cargo vessels. During the next year a further 150 vessels could be fitted with a VER.

The VER provides a continuously updated record of the previous 24 hours of a voyage. Standard facilities include the ability to record audio (both voice and ambient sound), radar, gyro heading, date

and time. Data from a variety of optional sources can also be added. The use of advanced multiplexing techniques enables more than 2400 inputs - from sources that range from windspeed indicators to hull stress monitors - to be recorded. In the event of an accident, the VER tape is replayed using the reproducer suite to reconstruct and analyse the events and associated data.

The heart of the system is a standard 19-inch rack cabinet which houses all control electronics and system monitoring devices. It contains the Racal instrumentation recorder, together with alarms, test and monitoring systems, and back-up power supply. The recording device is based on Racal Recorders' eight track V-store system which uses VHS cassettes and operates at ultra-low speed to provide reliable, extended duration recordings. The recorder can optionally be installed on deck in an environmentally sealed, float-free chamber.

Racal Recorders Ltd.

Collision in dense fog between a container ship and a yacht

Narrative

A large container vessel was proceeding under pilotage within a narrow channel in dense fog. A small catamaran yacht was crossing the channel at right angles from port to starboard. On seeing the bow of the container vessel on his starboard side, the skipper of the yacht applied full port helm and full astern revolutions on his port engine. The yacht turned onto a heading parallel to that of the container vessel. However, the flare of the bow of the container vessel made contact with the top of the yacht's mast causing it to break. Two crew members were thrown from the yacht as a result of the contact. They were subsequently recovered from the water with only minor injuries. The ship was unaware of the collision.

Observations

1. In the container vessel the bridge was manned by the Master, an officer, the pilot, a lookout and a helmsman; two radars were in operation and the appropriate sound signals for a vessel in fog were being made. However, the ship was proceeding at a speed of 16.5 knots, and no lookout was positioned forward. The yacht was neither seen nor observed on radar at any time.

2. The yacht was proceeding at between 6 and 7 knots with no operational radar. She was not sounding the appropriate signals required by the Collision Regulations.

Comment

1. The container vessel was not proceeding at a safe speed under the prevailing circumstances and conditions. A lookout should have been posted

UK port bodies to join EC grouping

Associated British Ports (ABP) and six other UK major ports have formed a new independent body which, along with the rival British Ports Association, has joined the new European Community Seaports Organisation.

The UK Major Ports Group, due to be officially launched this week, groups together ABP, Belfast, Port of London Authority, Medway Ports, Mersey Docks and Harbour, Tees & Hartlepool and the Port of Tilbury.

The glaring exceptions are Bristol and Felixstowe, although there is uncertainty over whether the East Anglian port, now owned by Hong Kong's Hutchinson Whampoa, is to join or not.

The major ports stood aloof from the 82-member BPA when it was formed last November to take over the role of the now defunct British Ports Federation.

ABP quit the BPF in 1986 but it was not until last year that other ports, in particular Felixstowe, indicated their dissatisfaction and intention to quit, precipitating the demise of the ports body.

The BPA, while predominantly representing small ports, succeeded in persuading the likes of Dover, Clyde and Harwich, as well as port groups Sealink Stena Line and Sea Containers, to join.

Both BPA and UKMPG are joining the EC Seaports Organisation (ESPO) set up last week. Its first chairman will be Fernand Suykens of Antwerp, with David Jeffery, chief executive of the Port of London Authority, and F Palao, director-general of Spanish ports, vice-chairmen.

Head of the secretariat will be Pamela Le Garrec from the Port of Bordeaux, who is due to take up her position in two months.

With each national delegation to ESPO allotted three seats, the BPA and UKMPG will take a seat each, with the third seat shared between them.

The meeting setting up ESPO was attended by Dover's managing director, Jonathan Sloggett, BPA director David Whitehead and ABP deputy managing director, Alastair Channing.

The ESPO budget has also been set, with each delegation paying around £11,000 (\$17,000) a year plus travel and subsistence expenses.

forward; even if he had not seen the yacht in time to avert the collision, he would at least have been able to report it. As it was, with the ship unaware of the accident, the two men thrown into the water were fortunate to survive. Merchant Shipping Notice No. M.1348 draws attention to a number of previous accidents to ships which have resulted from serious disregard for the basic principles of good seamanship and prudent navigation in bad visibility.

2. It was not prudent for the yacht to attempt to cross the narrow channel in the prevailing circumstances and conditions. Further, at all times in fog the proper sound signals should be made and a keen aural lookout for other vessels' signals.

3. It is vital that small craft use a radar reflector and instal it to achieve the optimum effect, as recommended in Merchant Shipping Notice No. M.1497. Conventional reflectors should be rigged in the 'rain-catch' position, **not** point upwards.

Marine Accident Investigation Bureau

Emergency Towing Pendant for Tankers

One of the issues in the failure to prevent the *mv Braer* from running aground off Shetland was the lack of crew on board the tanker to receive and make fast a towing line when the salvage tug *Star Sirius* arrived.

BMT (British Maritime Technology) has put forward a suggestion that the standard practice applied during ocean tows of having an emergency bridle and towing pendant wire in position on the towed vessel could provide a relatively inexpensive solution.

BMT says the emergency equipment would be permanently rigged as part of tanker safety equipment and emergency gear and could be fitted to existing ships with minor modifications. In the event of the crew having to abandon ship they would simply release a buoy and line beforehand.

John Wilson, who is a Master Mariner and Business Development Director for BMT Group, points out that on all major ocean tows it is standard procedure to have an emergency bridle and pendant pre-rigged in the event of a break in the main towing configuration. "If a break does occur, usually due to adverse weather conditions, the towing vessel re-connects to the emergency towing wire," he explains.

"We believe leading maritime regulators and world underwriting markets should consider making such a system a requirement for tanker tonnage, which invariably passes through congested and ecologically sensitive waters," he says.

(Could this be useful in Pilotage Waters? Ed.)

XXVIIth EMPA General Meeting

The conference in Copenhagen this year promises to be a very worthwhile occasion. It occurs at a crucial time for the profession, when it is essential that we are in tune with all the developments and issues affecting us through the EMPA member countries, and beyond. This General Meeting, along with its social programme, provided that forum.

I would like to endorse the message of the covering letter from the Danish Pilots and to urge you as an individual member to attend or to send a delegate from your district service.

The UKPA(M) will send two delegates, a member of the Section Committee and myself; but the observers from the United Kingdom could benefit not only the ambiance of the General Meeting, but also their own and their district's interests. I would urge you to give this serious consideration.

PP Hames,
Chairman UKPA(M)

Dear Colleagues,

The XXVIIth General Meeting of The European Maritime Pilots' Association in 1993, May 19th to 21st, will take place in the centre of Copenhagen, at the five star SAS Royal Hotel close to Tivoli Gardens and the City Hall, thus providing suitable surroundings for the EMPA General Meeting.

May is the spring month in Denmark

and usually the weather is sunny and balmy with temperatures at about 16° to 20°C. But this is Scandinavia, so bring a sweater and a raincoat!

As the capital of Denmark, Copenhagen offers sights of all kinds and experiences at all levels of cost, so do not hesitate to join the General Meeting.

Ladies and Gentlemen, as President of the Organizing Committee I wish to extend a hearty welcome to you in Copenhagen where together we can advance the interests and potentialities of the EMPA and strengthen the links among the European Associations, as well as among individual members.

Best wishes to all.

N. Schott Christensen
President Organizing Committee
Danish Pilots

Dear Colleagues,

The XXVIIth General Meeting of EMPA is in Copenhagen, Denmark from May 19th to 21st.

Would you be so kind as to consider supporting the EMPA General Meeting, organized by your Danish colleagues.

The largest international airport is Copenhagen Airport.

Taxi and SAS-bus will be available just outside the Arrivals Hall. The SAS-bus goes to the Central Station just 200 metres from the SAS Royal Hotel.

Taxi cost about dkr. 125-

Bus cost about dkr. 45-

Car parking at the hotel is very limited but the hotel porter can inform you about parking possibilities in the neighbourhood.

In the lobby of the SAS Royal Hotel you will find an EMPA desk, where you will

find and obtain the necessary papers for the meeting and an overall guidance.

At this desk you may also pay for the participation for the meeting, Conference Registration Fee, Dkr. 2.200.-.

The Conference Registration Fee is payable for each delegate, observer and companion. It includes attendance at the Conference, morning coffee and lunches on the three Conference days and the full social programme.

The fee may be paid only in Danish Kroner, either in cash or by Eurocheque payable to Dansk Navigatorforening.

It is regretted that it will not be possible to accept credit or charge cards.

The hotel will charge you directly for the room, which includes breakfast.

At the SAS Royal Hotel all credit cards regularly used in Europe will be accepted. Credit cards will also be accepted in most department stores and other shopping places in the City of Copenhagen.

If you require any other information do not hesitate to contact us:

Dansk Navigatorforening

Havnegade 55

DK - 1058 Copenhagen K

Denmark

Fax: +45 33 93 82 66

Telex: 21025

Telephone +45 33 33 82 66

At the address above your personal contact will be Secretary Anders Jørgen Tybjerg and we will be only too glad to help with any kind of information you need to make your stay in Copenhagen as pleasant as possible.

Sincerely Yours,

A. J. Tybjerg
Secretary
Dansk Navigatorforening
Danish Pilots

IMPA

Maritime Safety Committee Meeting

A report of the Maritime Safety Committee meeting held at the International Maritime Organisation 7th to 11th December 1992

The meeting was attended by delegates from seventy two nations and observer groups from thirty three United Nations agencies, intergovernmental and non-governmental organisations.

The Chairman was Mr T Funder of Denmark and the Vice Chairman was Captain I M Khan Samadani of Pakistan.

Of immediate topicality to all those attending was the grounding of *MT Aegean Sea* at La Coruna. After announcing the activation of the IMO Oil Spill Coordination Centre, the Secretary General expressed the sympathy of all at IMO to the Government of Spain. The Greek delegation also thanked the Spanish Government for their rescue of all on board the stricken vessel and announced that a team of pollution experts had been despatched to the area in order to render assistance.

Sweden announced its intention to grant permission to four large ships to conduct trials with one man bridge watch keeping. These ships are expected to go on to the transatlantic trade.

Much concern was expressed on the subject of piracy. Shortly before the meeting the master of a vessel was killed in the Sunda Strait. The ICC submitted a paper detailing 107 acts of piracy during 1991 in the Far East. One case concerned a vessel which assumed four different names as the pirates who first stole her changed her name in order to defraud shippers who had consigned cargoes to her. Ships have been attacked and boarded while doing speeds of up to eighteen knots. Crews have been thrown overboard, people have been maimed and killed and concern is growing. The problem is not limited to the Far East, though that is where most of the attention is centred. To combat the menace, a "task force" has been set up in Kuala Lumpur with international and IMO cooperation. Indonesia reported that in May 1992 an operation had been mounted that had largely been successful and that the rate of pirate attack had diminished since then.

IMPA resubmitted its paper on Survival in Cold Water, which gathered support and was asked to put it once again to the LSR Sub Committee. This is in hand.

Japan asked that the regulations for bridge visibility be alleviated for fishing boats, particularly with regard to the

height of the windows, which, it was said, were too high for Japanese fishermen. The motion had the support of both of the Korean delegations, but as there seemed to be no compromise available on the proposal, a vote was taken and the motion was lost. (*There is no truth in the rumour that Tony has opened a "small box" factory near Harwich! Ed.*)

The Greek delegation presented a paper upon illegal immigrants, to be more specific, boat people, who were in great danger at sea and, by their nature, tried to evade authority upon approaching shore and landing. The weight of the paper was that stricter control should be enforced by the exit countries. This was supported by Turkey. The Spanish government welcomed the paper and asked that future consideration of the problem should cover stowaways.

The Democratic Peoples' Republic of Korea strongly attacked the movement of irradiated nuclear fuel by sea, in particular a recent shipment from France to Japan. This action, it was propounded, endangered the coastline of every country that the shipment passed, in particular their own. To this the Japanese delegation replied that as the only country to have suffered nuclear attack, they were in a better position than any to understand the dangers and would never jeopardise any other people to the disaster that had befallen them.

Czechoslovakia announced its forthcoming demise as it split into two nation states. Her government asked that until matters could be addressed at all levels, that understanding be given to former Czechoslovakian flag ships in respect to recognition of regulations and conventions and that both the Czech and Slovak governments looked forward to new relationships with IMO.

Subsequent to a fatal accident on a passenger ferry, Ireland asked that the regulations concerning sewage storage aboard ships be reviewed.

The Netherlands provided all delegations and observer groups with a comprehensive atlas on the North Sea, shewing the importance of successful management of the North Sea to that country. In presenting the book to the meeting, the Dutch delegate said that his people did not want to get their feet wet, but if that proved to be inevitable, then at least they wanted clean water.

The Norwegian delegation agreed to act as coordinator for the revision of SOLAS Chapter V. The pilot ladder regulations are therein, but they are not to be touched.

Mr T Funder was re-elected Chairman for another year, but indicated that he would not stand for re-election at the next session. Mr. Salim Ali al Mahmoud of the United Arab Emirates was elected Vice Chairman.

A R Boddy

PILOT BOAT NEWS

Three Die as Elbe pilot boat capsizes

A Pilot boat capsized in a gale force storm off Cuxhaven, killing all three men onboard in an accident certain to add fuel to the controversy over pilotage on the River Elbe.

The boat was heading for a tanker waiting to take on a pilot for her journey down the river. Several weeks ago Hapag-Lloyd was granted exemption from mandatory pilotage for its container vessels on the River Elbe.

The exemption was effective only in extremely unfavourable weather conditions, as in storms which have battered the coast for the past week. Hapag-Lloyd won the exemption with the argument that transfers during storms present an extreme risk for pilots.

However, the German Transport Ministry has meanwhile suspended the exemption, pending further investigation into potential safety problems for shipping on the river.

The suspension came after strong protest from the pilots, from the transport workers union and a number of others who felt that pilotage must remain mandatory to avoid safety risks.

The exemption had stipulated sufficient familiarity with the conditions on the River Elbe and in port.

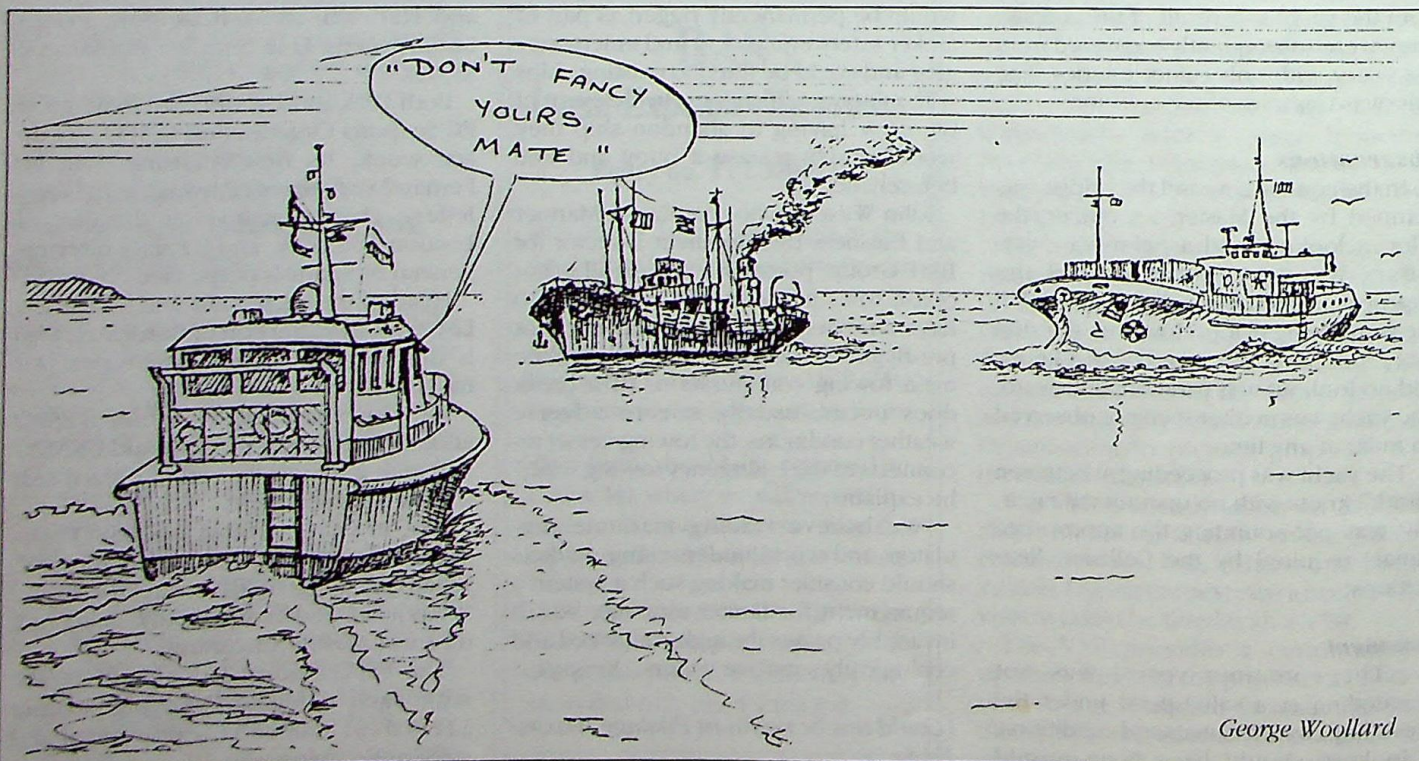
Mandatory pilotage may require a vessel to drop anchor at sea and wait out a storm, which prevents pilot transfer. For liner shipping on tight schedules, a wait may run to costs up to Dm100,000 (\$40,816.3) a day, apart from disrupting sailing schedules.

UKPA(M) INSIGNIA

The UKPA(M) still has available for sale to serving and retired pilots, the following items:

UKPA(M) Wall Plaques	£25.00
UKPA(M) Blazer Badges	£16.50
UKPA(M) Golfing/Sailing Caps	£13.00
UKPA(M) Ties	£7.00
UKPA(M) Key Rings	£1.00
Pilot Flag Lapel Badges	£1.25
EMPA Ties	£8.00
EMPA Lapel Badges	£2.00
EMPA Car Stickers	0.30p
IMPA Ties	£10.00

All orders & enquiries should be made to Davina Connor at Transport House.



George Woollard

SPECIAL REPORT

As a result of the continuing international co-operation between pilots and the wide distribution of *The Pilot* magazine we have been fortunate enough to receive the following contribution from one of our overseas colleagues. Apparently he finds the Port Features in *The Pilot* of great interest and is intrigued with the whole structure of pilotage in the United Kingdom, including our CHA administration and the weather hazards of familiar British ports.

He explains his lot in some far flung corner of a foreign harbour.

PUERTO DE PARAISO

Puerto de Paraiso is a purpose built harbour recently opened in the Indies. The trade mainly consists of container vessels and passenger traffic, and as the local Port Authority pursues an environmentally friendly approach no oil tankers, LPG vessels, chemical carriers, cement ships or colliers are allowed to enter the port's 100 mile exclusion zone.



The Harbour's designers used the natural contours of this former deep water lagoon where there is never less than 20 metres under the keel, with a smooth sandy bottom. The tide sweeps south at a rate of at least half a knot in a spiral tidal diagram ensuring that it always runs true at the berths, which are built in a north-south configuration. The prevailing wind from the east occasionally touches 5 knots, but this only occurs for about 23 days during the winter. Usually the pilot can rely on a gentle on-shore drift.

The new pre-cast concrete jetties are fendered with double sprung piling to withstand a landing on rate of some 20 feet per second, however the six Voith Schneider tugs used make such an approach a rare happening. Mooring winches ashore help the dozen or so men in the mooring gang in their work, and the hydraulic twin gangways can maintain position effectively to contend with the spring half metre tidal range. Visibility

can be a problem, on a poor day it is sometimes quite difficult to distinguish the lagoon entrance from its sister island some 20 miles to the north. Centre line marks, with the IALA port and starboard buoys on each side of the 1000 foot channels, make such reduced visibility less of a hazard, and the leading lights were recently intensified. Fog was last experienced in 1984 but as it follows a ten year cycle we could be in for trouble soon.

We tend to leave such problems to the Norcontrol VTS operators, all retired pilots around 55 years with at least 20 years pilotage experience. Management is convinced of the need for pilot operators and it keeps our recently retired colleagues in touch with the maritime scene. The pocket money doesn't go amiss either.

As apparently happened in the U.K. in 1988, we had our problems with the Port Authority when it came to setting up the local pilotage. After 4 full days of protracted negotiations the Government finally agreed that the pilots obviously knew more about it than anyone else and gave them carte blanche to organize everything. But on a tight budget.

It was finally settled that one million pesos of local currency (about £900,000 sterling after your recent devaluation) would be deposited in the Pilot Account annually. The 10 licensed pilots have to manage on this as best they can. The first thing that had to go was the overtime, so we had to abandon night working and severely restrict any weekend duties. Luckily the non-contributory Government pension scheme is secure, paying a 2/3rds salary from the age of 55. Our main concern, of course, is Income Tax. The Government is threatening an increase from our present 8% top limit and even thinking of including our free housing as a taxable benefit. At least our company cars are not at risk.

The pilot boat was a headache. The pilots finally agreed to run the boat themselves, with only a three-man crew, if the projected design were changed to a motorsailer. The savings in running costs persuaded the Port Authority it was a good idea and we purchased the new craft illustrated. Obviously we leave the sails off when shipping and landing, and rig the pneumatic fenders, but evenings and weekends it is surprisingly popular with wives and families, albeit restricted in the servants quarters. The twin Caterpillar turbo charged diesels are real workhorses and yet surprisingly lively when water skiing at speed.

By a democratic decision the 10 pilots elected to split themselves into three watches of three pilots, with one pilot always on holiday.



This three man watch allows for two pilots working and the duty boat coxswain, all of whom maintain a continuous watch from 0800 right through to 1800 every week day. Unless it be their week off the other watches have to be in readiness for a call within the confines of our newly converted Pilot Station. This can mean swimmers often having to cut short their 50 lengths or leave their iced coffee to get warm. Just because our ambient temperature seldom falls below 28°C does not mean we are not alert and ready for anything. After all, we only get 8 hours notice of an ETA and some weekdays we get as many as 2 or 3 ships.

We originally started with 11 pilots but, as we all know, you cannot please everybody, and one resigned. His dissatisfaction was finally put down to sunstroke, but he is improving and is now only voluntarily confined to the local asylum. A replacement was sought through media advertising in Lloyds List, requiring replies in writing. However the day they were to be considered it would seem the local postman fell off his bicycle into the mangrove swamp. All they ever found were his cap and a bicycle pump, the 7000-odd letters sank without trace. So instead of going through the whole rigmarole again we agreed to soldier on with the 10 of us. After all, you can't have everything.

We eagerly await our next issue of *The Pilot*, so far it would seem that your Milford Haven identifies most closely to us.

Your brother worker

Juan Antro de Dios
Port of Paraiso, 1st April 1992



LETTERS TO THE EDITOR

Dear Sir,

In January this year, during a bad storm, three German Sea Pilots were lost on the same night. To lose one is unforgivable, to lose three is beyond belief. Could you use the Pilot magazine to feature this loss? Perhaps with a report from EMPA or from a German Representative.

I am sure an article about this loss would be a reminder to all pilots, which in my opinion cannot be emphasised enough, especially with so many new pilots in the UKPA(M), of the dangers of the outer boarding stations.

The loss of the young Jersey pilot last January caused quite a stir and led to many changes in the Pilot Boat rules. Perhaps the UKPA(M) should send a delegation to Hamburg to look into this loss and perhaps make recommendations. Or is the loss of pilots just par for the job and to be expected and regretted?

We are all the same flesh and blood going about our normal peacetime duties - should this loss be allowed to happen without comment.

As UK pilots we must at least, through *The Pilot* magazine, express our horror at this sad incident to our German colleagues and offer our collective sympathies to their families.

Pat Goode, London Sea Pilot

I am sure we all agree with the above writer and do offer our condolences to those involved in the Hamburg tragedy. Editor

Reprinted by kind permission of Flash magazine, September 1992.

Dear Sir,

I wonder if the enclosed photograph will be of any interest to those readers who were in any way involved with the Dungeness Pilot Cutters many years ago?

The picture depicts my late grandfather, Mick Bates, disembarking two Gravesend pilots ashore to Dungeness in about 1968. I am given to understand that the Pilot Cutter may have been the *THPV Pioneer* but regrettably do not know the pilots' names.

I well remember as a young boy growing up at Dungeness and my grandfather taking me out in his boat to pick up some pilots from one of the cutters, it was early morning and I recall the ship's cook taking me down to the galley for what amounted to an extraordinarily heavy breakfast.

I remember it was heavy because I was

violently seasick in grandfather's boat on the way ashore!

As a small boy climbing up the side of a Pilot Cutter appeared something akin to climbing the side of some monstrous Super Tanker and no less frightening when the sea was rough.

Many pilots will no doubt remember my grandmother, Joan Bates, who is still very much alive and often recounts many interesting tales of a period in the history of Trinity House pilotage that has sadly long since passed.

My family's links with Trinity House go back many years, my great grandfather, "Jerry" Bates, carried out the same task previously along with his job as an independent shipping agent. Incidentally, his was the only independent shipping agency operating in the country, after Lloyd's of London.

In our family we still have many wonderful presents given to our grandfather by grateful sea captains in appreciation for the help he gave in saving the many ships that ran ashore at Dungeness in either fog or stormy weather during the first half of this century.

As my grandmother now says, it really was the end of an era when the Dungeness Pilot Cutters were replaced by the faster, more economical launches operating out of Folkestone.

I would be delighted to hear from any of those pilots, retired or otherwise, who may well have worked with my grandfather and who would like to share their memories of their time as Gravesend Pilots.

You will see that the family still has links with Trinity House and I can be contacted at Portland Bill Lighthouse where I am presently stationed.

Paul Copson
West Cottage, Portland Bill Lighthouse,
Portland, Dorset DT5 2JT



Dear Sir,

If you have any room in *The Pilot* I would be interested to see if there are any replies to the following.

'A Search for Pilots in Poetry!'

Browsing recently through a 1907 Cyclopaedia of Quotations, I happened upon several which mentioned pilots, however local enquiries have not turned up the full poems from which the quotations are taken. Do any of our literary colleagues have copies of them?

'Fear not, but trust in Providence,
Wherever thou may'st be'.

&
'O pilot! 'tis a fearful night,
There's danger in the deep'

Thomas Haynes Bayly
'The Pilot'

'Here's to the pilot who weathered the storm'.

Canning
'The Pilot that Weathered the Storm'

G.A. Topp
Liverpool Pilot.

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.**

RECRUITMENTS & RETIREMENTS

BELFAST

Two new pilots have joined the service.

John Wilson aged 32 commenced piloting on 1/6/92. John joined the Pilot Service from Pandoro.

Kevin Lindsay aged 38 commenced piloting on 1/11/92. Kevin joined the Service from Stena Sealink.

RETIREMENT

Alex Niblock commenced piloting in Belfast on 22/10/1963 and retired on 31/12/1992 at 60 years of age completing just over 29 years of service.

HAROLD GARDNER

Port of Lancaster

The appearance of a weathered figure in wellingtons on Glasson Dock's Quays used to be a reliable sign that it was high water time in the north Lancashire village.

But like many other traditions it is now a thing of the past. Harold Gardner, who was the River Lune and Port of Lancaster pilot, has finally retired and his departure marks the end of an era.

The first indication of changing times was the replacement of the familiar *Peggy*, the 1901 ex-lifeboat which served as a river cutter since 1955, with a purpose-built vessel.

Harold, now 67 and brother Tom, who was *Peggy's* coxswain, were the third generation of a Sunderland Point family to manage the pilotage of one of the most difficult to navigate estuaries in the country.

Harold's retirement also marks the closure of the pilotage station at the Point, which was one of the most long-established in Britain.

His career started as a schoolboy when

he was needed to row his father out to board vessels for the port-bound journey or to collect him from ships that he had guided out to the deeps.

He "graduated" when a Fleetwood pilot died and Harold was asked to replace him.

Because of the continuous movement of silt, the Lune shipping lane changes constantly. He says that pilotage is a much easier job today. Radar and other electronic gadgetry give navigators an exact picture of what is happening both above and below the water.

His wife Betty has breathed a sigh of relief that the days of Harold getting out of bed at two in the morning to face gale force winds and wild seas are now in the past.

She said: "I tried not to worry too much, but it's lovely now - like Christmas all the time".

Harold is also looking forward to his days in retirement and admits that if he could turn the clock back he would not have the same job again.

He said: "Working always to tide times I've missed too much social life. Now, I'm looking forward to watching cricket, seeing more of my family and of course salmon fishing".

Harold's colleague, harbourmaster Rowland Casson, is to take over his duties.

IAN SWANN

Sunderland

Our colleague and local Secretary, Ian Swann, retired on 30 November 1992 on health grounds.

Last year Ian underwent major surgery and following a long period of convalescing, was obliged to accept that the rigours of Pilotage may prove too much.

Ian commenced his seagoing career with Moor Line and attained the position of Relief Master, joining Sunderland Pilots on 28 November 1979. He obtained his First Class Licence in November 1983.

Always interested in Pilotage politics and forever the diplomat, Ian busied himself with UKPA local secretarial work soon afterwards.

He was instrumental in negotiations between Sunderland Pilots and the Port of Sunderland Authority, our present employers, prior to the Appointed Day in 1988.

Quite apart from family and other varied commitments, Ian always strove to improve the Pilot's "lot", an uphill task in this day and age.

We feel he enjoyed his time as a Pilot and have no doubt that he will utilise his free time equally effectively in the future; he may even have time to tread fresh pastures after the calls of his wife and six boys have been tended.

Sunderland Pilots wish him a long and happy retirement.

BILL HOPKINS

Manchester

We regret to announce the early retirement of one of our representatives, Bill Hopkins, due to ill health. Bill was a representative for the Manchester Pilots for many years and is known to many pilots from other districts around the country.

GERALD VERNON

River Dee

River Dee Pilot Gerald Vernon retired aged 65 on the 31st January 1993. First licenced by Trinity House in June 1967 until 30th September 1988, then becoming a founder member and Director of North West Pilotage & Marine Services Ltd., a co-operative of small ports that includes Whitehaven, Workington, Silloth, Holyhead and the River Dee from which he retires at the end of the month.

Gerry is probably one of the few remaining and possibly the last working Pilot to have served his time in Sail. First going to sea towards the end of the War he joined his first ship the 150ft Schooner *Sarah Latham* owned by Roberts Bros and registered at Flint. Sailing as deck boy and trading mainly out of the River Dee from Connah's Quay to Irish Sea and Bristol Channel Ports, Gerry gained vast experience in sail before moving on after the war deep sea, venturing further afield with various Companies, before returning to Mostyn in 1957 when he became skipper of the Pilot Boat, continuing a long family connection with Mostyn where both his Grandfather and Uncle had been Harbourmaster.

In the early sixties Gerry was invited to join the Pilot Service and issued with a Provisional Pilots Licence, gaining his 1st Class Licence in 1967.

His colleagues will continue to use his knowledge and expertise and know that even in retirement Gerry still holds the key to the river.



OBITUARIES

Douglas Leslie Hewitt

Douglas Leslie Hewitt was born on the 11th November 1931. After completing his education at St. Bees School in Cumberland, and having been accepted by the Selection Committee of the Liverpool Pilot Service, he joined the *MV Otari* of the New Zealand Shipping Company as a cadet in January 1948. After only one trip he was called into the Liverpool Pilot Service as a junior apprentice or 'Boathand' on No. 3 Pilot Cutter.

He was called for, and obtained his Third Class Licence in May 1955, followed by his Second Class in 1957 and First Class in 1959.

Throughout his career he was known to the whole service as 'Joe' or 'young Joe', as his late father, also a First Class Pilot and former permanent Relieving Pilot Boat Master, was 'old man Joe'.

Doug was a conscientious pilot and in 1978 he took on the job of Pilot Boat Master for the final years of cruising cutters in Liverpool, when apprentices had been replaced by able seamen, and did the job with tact, diplomacy and efficiency.

When the last cutter had been withdrawn in 1982 to be replaced by launches, Doug returned to the 'working list', as it was known, until December 1986, when he took the position of Watch-keeper at the Point Lynas Pilot Station to which job he brought the same cheerful efficiency.

After the reorganisation in 1988 Doug took early retirement, but within a year was diagnosed with the illness which led

to his death on January 16th 1993. He is survived by his widow Aileen, his two sons Robert and Michael, daughters Heather and Carol, and eight grandchildren.

An observation by a former fellow Watch-keeper at Point Lynas would make a fitting epitaph for 'Joe' -

"He was a pleasure to work with".

Stanley P Jones

SP Jones died on the 26th December 1992 aged 75 years. Stan was one of the stalwarts of the Manchester Pilot Service, always ready to help his colleagues when called upon. Prior to joining the Canal Pilot Service he started his sea-going career as an Ordinary Seaman with Elders and Fyffes. He eventually got his Masters ticket, serving with W. Savage Ltd. and Coast Lines as 2nd and 1st Officers before joining the Trinity House Lighthouse Tender Service. He became a Canal Helmsman on the 3rd February 1943 and a 2nd Class Pilot on 16th January 1954. After one year as 2nd class he passed his 1st class pilots examination on the 19th January 1955. For an eighteen month period from 18th June 1956 he was appropriated pilot to Maclay and McIntyre Ltd. Stan retired on 31st August 1982.

Pensioners Deceased

September 1992
to February 1993

H A Burton	Tees Retired 1975
C G Francis	SE Wales Retired 1976
D L Hewitt	Liverpool Retired 1988
D Hunter	London-River Retired 1982
J Jarman	London-River Retired 1984
D C Johnston	Belfast Retired 1976
S P Jones	Manchester Retired 1982
J F Kersley	Forth Retired 1988
J J V Marks	London-Channel Retired 1984
D A MacDonald	London-Cinque Ports Retired 1985

RETIREMENTS

T Burge	Humber-Trent	Dec. 92
E E L Farmer	Medway	Dec. 92
W Hopkins	Manchester	Jan. 93
D Howieson	Forth	Jan. 93
R F Moon	London	Jan. 93
J A Niblock	Belfast	Jan. 93
A T Storey	Haven Ports	Dec. 92
I Swann	Sunderland	Dec. 92

Legal Defence Insurance

(Navigators & General Insurance Co Ltd
Policy No 20004375 UKPA(M)
Indemnity)

Notification of Incident

Pilots involved in incidents should notify the company as soon as is practical to register the case, either by telephone or in writing to:

Navigators & General Insurance Co Ltd,
Eagle Star House,
113 Queens road,
Brighton, BN1 3XN
Tel: 0273-29866 Ext. 3142

In general circumstances, the company would like to discuss briefly incidents with the pilot concerned prior to allocating legal representation.

In urgent cases however, certainly in cases involving injury or pollution, telephone contact must be made straight away both in and outside office hours as listed below:

In office hours

Mr L Powell
Daytime tel: 0273-29866 ext 3142

Outside office hours

Mr L Powell
Home tel: 0323-29393
or Mr N S Cooper
Home tel: 0903-742927,
or Mr S S McCarthy
Home tel: 0444-248520

Advertise in The Pilot

Advertisers, both commercial and private, are welcome.
Rates are available from the Editor.



Coastlines

Observing the Collision Regulations

Twenty minutes away from our anchorage I asked the captain if he was sure the anchors were ready. The thick fog persisted. Four hours of staring at the radar, even the forecastle disappearing into the mist, had made me glad the voyage was nearing its end. The good news had been that it was a light draughted 'go anywhere' coaster—with a seat at the controls!

The Captain summoned the crew member, told him in German it was to be the starboard anchor, and dispatched him into the mist. Traffic being light, our 10 knots speed including a 2 knot flood seemed reasonable. The VHF got busier, radar echoes backing up the voices, we now had four ships around us. Hearing a whistle blast I suggested to the Captain it was time we obeyed the Regulations. Would he please start the automatic fog horn. Torches finally found a panel and after much flicking of switches a short 'toot' triumphantly emerged.

Obedying the Captain's last instructions to the letter, the mate on the forecastle head swung into action. One toot was the agreed signal. He dropped the starboard anchor.

Corporal Jones would have been proud of me. Full astern and hard to port was hardly panic, although my strangled VHF call was less calm. The fog gave a strange feeling of unreality, the banks swung wildly on the radar, ship's echoes lost all sense. Nobody hit us, we quietly hove away and continued our journey to anchor in our proper place. It was all a secret.

Thinking about it afterwards I decided that if one is going to make a mess of it, then do it in dense fog. Nobody can see you or even criticise, and anyway, if you're anchored it's their job to keep clear!

Anon

The Worker

I'm tired. Yes, I'm tired.

For several years I've been blaming it on middle age, poor blood, lack of vitamins, air pollution, saccharin, obesity, dieting, underarm odour, yellow wax build up and other dozen maladies that make you wonder if life is really worth living.

But I found out it ain't that.

The population of this country is 51 million,

21 million are retired.

That leaves 30 million to do the work.

There are 19 million at school.

That leaves 11 million to do the work.

3 million are unemployed and

4 million are employed by the

Government.

That leaves 4 million to do the work.

1 million are in the Armed Forces,

which leaves 3 million to do the work.

2 million are employed by County and

Borough Councils,

leaving 1 million to do the work.

There are 620,000 people in hospital

and 379,998 in prisons.

Which leaves 2 people to do the work.

You and Me

And you're sitting on your backside
reading this.

No wonder I'm bloody tired ...!

Anon

POETS CORNER

Wakey wakey please rise and shine
Your ships arriving on the line
Call the Pilot get him aboard
And hope his bill we can afford.

But Wait awhile his face looks sad
He's telling me the time is bad
You should have been here hours ago
Why the hell is your ship so slow

The tide's away, your ships too deep
Why did you call me from my sleep?
This ship's too big, the berth too small
You cannot use that berth at all.

The winds too strong, your flying light
Why did you come this time of night
Your mast's too high the bridge too low
We haven't got a tug to tow.

The fog too dense, your radar's bad
If we go in we must be mad
We'd better anchor here at sea
And go below for cups of tea.

Mister Pilot we want it straight
Now much longer must our ship wait
With all that's wrong (including the
weather)
I think the ideal time is never

I'll call the boat and go ashore
Out here I really can't do more
My watch will end at nine o'clock
That's surely the best time to dock.

Just sign my bill on dotted line
At nine o'clock all will be fine
Here comes my boat I must away
Captain please have a real nice day.

Marine Timekeepers stamps from Royal Mail

The Royal Mail has issued a set of Special Stamps to commemorate the 300th anniversary of the birth of John Harrison, possibly Britain's greatest horologist. It was John Harrison who perfected the Marine Chronometer, thereby solving the problem of finding a ship's position in longitude and establishing a basic principle of navigation. As a result Britain's pre-eminence in marine navigation and exploration was established and the forerunner of all precision watches was born.

The set of stamps show different layers of Harrison's H4 clock which was completed in 1759. The 28p and 33p stamps illustrate the timekeeping element of the watch, while the 24p stamps show a decorated enamel dial. The 39p stamp reveals the pierced and engraved back of the movement.

BOOK REVIEW

"Brines Almanac"

Andrew Brines, Senior Pilot. Belfast

Shortly before Christmas a large brown envelope literally thudded on my doormat. Inside was the most extraordinary composition it has ever been my lot to read. Andrew Brines is a Belfast pilot, shortly to retire. He, along with many others, was obviously incensed with the Thatcher Government's treatment of pilots under the 1987 Pilotage Act. His Almanac, subtitled "A World Almanac of Political Arithmetic" is concerned with the way British institutions in general and Port Authorities in particular, manage their monetary

accounts, leading to a National Income and a National Debt. All this to the usual detriment of the British taxpayer.

At 215 pages long Andrew Brines has meticulously researched trade figures for the U.K., the Republic of Ireland and Norway. Dealing with visible and invisible trade, both imports and exports, the Almanac reviews inflation and the general incomprehension of the British public when faced with government statistics. Winston Churchill is quoted as saying that if he asked an opinion of six economists he would get seven replies, as Mr. Keynes always gave him two!

As a layman I cannot argue or agree any of the thousands of statistical figures which appear within, nor do I pretend to understand more than a third of the written content. I wish I could. I can but

marvel at Andrew Brines's tenacity and drive and wonder whether, too late in the day, he really chose the wrong vocation.

If you have got a spare £12, and I want to see what some of your colleagues are capable of, then send a cheque to A. Brines, P.O. Box 14, Carrickfergus, N.Ireland BT38 7AJ. His Almanac will burn your midnight oil, whether it will pose more questions than answers is up to the individual.

J D G

Discount Travel

HOVERSPED - SEACAT

We are pleased to announce a further 12 months discount travel on the Dover/Calais; Folkestone/Boulogne; Stranraer/Larne services during 1993. The usual 25% discount is available with a stamped addressed letter to the editor at his home address.

Hoverspeed - Seacat staff looked after us well in 1992, they have promised the same service in 1993.

Book early, travel cheaply.

SEALINK STENA LINE

I am pleased to offer you a 25% discount on applicable fares valid until 31st December, 1992 for travel with Sealink Stena Line on the Larne-Stranraer service.

Reservations may be made by contacting my office at Larne 0574 273616. Please advise the clerk of your reference number (T2/775). Tickets will be issued at the reduced rate on receipt of payment prior to departure at the booking office in Larne.

ME McWilliam, Passenger Manager

NORTH SEA FERRIES Hull-Rotterdam

I have discussed with my Reservations Controller the simplest method for bookings to be made by your members and we feel that it would be appropriate for them to state that they are members of the United Kingdom Pilots' Association at the time booking. Our staff will then initiate the 10% reduction upon making their reservation (for Passenger Reservations telephone 0482 77177).

AE Farrel

UK Passenger Sales & Marketing
Manager

THE PILOT

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

Telephone: 071-828 7788

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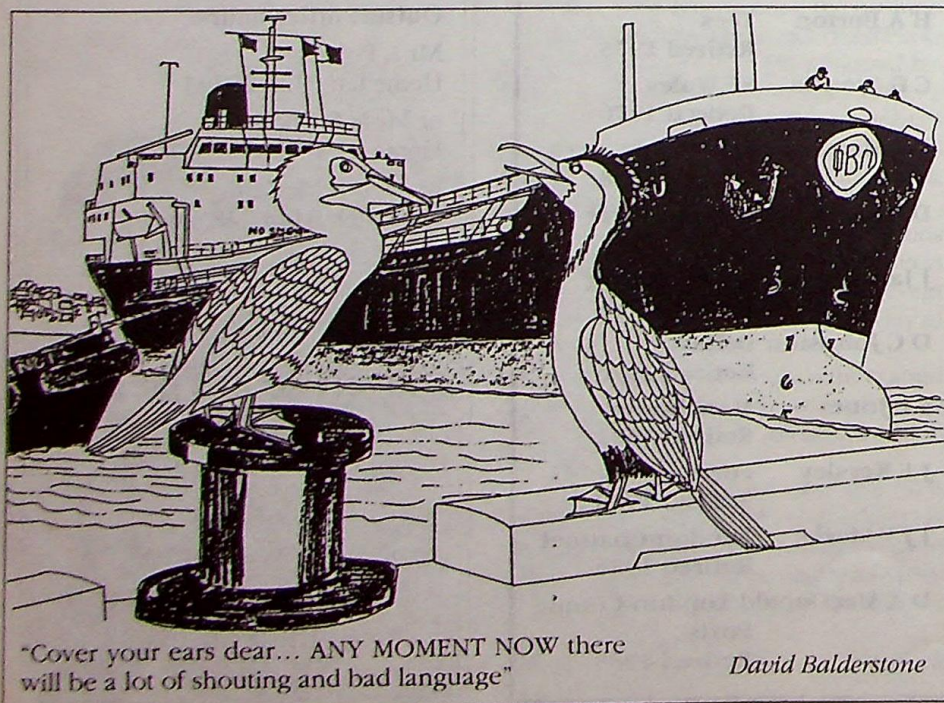
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"Cover your ears dear... ANY MOMENT NOW there will be a lot of shouting and bad language"

David Balderstone

United Kingdom Pilots' Association (Marine)

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District	Name	Address and Telephone Number
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